

# Commonwealth Transportation Board

Shannon Valentine Chairperson

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

#### MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the December 9, 2020 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: <a href="http://www.ctb.virginia.gov/public\_meetings/live\_stream/default.asp">http://www.ctb.virginia.gov/public\_meetings/live\_stream/default.asp</a>. There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-669-220-6631 followed by PIN 104 881 279# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

#### **AGENDA**

December 9, 2020 9:00 a.m. or upon adjournment of the December 9, 2020 Workshop Meeting

**Public Comments:** 

**Approval of Minutes November 24, 2020** 

Agenda Meeting of the Commonwealth Transportation Board December 9, 2020 Page 2

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

Presenting: Robert Hofrichter

Division Director

1. Action on Transfer – Primary System of State Highways to Local System Located in the Town of Smithfield in the Hampton Roads District.

#### **GOVERNANCE AND LEGISLATIVE AFFAIRS:**

**Presenting: JoAnne Maxwell** 

Division Administrator

2. Action on Periodic Regulatory Review

#### **RIGHT OF WAY & UTILITES DIVISION:**

<u>Presenting: Lori Snider</u> Division Administrator

- 3. Action on Limited Access Control Changes for the 10-foot Asphalt Trail along Route 289 (Franconia-Springfield Parkway) from Route 7060 (Spring Village Drive) to Route 1135 (Ridgeway Drive) Fairfax County, Virginia, Located in the Northern Virginia District.
- 4. Action Limited Access Control Changes, Route 360 (Patrick Henry Highway) Nottoway County, Located in the Richmond District.
- 5. Action on Limited Access Control Change (LACC) Route 171 (Victory Boulevard) York County, Located in the Hampton Roads District.

#### **LOCAL ASSISTANCE DIVISION:**

<u>Presenting: Russ Dudley</u>
Assistant Division Administrator

- 6. Action Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets, Fiscal Year 2021.
- 7. Action Arlington and Henrico Counties Maintenance Payments FY 2020-2021.

#### INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor

**Division Director** 

8. Action FY20-25 Six-Year Improvement Program Transfers for October 24, 2020 through November 13, 2020,

#### INFRASTRUCTURE INVESTMENT DIVISION

<u>Presenting: Kimberly Pryor</u>

**Division Director** 

#### VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Presenting: Steve Pittard Chief Financial Officer

9. Action on COVID-19 Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2021 – 2026 and Authorization Relating to Federal Funding.

Agenda Meeting of the Commonwealth Transportation Board December 9, 2020 Page 3

#### INFRASTRUCTURE INVESTMENT DIVISION

<u>Presenting: Kimberly Pryor</u> Division Director

10. Action on SMART SCALE Project Second Budget Increase for I-81 Exit 17 Interchange Modification (UPC 109419) Located in the Bristol District.

#### **LOCATION AND DESIGN DIVISION:**

<u>Presenting: Susan Keen</u> Division Administrator

- 11. Action on Limited Access Control Changes (LACCs) for the Route 311 Connector Road, Pittsylvania County, Located in the Lynchburg District.
- 12. Action on Limited Access Control Changes (LACCs) for the Dulles Corridor Metrorail Project, Fairfax County, Located in the Northern Virginia District.
- 13. Action on Limited Access Control Changes (LACCs) for the Interstate 95 Express Lanes Fredericksburg Extension ("FredEx"), Stafford County Located in the Fredericksburg District.
- 14. Action on Limited Access Control Changes for Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) Prince William County Located in the Northern Virginia District.

#### VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

<u>Presenting: Jennifer DeBruhl</u> Chief of Public Transportation

15. Action on Approval of I-66 Commuter Choice Program of Projects.

#### VIRGINIA DEPARTMENT OF TRANSPORTATION:

<u>Presenting: Laura Farmer</u> Chief Financial Officer

#### VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

<u>Presenting: Steve Pittard</u> Chief Financial Officer

16. Action on Adopting the FY 2021 Budgets for the CTF, VDOT and DRPT.

#### VIRGINIA DEPARTMENT OF TRANSPORTATION:

<u>Presenting: Laura Farmer</u> Chief Financial Officer

17. Action on Granting Authority to enter into MOA with the Central Virginia Transportation Authority.

Agenda Meeting of the Commonwealth Transportation Board December 9, 2020 Page 4

#### **NORTHERN VIRGINIA DISTRICT:**

<u>Presenting: Nicholas Roper</u> Assistant District Administrator for Planning

18. Action on Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement) for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia.

#### OFFICE INTERMODAL PLANNING AND INVESTMENT:

<u>Presenting: Nick Donohue</u> Deputy Secretary of Transportation

19. Action on Approval of Interstate 81 Corridor Improvement Program Progress Report.

**SCHEDULING AND CONTRACT:** 

<u>Presenting: Harold Caples</u>
Assistant State Construction Engineer

20. Bids.

**NEW BUSINESS:** 

**ADJOURNMENT:** 

###



# Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

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

Agenda item #1

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

<b>Made By:</b>	Seconded By:
<u> </u>	•
Actio	on:

#### Title: Transfer – Primary System of State Highways to Local System

**WHEREAS**, the Town Council of the Town of Smithfield desires the transfer of Route FR-659 (Cedar Street) in the Town of Smithfield from the Primary System of State Highways to the local system of roads, pursuant to §33.2-315, Code of Virginia 1950, as amended. The road's length is 1.35 mile and is located entirely within the corporate limits of the Town of Smithfield; and

**WHEREAS,** the Town of Smithfield receives road payments for the maintenance of its road system in accordance with §33.2-319, Code of Virginia 1950, as amended; and

**WHEREAS**, the Town Council of the Town of Smithfield provided the Commissioner of Highways with a resolution, attached hereto as Exhibit A, requesting the transfer of Route FR-659, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to §33.2-315, *Code of Virginia* 1950, as amended, the Commonwealth Transportation Board may transfer a street from the Primary System of State Highways to the local system of roads of a locality that receives road payments under §33.2-319, Code of Virginia 1950, as amended;

Resolution of the Board Transfer - Primary System of State Highways - Route FR659 in Town of Smithfield December 9, 2020 Page 2 of 2

**NOW THERFORE, BE IT RESOLVED,** that the roadway identified below, is hereby ordered transferred from the Primary System of State Highways to the local system of roads, pursuant to § 33.2-315, *Code of Virginia*, 1950, as amended.

# **Primary System of State Highways**

**Transfer** 

**Hampton Roads** 

Town of Smithfield

• Route FR-659

1.35 Mi.

Total Mileage Transferred from the Primary System: 1.35 Mi.

####

#### **CTB Decision Brief**

# Transfer of Route FR-659 From VDOT Primary System to the Local System of Roads Located in the Town of Smithfield

**Issue**: The Town Council of Smithfield has requested the Commonwealth Transportation Board (CTB) transfer 1.35 mile length of Route FR-659 (Cedar Street) in the Town of Smithfield from the Primary System of State Highways to the Town of Smithfield's local road system.

**Facts:** FR-659 is located in the Town of Smithfield, which receives maintenance payments in accordance with § 33.2-319. The frontage road along the eastern side of Route 10 now functions as a town street and not as a frontage road and the Town desires to continue to maintain the street. This transfer is also being requested with relation to VDOT Project 7010-046-101, C501.

The Town of Smithfield provided a resolution, dated August 4, 2020 (Exhibit A, attached), indicating the Town of Smithfield's request to transfer the 1.35 mile length of Route FR-659 (noted in green on Exhibit B, attached) from the state's Primary system to the local system.

Upon review of the area, Virginia Department of Transportation (VDOT) staff determined the 1.35 mile road should be transferred from the Primary System of State Highways, pursuant to § 33.2-315 of the *Code of Virginia*, in accordance with the Town of Smithfield's request.

**Recommendations**: VDOT recommends the Commonwealth Transportation Board approve the transfer of the 1.35 mile length of Route FR-659 as referenced above.

**Action Required by CTB**: The *Code of Virginia* requires a majority of the Board's members to approve the change proposed in this brief.

**Result if Approved**: If approved, VDOT will suspend all its maintenance activity on the roadway and the road will be transferred to the locality's system of roads.

**Options**: Approve or Deny

Exhibit A
Town of Smithfield Resolution, dated August 4, 2020

RESOLUTION OF TRANSFER OF PRIMARY ROAD TO VDOT'S URBAN SYSTEM

CEDAR STREET - EXTENDED

The Town Council of The Town of Smithfield, during the regular meeting on August 4,

2020, adopted the following:

WHEREAS, the Virginia Department of Transportation constructed Cedar Street -

Extended in conjunction with VDOT Project no. 7010-046-101-C501 / Route FR 659, and

WHEREAS, those segments identified on the project sketch serve local traffic and are

desired to be transferred from the Primary System of State Highways to the local system of

roads operated by the Town of Smithfield.

NOW THEREFORE, BE IT RESOLVED, the Town Council for the Town of Smithfield

hereby requests the Commonwealth Transportation Board transfer those segments identified on

the attached project sketch from the Primary System of State Highways to the Urban System of

roads maintained by the Town of Smithfield pursuant to §33.2-315, Code of Virginia, and

BE IT FURTHER RESOLVED, this Board requests that, for those segments identified on

the attached project sketch, the Virginia Department of Transportation renumber the segments to

be included as part of the Urban System; and

BE IT FINALLY RESOLVED that a certified copy of this resolution be forwarded to the

Resident Engineer of the Virginia Department of Transportation.

Adopted this 4th, day of August 2020.

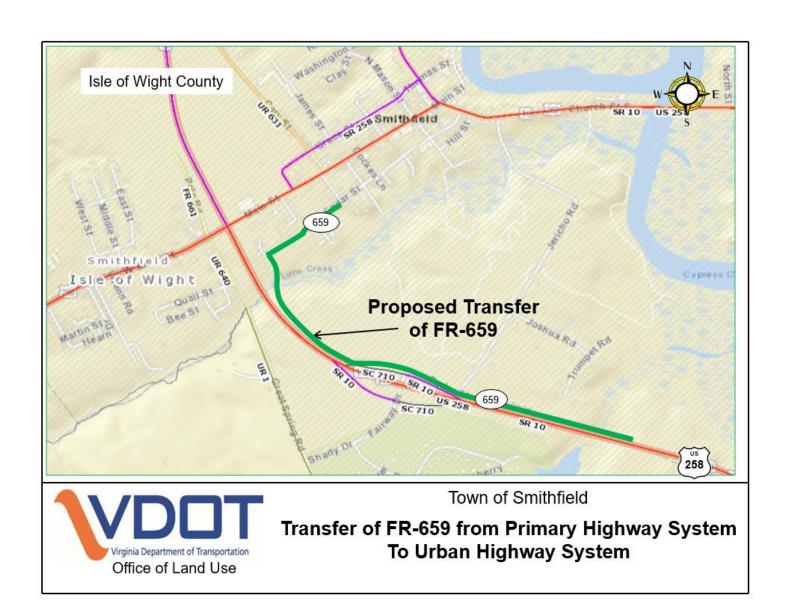
TOWN COUNCIL OF THE TOWN OF SMITHFIELD

T. Carter William, Mayor

ATTEST:

Resley H. King

Exhibit B
Sketch of Proposed Transfer





Commonwealth Transportation Board

Shannon Valentine 1401 East Broad Street
Chairperson Richmond, Virginia 23219

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

Agenda item # 2

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By:	Seconded By:
$\mathbf{A}$	ction:

**Title: Periodic Regulatory Review** 

WHEREAS, the Virginia Administrative Process Act (the APA), particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated; and

**WHEREAS,** Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review; and

WHEREAS, the Virginia Department of Transportation (VDOT) conducted a periodic review of the regulations listed in the table below, and pursuant to the requirements set forth in the APA and the process established in the Executive Order, notified the public of the regulations' ongoing periodic review on the Virginia Regulatory Town Hall website and solicited comment from the public for a minimum of 21 days, satisfying the minimum statutory requirement; and

**WHEREAS,** VDOT has completed all facets of the regulatory review of the regulations listed in the table below in accordance with the Executive Order 14 and the APA, including the

Resolution of the Board Periodic Regulatory Review December 9, 2020 Page 2 of 3

completion of a Periodic Review Report of Findings for each regulation (attached as Exhibits A through D); and

**WHEREAS**, no public comments were submitted regarding the regulations under periodic review and based upon the results of the review, VDOT recommends action for each regulation as determined in the relevant Periodic Review Report of Findings for each regulation and set forth in the table below:

Chapter	Title	Proposed Disposition
24 VAC 30-61	Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities	Retain as is.
24 VAC 30-315	Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways	Retain as is.
24 VAC 30-340	Debarment or Suspension of Contractors	Repeal (but review procedures/policy for possible revision or rescission).
24 VAC 30-390	Virginia Scenic Highways and Byways	Repeal (but retain policy/procedures)

; and,

**WHEREAS**, the Commonwealth Transportation Board originally adopted the regulations listed in the table above pursuant to its authority in § 33.2-210 of the *Code of Virginia* and other relevant sections of the *Code of Virginia*.

**NOW THEREFORE, BE IT RESOLVED,** that the Commonwealth Transportation Board approves and adopts the respective Periodic Review Report of Findings for each of the regulations listed in the table above, including the proposed disposition for each regulation.

**BE IT FURTHER RESOLVED,** that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to take all actions necessary to complete the periodic reviews for the regulations listed in the table above, and for those regulations for which repeal is approved, to complete the process necessary to repeal said regulations.

**BE IT FURTHER RESOLVED,** that the Commonwealth Transportation Board affirms that any current Policies of the Commonwealth Transportation Board relating to those regulations for which repeal is approved shall not be affected by this repeal action, however, the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to

Resolution of the Board Periodic Regulatory Review December 9, 2020 Page 3 of 3

begin a review of those Policies and to present any recommendations for further revisions or other action on those Policies to the Commonwealth Transportation Board no later than December 31, 2021.

####

#### CTB Decision Brief Periodic Regulatory Review

**Issue:** The Administrative Process Act (APA) requires all state agencies that adopt regulations to periodically review those regulations. Executive Order 14 (2018) mandates that these reviews take place every four years to determine if the regulation should be continued with no changes or be amended or be repealed. In accordance with these requirements, the Virginia Department of Transportation (VDOT) has reviewed the regulations listed below and is providing recommendations as to the action to be taken by the Commonwealth Transportation Board (CTB) for each regulation.

#### **Facts:**

- The APA, particularly in §§ 2.2-4007.1 and 2.2-4017 of the *Code of Virginia*, requires that all state agencies that adopt regulations periodically review those regulations, including consideration of: 1) the extent to which regulations remain supported by statutory authority and do not duplicate, overlap, or conflict with state or federal law; 2) the nature of complaints or comments received from the public; 3) whether the regulations are necessary for the protection of public health, safety and welfare; 4) whether the regulations are clearly written and easily understandable; 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and 6) the length of time since the regulation has been evaluated.
- The Governor's Executive Order Number 14 (2018, amended) requires all regulations to be so reviewed every four years and specifies the procedures for conducting such review. Chapter 444 of the 2018 Acts of Assembly requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.
- VDOT conducted a periodic review of the regulations listed in the table below, and
  pursuant to the requirements set forth in the APA and the process established in the
  Executive Order, notified the public of the regulations' ongoing periodic review on the
  Virginia Regulatory Town Hall website and solicited comment from the public for 21 days,
  satisfying the minimum statutory requirement. No public comments were submitted
  regarding the regulations under periodic review by the CTB.
- VDOT has completed all facets of the regulatory review of the regulations listed in the table below, and has completed the Periodic Review Report of Findings for each regulation (Attached as Exhibits A-D), which is to be filed with the Virginia Registrar to complete the periodic review process.
- The regulations reviewed which are to be considered by the CTB are listed in the table below. The table is followed by a description of each regulation and the findings made by VDOT based upon the review.

Chapter	Title	Proposed Disposition
24 VAC 30-61	Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities	Retain as is.
24 VAC 30-315	Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways	Retain as is.
24 VAC 30-340	Debarment or Suspension of Contractors	Repeal (but review procedures/policy for possible revision or rescission).
24 VAC 30-390	Virginia Scenic Highways and Byways	Repeal (but retain policy/procedures).

# • 24 VAC 30-61 Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities

Federal law (49 U.S.C. §5112) authorizes each state to establish, maintain, and enforce designations of specific highway routes over which hazardous material may and may not be transported by motor vehicles and limitations and requirements related to highway routing. The regulation provides restrictions on the transport of hazardous materials over state-owned bridge-tunnel facilities (four urban, water-proximate facilities in the Hampton Roads District, and two rural, distanced-from water facilities in the Bristol District). The regulation is necessary for the protection of the public health, safety, and welfare. A hazardous material spill in a bridge-tunnel facility can be particularly difficult to address and can cause significant damage. VDOT recommends retaining the regulation as is.

# • 24 VAC 30-315 Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways

Section 46.2-830 of the *Code of Virginia* authorizes the Commissioner of Highways to classify, designate, and mark state highways and provide a uniform system of traffic control devices for such highways under the jurisdiction of the Commonwealth. It further states that such system of traffic control devices shall correlate with and, so far as possible, conform to the system adopted in other states. Federal regulation, namely 23 CFR 655.603, specifies that "The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a)." The same federal

CTB Decision Brief Periodic Regulatory Review December 9, 2020 Page 3 of 4

regulation further states that "[w]here State or other Federal agency MUTCDs or supplements are required, they shall be in substantial conformance with the National MUTCD." Further, 23 CFR 655.603(b)(2) provides that "States and other Federal agencies are encouraged to adopt the National MUTCD in its entirety as their official Manual on Uniform Traffic Control Devices."

Uniform standards for traffic control devices (signs, roadway markings, traffic signals, work zone devices, and highway/rail grade crossing devices) promote safe, orderly, and efficient use of the highways for all road users. VDOT recommends retaining the regulation as is.

#### • 24 VAC 30-340 Debarment or Suspension of Contractors

Debarment acts to deny contractors the ability to bid on certain construction contracts due to prior violations of the law or terms of contract. The CTB adopted its current policy, describing the procedures and criteria it intends to use in considering the debarment of contractors, in 1981 and revised said policy in 1983. That policy is incorporated by reference as the current regulation. However, in 1982, the General Assembly enacted the Virginia Public Procurement Act which provided that a state agency designated by the Governor may adopt procedures for the debarment of contractors. In 1988, the then-Governor designated/directed, via executive order, the Department of General Services (DGS) to adopt procedures for the debarment of contractors that were to be used by state agencies. DGS has since adopted procedures for the debarment of contractors.

VDOT is proposing that the regulation therefore be repealed. VDOT will conduct a review of the debarment policy to determine if it should be amended or rescinded in light of the DGS debarment policy.

#### • 24 VAC 30-390 Virginia Scenic Highways and Byways

Section 33.2-405 of the *Code of Virginia* provides that the CTB is authorized to designate any highway as a scenic highway or as a Virginia byway. Section 33.2-405 further requires that the designation be made in cooperation with the Director of the Department of Conservation and Recreation. The Department of Conservation and Recreation and VDOT executed a Memorandum of Agreement (MOA) dated July 6, 1995 that outlined the general responsibilities and obligations of each party in recommending Scenic Highways and Virginia Byways to the CTB. That MOA was updated in 2018 to provide clarity to the recommendation process.

At the same time that the CTB approved the updates to the MOA, it adopted a set of written goals and policies to guide it in making future decisions on designating Scenic Highways and Byways. The current regulation simply provides guidance to the CTB when it makes future decisions on designating Scenic Highways and Byways, and therefore is not necessary as a regulation. The purpose of the regulation can be accomplished through the written goals and policies adopted by the CTB and by the MOA with the Department of

CTB Decision Brief Periodic Regulatory Review December 9, 2020 Page 4 of 4

Conservation and Recreation. Further, §33.2-405 does not call for the promulgation of regulations regarding these designations. Therefore, VDOT is recommending the regulation be repealed.

**Recommendations:** VDOT recommends that the Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities and the Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways be retained as is. VDOT recommends that the regulation addressing Debarment or Suspension of Contractors be repealed and that the related policy be reviewed to determine if it should be rescinded or revised, given the DGS Debarment Procedures. Finally, VDOT recommends that the regulation regarding Virginia Scenic Highways and Byways be repealed while the policy and procedures relating to designation of such roadways be retained.

**Action Required by CTB:** A resolution will be presented for CTB approval authorizing VDOT to complete the periodic review of these regulations by filing the respective Periodic Review Report of Findings for each regulation listed, and to authorize the Commissioner of Highways or his designee to take any actions necessary to amend or repeal the regulations that are recommended to be so amended or repealed.

**Result, if Approved:** The periodic reviews of the noted regulations will be completed, and the regulations will be retained as is, amended or repealed as recommended.

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

**Public Comments/Reactions**: There were no comments or other input received from the public.

Form: TH-07 April 2020

#### **CTB EXHIBIT A**



townhall.virginia.gov

# Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC 30-61
VAC Chapter title(s)	Rules and Regulations Governing The Transportation of Hazardous Materials Through Bridge-Tunnel Facilities
Date this document prepared	September 18, 2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

#### **Acronyms and Definitions**

Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.

No acronyms are present in 24 VAC 30-61 or used in this report. There are no complex technical terms that require a definition.

#### **Legal Basis**

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

The Commonwealth Transportation Board is authorized to make regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210 of the Code of Virginia, and that authority is extended to the Interstate highways pursuant to § 33.2-300. Federal law authorizes each state to establish, maintain, and enforce designations of specific highway routes over which hazardous material may and may not be transported by motor vehicles and limitations and requirements related to highway routing, pursuant to 49 United States Code 5112.

Form: TH-07

This regulation establishes the rules by which interstate, intrastate, and public and private transporters of hazardous materials are governed while traveling through bridge-tunnel facilities.

# **Alternatives to Regulation**

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

No alternatives were considered or are being proposed at this time.

#### **Public Comment**

<u>Summarize</u> all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

Commenter	Comment	Agency response

No informal advisory group was formed for purposes of assisting in the periodic review. No public comment was received as a result of the Town Hall announcement.

#### **Effectiveness**

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

This regulation meets the criteria set out in Executive Order 14. The regulation is necessary for the protection of the public health, safety, and welfare. A hazardous material spill in a bridge-tunnel facility can be particularly difficult to clean up and can cause significant damage, especially when the facility is in an urban area or near water. The regulation is clearly written and easily understandable.

#### Decision

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

The Commonwealth Transportation Board is proposing to retain the regulation as is. The regulation provides restrictions on the transport of hazardous materials over state-owned bridge-tunnel facilities (four urban, water-proximate facilities in the Hampton Roads District, and two rural, distanced-from water facilities in the Bristol District). The Commonwealth Transportation Board believes the existing regulation is the least burdensome means for addressing the purpose of the regulation.

Form: TH-07

#### **Small Business Impact**

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

There is a continued need for this regulation as it provides safety guidelines and rules for transporting hazardous materials through bridge-tunnel facilities. The Commonwealth Transportation Board has received no complaints concerning this regulation. There is no overlap, duplication, or conflict with federal or state law or regulation for 24VAC30-61. Only members of the trucking industry traveling on specific facilities are affected by this regulation, so it is limited in the number of affected parties, as well as the location of the routes. The regulation was last reviewed in 2010.

Form: TH-07 April 2020

#### CTB EXHIBIT B



townhall.virginia.gov

# Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC30-315
VAC Chapter title(s)	Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways
Date this document prepared	September 20, 2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

#### **Acronyms and Definitions**

Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.

CFR means the Code of Federal Regulations.
CTB means the Commonwealth Transportation Board.
MUTCD means the Manual on Uniform Traffic Control Devices.
U.S.C. mean the United States Code.

### **Legal Basis**

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the

promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

Form: TH-07

Section 46.2-830 of the Code of Virginia authorizes the Commissioner of Highways to classify, designate, and mark state highways and provide a uniform system of traffic control devices for such highways under the jurisdiction of the Commonwealth. It further states that such system of traffic control devices shall correlate with and, so far as possible, conform to the system adopted in other states. Federal regulation, particularly 23 CFR 655.603, requires that "The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a)." The same federal regulation further states that "[w]here State or other Federal agency MUTCDs or supplements are required, they shall be in substantial conformance with the National MUTCD." Further, 23 CFR 655.603(b)(2) provides that "States and other Federal agencies are encouraged to adopt the National MUTCD in its entirety as their official Manual on Uniform Traffic Control Devices."

The CTB is authorized generally to make regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210 of the Code of Virginia. According to prior guidance from the Office of the Attorney General, this regulation is exempt from the provisions of the Administrative Process Act pursuant to § 2.2-4002(B)(3) and (11) of the Code of Virginia.

#### **Alternatives to Regulation**

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

No viable alternatives for achieving the purpose of this regulation were identified or considered as part of the periodic review.

#### **Public Comment**

<u>Summarize</u> all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

No comment was received during the public comment period.

Commenter	Comment	Agency response

#### **Effectiveness**

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways is necessary for the protection of public health, safety and welfare. Uniform standards for traffic control devices (signs, roadway markings, traffic signals, work zone devices, and highway/rail grade crossing devices) promote safe, orderly, and efficient use of the highways for all road users. The regulation is clearly written and easily understandable.

Form: TH-07

#### Decision

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

The Commonwealth Transportation Board recommends retaining the regulation as is. The regulation is required by federal law and promotes the health, safety and welfare of the travelling public.

# **Small Business Impact**

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

The Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways remains needed. The CTB has received no complaints concerning the regulation, and although long and detailed, the regulation is not complex. The regulation adopts federal standards as required by federal law, and does not conflict with that federal law. The regulation was adopted in 2012 pursuant to a CTB Resolution dated December 7, 2011, and has not been amended since.

Form: TH-07
April 2020

#### **CTB EXHIBIT C**



townhall.virginia.gov

# Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-340
VAC Chapter title(s)	Debarment or Suspension of Contractors
Date this document prepared	9/21/2020

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

# **Acronyms and Definitions**

Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.

CTB means the Commonwealth Transportation Board.

CFR means the Code of Federal Regulations.

FHWA means the Federal Highways Administration.

U.S.C. means the United States Code.

VDOT means the Virginia Department of Transportation.

#### **Legal Basis**

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the

promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

Form: TH-07

The CTB adopted its current policy, describing the procedures and criteria it intends to use in considering the debarment of contractors, in 1981 and revised said policy in 1983. That policy is incorporated by reference as the current regulation. However, in 1982, the General Assembly enacted the Virginia Public Procurement Act which provided that a state agency designated by the Governor may adopt procedures for the debarment of contractors. In 1988, the then-Governor designated/directed, via executive order, the Department of General Services (DGS) to adopt procedures for the debarment of contractors that were to be used by state agencies. DGS has since adopted procedures for the debarment of contractors. Section 2.2-4321 of the Code of Virginia authorizes the debarment of contractors pursuant to procedures established in writing by DGS.

For Federal-Aid projects, 23 U.S.C. 315, 2 C.F.R. 180, 2 C.F.R. Part 1200, and Federal Executive Order 12549, and FHWA Order 2000.2B, Suspension and Debarment Process, require VDOT to follow a process for determining that contractors who are suspended or debarred are excluded from participating in Federal-Aid projects. The CTB has established other rules concerning the establishment of proof of competency and responsibility of those wishing to submit bids pursuant to Chapter 43 (§ 2.2-4300 et seq.) of Title 2.2 of the Code of Virginia, known as the Virginia Public Procurement Act, which public bodies must follow in awarding public contracts.

The Office of the Attorney General has previously identified this regulation as exempt from the Administrative Process Act pursuant to § 2.2-4002(B)(2) of the Code of Virginia.

### **Alternatives to Regulation**

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

The CTB adopted its current policy, describing the procedures and criteria it intends to use in considering the debarment of contractors, in 1981. That policy is incorporated by reference as the current regulation, and has been amended several times including, most recently, in 1995. Although the policy explains the procedures and criteria the CTB intends to use in consideration of the debarment of individual contractors, the CTB is unaware of any instances in which it debarred a contractor pursuant to that policy since 1987. Debarment acts to deny contractors the ability to bid on certain construction contracts due to prior violations of the law or terms of contract. Section 2.2-4321 of the Code of Virginia, authorizing debarment, authorizes the written procedures to be adopted by DGS. The CTB believes it can achieve the same purpose of the regulation through adoption of its policy as a guidance document or by following the DGS procedures for debarment.

#### **Public Comment**

<u>Summarize</u> all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

No public comments were received during the comment period.

Commenter	Comment	Agency response

Form: TH-07

#### **Effectiveness**

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

Although the regulation is clearly written and easily understandable, the regulation is not necessary for the protection of public health, safety, and welfare because it merely provides guidance to the CTB in making future determinations on debarment, which ensure that VDOT does not conduct business with a person or firm that has an unsatisfactory record of integrity and business ethics. Because DGS has adopted procedures for debarment which apply to all state agencies, the CTB's regulation is not necessary.

#### **Decision**

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation

The CTB recommends repeal of 24VAC30-340, Debarment or Suspension of Contractors. The CTB recommends further that VDOT review the current policy to ensure that it continues to satisfy requirements of Virginia law and federal rules.

# **Small Business Impact**

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

- (1) There is not a continuing need for the regulation. Because DGS has adopted procedures for debarment which apply to all state agencies, the CTB's regulation is not necessary.
- (2) The CTB has received no complaints concerning the regulation.
- (3) The regulation is not overly complex.
- (4) The regulation is not necessary in light of the procedures for debarment adopted by DGS.
- (5) The decision to repeal the regulation will have no impact on small business given that the CTB may follow the procedures adopted by another state agency. The policy was last updated in 1995.

Form: TH-07
April 2020

#### CTB EXHIBIT D



townhall.virginia.gov

# Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board	
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC 30-390	
VAC Chapter title(s)	Virginia Scenic Highways and Byways	
Date this document prepared	09/08/2020	

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 14 (as amended, July 16, 2018), the Regulations for Filing and Publishing Agency Regulations (1VAC7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

# **Acronyms and Definitions**

Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.

No acronyms are present in 24VAC30-390 or are used in this report. There are no complex technical terms that require a definition.

### **Legal Basis**

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

Section 33.2-405 of the Code of Virginia states that the Commonwealth Transportation Board is authorized to designate any highway as a scenic highway or as a Virginia byway. Section 33.2-405 further requires that the designation be made in cooperation with the Director of the Department of Conservation and Recreation. Section 33.2-210 of the Code of Virginia gives the Commonwealth Transportation Board the general authority to adopt regulations for the protection of and covering traffic on and for the use of systems of state highways. The Office of the Attorney General has previously determined that the regulation is exempt from the Administrative Process Act pursuant to § 2.2-4002(B)(3).

Form: TH-07

### **Alternatives to Regulation**

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

The Department of Conservation and Recreation and the Virginia Department of Transportation executed a Memorandum of Agreement (MOA) dated July 6, 1995 that outlined the general responsibilities and obligations of each party in recommending Scenic Highways and Virginia Byways to the Commonwealth Transportation Board. That MOA was updated in 2018 to provide clarity to the recommendation process. At the same time that the Commonwealth Transportation Board approved the updates to the MOA, it adopted a set of written goals and policies to guide it in making future decisions on designating Scenic Highways and Byways. The current regulation just provides guidance to the Commonwealth Transportation Board when it makes future decisions on designating Scenic Highways and Byways, and therefore is not necessary as a regulation. The purpose of the regulation can be accomplished through the written goals and policies adopted by the Commonwealth Transportation Board and by the MOA with the Department of Conservation and Recreation.

#### **Public Comment**

<u>Summarize</u> all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

Commenter	Comment	Agency response

There were no comments received during the public comment period following the publication of the Notice of Periodic Review.

#### **Effectiveness**

Form: TH-07

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in Executive Order 14 (as amended, July 16, 2018), including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

Scenic Highways and Virginia Byways are intended to preserve highway corridors with high aesthetic or cultural values leading to or within areas of historical, natural or recreational values, and to preserve and enhance the natural beauty and cultural value of lands through which state highways traverse. More than 3500 miles of highway in the Commonwealth have received such a designation. Although the regulation is clearly written and easily understandable, it is not necessary for the protection of the public health, safety and welfare, because the purpose for which the regulation was adopted can be accomplished through other means.

#### **Decision**

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

The Commonwealth Transportation Board is proposing that this regulation be repealed. Section 33.2-405 of the Code of Virginia says the Commonwealth Transportation Board can cooperate with the Department of Conservation and Recreation to designate Scenic Highways and Byways. The Commonwealth Transportation board adopted a policy in 1973 on making such designations and entered into a Memorandum of Agreement with the Department of Conservation and Recreation in 1995. The adopted Policy and Memorandum of Agreement were amended in 2018. The current regulation just provides guidance to the Commonwealth Transportation Board when it makes future decisions on designating Scenic Highways and Byways, and therefore is not necessary as a regulation. The purpose of the regulation can be accomplished through the written goals and policies adopted by the Commonwealth Transportation Board and by the MOA with the Department of Conservation and Recreation.

# **Small Business Impact**

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

Repealing this regulation does not impact small businesses. The Commonwealth Transportation Board has received no complaints concerning this regulation. The regulation is not complex, and is consistent with federal and state law. The regulation was reviewed in 2006 and again in 2018.



Commonwealth Transportation Board

Shannon Valentine 1401 East Broad Street
Chairperson Richmond, Virginia 23219

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

Agenda item # 3

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 09, 2020

#### **MOTION**

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

<u>Title: Limited Access Control Changes for the 10-foot Asphalt Trail along</u>

<u>Route 289 (Franconia-Springfield Parkway) from Route 7060 (Spring Village</u>

<u>Drive) to Route 1135 (Ridgeway Drive)</u>

<u>Fairfax County, Virginia</u>

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on July 16, 1987, the CTB approved the major design features of Route 289 (Franconia-Springfield Parkway). In accordance with the statutes of the Commonwealth of Virginia and the policies of the CTB, Design Public Hearings were held between October 7 and November 20, 1986, in various locations in Fairfax County for the purpose of considering the proposed design of Springfield Bypass from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir) in Fairfax County, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, State Highway Project R000-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M4501; and

**WHEREAS,** Fairfax County Project 2G40-088-066 (the "Project") provides for the construction of a 10-foot Trail along Route 289 from Route 7060 (Spring Village Drive/Bonnie

Resolution of the Board Proposed Limited Access Control Change Franconia Springfield Parkway Trail Fairfax County December 09, 2020 Page 2 of 3

Mill) to Route 1135 (Ridgeway Drive) to include upgrading existing curb ramps at the intersection of Route 289 and Route 7060, adding pedestrian signals crossing Spring Village Drive, and upgrading the Fairfax Connector bus stop loading pad at the intersection; and

WHEREAS, the construction of a 10-foot trail along Route 289 requires a break of the limited access line, on the westbound side, shown on the Limited Access Line Exhibit and the Limited Access Control Points Stations and Offsets Table (attached). The Project also requires the approval to maintain a Fairfax Connector bus stop, in its current location, adjacent to the westbound Franconia-Springfield Parkway (Rt.289) right turn lane to Spring Village Drive (Rte 7060); and

**WHEREAS**, a Notice of Willingness for Public Comment ("Willingness") was posted on September 24, 2020, in *The Washington Post- VA Local Living* and the *Connection – Fairfax County South Edition* and September 25, 2020, in the *El Tiempo Latino* for the proposed locations of the limited access break, and allowed public input to be collected concerning the request. The Willingness expired on October 13, 2020, with two (2) comments received in favor of the proposed limited access control changes (LACCs); and

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

**WHEREAS**, the economic, social and environmental effects of the proposed 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 Northern Virginia District has reviewed the traffic analysis report completed July 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, The proposed Project is funded and administered by Fairfax County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by the Northern Virginia District on August 20, 2020; and

**WHEREAS,** the proposed Project is located within a non-attainment area for ozone. The Project would not add, remove, or relocate roadway capacity or transit services and therefore does not require either a qualitative or quantitative project-level air quality analyses, consistent with VDOT policy and guidance. Furthermore, the Project is intended to enhance non-motorized

Resolution of the Board Proposed Limited Access Control Change Franconia Springfield Parkway Trail Fairfax County December 09, 2020 Page 3 of 3

transportation and improve access to existing transit facilities. The Project will not have an adverse impact on air quality; and

**WHEREAS,** the proposed project is in the County of Fairfax and is supported by a letter from the Director of Transportation, Fairfax County Department of Transportation dated August 19, 2020.

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

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

**NOW, THEREFORE, BE IT RESOLVED,** in accordance with § 33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code,* that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the proposed 10' asphalt path be permitted to break the limited access line as shown on the attached exhibit.

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

####

# CTB Decision Brief

#### **Proposed Limited Access Control Changes**

# Route 289 (Franconia-Springfield Parkway Trail ) from Route 7060 (Spring Village Drive)

to Route 1135 (Ridgeway Drive)
Project 2G40-088-066
UPC# NA

# Fairfax County, Virginia

**Issues:** The area designated as limited access previously approved for the Springfield Bypass (Route 289), from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), needs to be modified to allow pedestrian and bicyclist access from the community served by Ridgeway Drive (Route 1135) to the existing trail located adjacent to the intersection of Route 289 and Spring Village Drive/Bonniemill Lane (Route 7060). The existing trail is located within the current limited access limits for the roadway. The proposed 10-foot asphalt trail will need to break the limited access control line. Additionally, permission is requested to maintain the bus stop, in its current location, along the westbound right turn lane to Route 7060. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

#### **Facts:**

- The design of Route 289, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, was approved by resolution of the CTB dated July 16, 1987, the plans for which include the boundaries of the area designated as limited access.
- The design of Route 289 included a temporary entrance of the limited access line at the intersection of Route 289 and Route 7060 that is to be closed at the time an interchange is built at Neuman Street (Route 1220).
- The design of Route 289 did not exclude pedestrian and bicyclist access within the limited access limits by including an asphalt trail within the limited access limits.
- The design of Route 289 included a marked pedestrian crossing at the intersection of Route 289 and Route 7060.
- In 1998 the intersection of Route 289 and Route 7060 was signalized by developer project 9501-SP-001-2 to include pedestrian signals at the existing crosswalk.
- There is an existing Fairfax Connector bus stop, located within the project limits, which does not appear to have prior CTB approval for placement within the Limited Access Roadway. It is unknown when the bus stop was established. The stop currently serves 7 riders per day and is scheduled for 19 stops in the AM commuting hours and 21 stops in the PM commuting time period. The bus that services this location can stop outside of the flow of traffic. The project proposes no changes to current bus stop configuration for the area.
- Based on Traffic Analysis Report no pedestrian or bicycle crashes were reported at this intersection. Additionally, there are no sections within the vicinity of the study area identified as "Potential Safety Improvements" for 2018, a rating used by VDOT to identify locations where an engineering review for possible mitigating counter measures should be considered.
- Fairfax County Project **2G40-088-066** (the "Project") provides for the construction of a 10-foot asphalt trail along Route 289 from Route 7060 to Route 1135 to include upgrading existing ADA ramps at the intersection of Route 289 and Route 7060. These improvements will require

CTB Decision Brief
Proposed Limited Access Control Changes
Franconia Springfield Parkway Trail
Fairfax County
December 09, 2020
Page 2 of 3

permission to break the limit access, as shown on the Limited Access Line Exhibits and the Plan view.

- A Notice of Willingness for Public Comment ("Willingness") was posted on September 24, 2020, in *The Washington Post- VA Local Living* and the *Connection Fairfax County South Edition* and September 25, 2020, in the *El Tiempo Latino* for the proposed locations of the limited access break, and allowed public input to be collected concerning the request. The Willingness expired on October 13, 2020.
- Proper notice of the Willingness was given in advance, and all were given a full opportunity to
  express their opinions and recommendations for or against the Project as presented, their
  statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given
  proper consideration, and this evidence, along with all other relevant evidence has been carefully
  reviewed.
- VDOT's Northern Virginia District has reviewed the traffic analysis report completed July 2020, by WRA and found that it adequately addresses the impacts from the Project and the proposed limited access control changes (LACCs).
- The proposed Project is funded and administered by Fairfax County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by VDOT's Northern Virginia District on August 20, 2020.
- The proposed Project is located within a non-attainment area for ozone. The Project would not add, remove, or relocate roadway capacity or transit services and therefore does not require either a qualitative or quantitative project-level air quality analyses, consistent with VDOT policy and guidance. Furthermore, the Project is intended to enhance non-motorized transportation and improve access to existing transit facilities. The Project will not have an adverse impact on air quality.
- The proposed Project is in the County of Fairfax and is supported by a letter from the Director of Transportation, Fairfax County Department of Transportation dated August 19, 2020.
- 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 polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Franconia Springfield Parkway corridor in Fairfax County 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 on July 16, 1987.

CTB Decision Brief Proposed Limited Access Control Changes Franconia Springfield Parkway Trail Fairfax County December 09, 2020 Page 3 of 3

**Action Required by CTB:** The *Code of Virginia* § 3.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* 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 proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Franconia Springfield Parkway Project will move forward.

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

**Public Comments/Reactions:** There were two (2) emailed comments received as a result of Posting of the Willingness for the Project. The two (2) comments received were in favor of the proposed LACCs.



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

**Stephen C. Brich, P.E.** COMMISSIONER

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary H. Hynes

The Honorable Alison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Route 289 (Franconia-Springfield Parkway)

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Fairfax County for a break in the limited access control on the westbound side of Route 289 (Franconia-Springfield Parkway) for the construction of a 10-foot trail along Route 289 from Route 7600 (Spring Village Drive/Bonnie Mill) to Route 1135 (Ridgeway Drive) to include upgrading existing curb ramps at the intersection of Route 289 and route 7600 and adding pedestrian signals crossing Spring Village Drive. The Department's staff has determined there will be minimal impact on the operation to Route 289 (Franconia-Springfield Parkway) and that the proposed LACCs are appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer

#### Minutes of the Meeting of the State Highway Counterion of Virginia, held in Highword Cotober 4, 1956

The Commission met in the Central Office Building, Richard, Virginia, at 9:00 A.M., Thursday, October 4, 1986. The following members were presents Nesers. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Helson, Ms. A. Wright and J. A. Anderson.

The mosting was called to order by the Chairman.

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

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

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

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1847, and recorded in the Auditing Division, be approved. Motion carried.

Hoved by Senator Welson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-16, Route 615, Bridge and Approaches Three Creek, Southempton County, to the low hidder, Morfolk Contracting Co., Morfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,054.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creak-0.884 Mile M. Rockbridge County Line, Augusta County, to the low bidler, Echols Brothers, Inc., Staunton, Ya., at the bid of \$67,455.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeshie to this project; to be financed 50/50 State and Federal. Motion carried.

Hoved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pissaro)-Franklin County Mine, Floyd County, to the low hidder, D. E. Worley Construction Co., Rocky Nount, Va., at the bid of \$127,855.70, that 105 additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Notion carried.

Moved by Mr. Flyths, seconded by Senator Helson, that, Whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, as exercise, request is made by City of Warwick for payment at the base rate of 500 per Hile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Hile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Howed by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Notion carried.

Moved by Mr. Flythe, seconded by Senator Melson, that, Whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.994 Mile, affective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Helson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of socces to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 5, Chapter 1, Title 35, of the Code of Virginia of 1950, as amended, Motion carried.

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

7/16/87

Moved by Mr. Guiffre, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, Design Public Hearings were held between October 7 and November 20, 1986 in various locations in Fairfax County for the purpose of considering the proposed design of the Springfield Bypass from Route 7 (near Dranesville) to Route 1 (near Fort Belvoir), in Fairfax County, excluding a section from Intersection 66 to Braddock Road and including the proposed Franconia Spur between Rolling Road and Beulah Street, State Project RO00-029-249, PE-103, PE-104, PE-105, PE-106; Federal Project M-5401(), 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's engineers along alternatives that do not adversely impact Pope's Head Park, Burke Lake Park, South Run Park or Huntsman Park unless Federal approval is obtained with the following modifications:

### 7/16/87

- provide a grade separation with no access at Pinecrest Road,
- 2. provide an additional one way, northbound access only to the Fair Oaks Hospital,
- 3. eliminate access to Fairfax Station Road.
- 4. provide access for the extension of the Burke Center Parkway,
- 5. provide a grade separtion with no access at Clara Barton Drive,
- 6. shift ramp alignment in the southwest quadrant of the Rolling Road interchange to reduce impacts on the adjacent community, and
- 7. provide minor adjustments where prudent and feasible to minimize or eliminate individual concerns; and

BE IT FURTHER RESOLVED, that the Springfield Bypass, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board be designated as a limited access highway as presented at the said hearing with modifications as included herein.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Bacon, that

WHEREAS, under the authority of Section 33.1-62 of the <u>Code of Virginia</u> (1950), as amended, the Commonwealth Transportation <u>Board is authorized</u> to designate Virginia Byways as recommended by the Department of Conservation and Historic Resources after providing the opportunity for public hearings; and

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Routes 601, 676, and 614 in Albemarle County from U.S. Routes 29/250 to the Community of Owensville where Route 601 changes to 676 then to 614 and extends to the intersection with Route 810 at the Community of White Hall, substantially meets the adopted criteria for Virginia Byways; and



## County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

August 19, 2020

Mr. Stephen Bates, Chief Location & Design Virginia Department of Transportation 4975 Alliance Drive Fairfax, Virginia 22030

Subject: Project No.: 2G40-088-066

Franconia-Springfield Parkway Trail Limited Access Line Modification Request

Mr. Bates: Starc

The Fairfax County Department of Transportation is currently advancing the design of a new pedestrian facility adjacent to Franconia-Springfield Parkway, which will require a modification of the limited access line for this roadway. The project is proposed on the northeast quadrant of the Franconia-Springfield Parkway intersection with Spring Village Drive. The new trail will provide a connection between the Cross County Trail, currently located at this intersection, to the neighborhoods east of Ridgeway Drive. The Cross County Trail is located within the public right-of-way adjacent to the Franconia-Springfield Parkway; however, the proposed trail will break the current limited access line as shown on the attached plan. Additionally, Fairfax County is requesting permission to maintain the existing bus stop, in its current location, along the westbound right turn lane to Spring Village Drive.

In accordance with Virginia Administrative Code 24 VAC 30-401-20, Fairfax County requests the assistance of the Virginia Department of Transportation to obtain CTB approval for a limited access line modification for the subject project. If you have any questions, please contact Mark VanZandt at mark.vanzandt@fairfaxcounty.gov or call him at 703-877-5745.

Sincerely,

Tom Biesiadny

Director

G:\Capital-Projects\PDD-TDB\2G40-088-066 Franconia Springfield Trail\Limited Access Line\CTB

Mark E. VanZandt, Section Chief, Transportation Design Division, FCDOT cc: Galappa Madhusudhan, Project Manager, Transportation Design Division, FCDOT

Noelle Dominguez, Legislative Liaison, FCDOT

Fax: (703) 877-5723

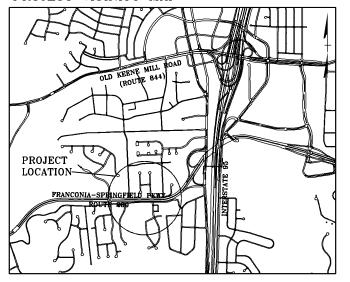
www.fairfaxcounty.gov/fcdot

## Franconia-Springfield Parkway Trail: Spring Village Drive to Ridgeway Drive Project No - 2G40-088-066

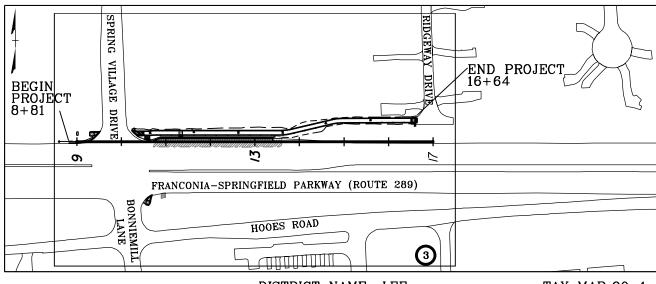
Proposed Limited Access Break				
Begin		End		
Station		Station		
12+54.15	N 6964262.1375	12+54.96	N 6964240.4333	
	E 11854877.9722		E 11854878.7723	
	Off. 36.10 LT		Off. 14.40 LT	

## FRANCONIA-SPRINGFIELD PARKWAY TRAIL: SPRING VILLAGE DRIVE TO RIDGEWAY DRIVE VICINITY MAP PROJECT NO. 2G40-088-066

### PROJECT VICINITY MAP

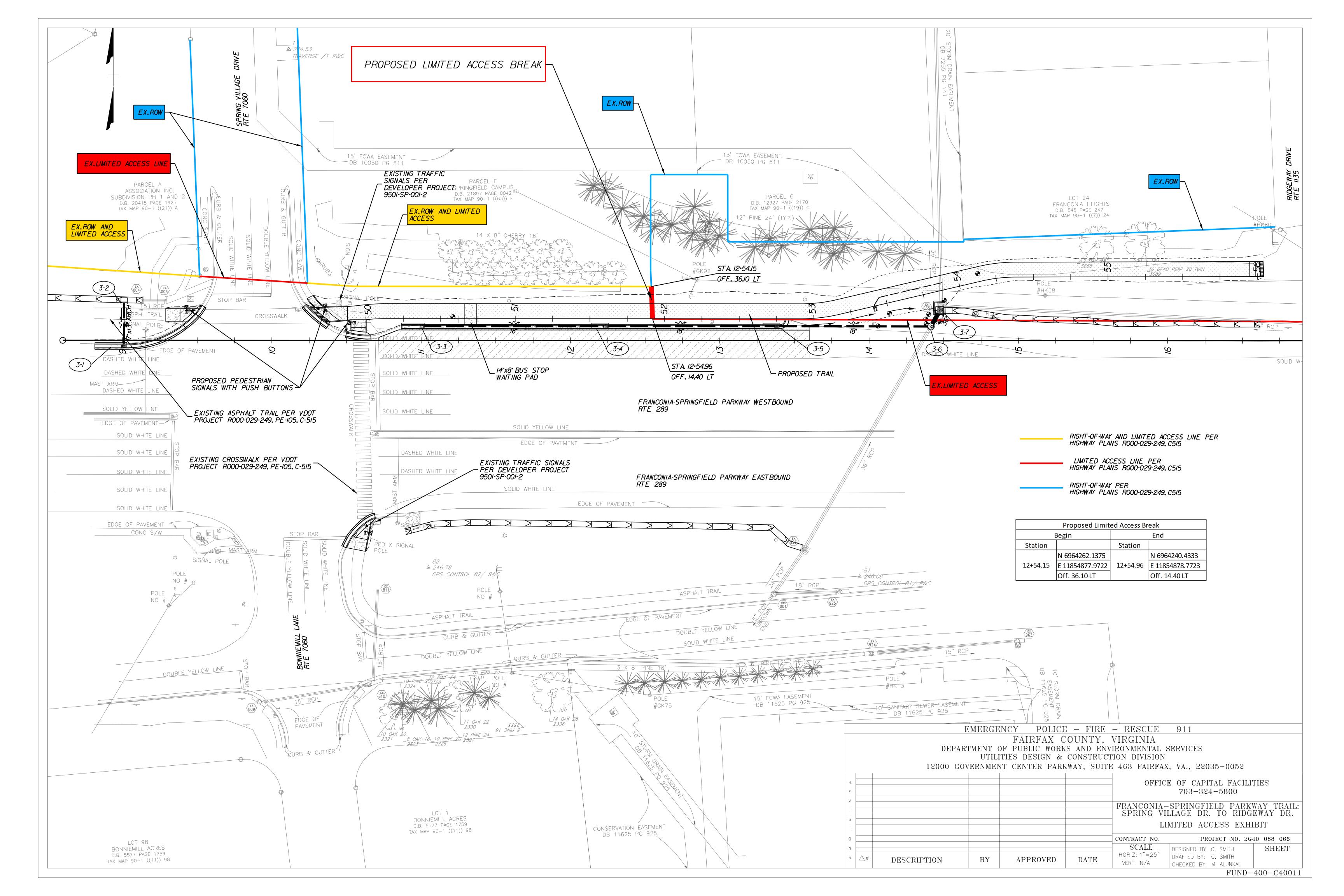


### PROJECT LOCATION MAP



DISTRICT NAME: LEE

TAX MAP: 90-1





## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

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

Agenda item #4

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

### **MOTION**

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

<u>Title: Limited Access Control Change</u>

<u>Route 360 (Patrick Henry Highway)</u>

<u>Nottoway County</u>

**WHEREAS,** Route 360 (Patrick Highway) in Nottoway County was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB) on August 18, 1966; and

**WHEREAS,** in connection with State Highway Project 6360-067-102, RW-201, the Commonwealth acquired certain limited access control easements from the Department of Health by Agreement dated March 8, 1967, recorded in Deed Book 176, Page 177, recorded in the Office of the Clerk of Circuit Court of the County of Nottoway; and

**WHEREAS**, Bryan Wright Farms, LLC has requested a shift in limited access control along Route 360 (Patrick Henry Highway) to accommodate for a planned convenience store and travel center. The shift in the limited access control will shift the right of way limits to create a surplus property, which the requestor will purchase; and

**WHEREAS**, the requested shift in limited access control of the southern side of the west bound lanes on Route 360 is from a point on the existing limited access line, 80 feet right of Station 135+62 (Route 360 east bound lane centerline), thence to a point 73 feet right of Station 136+68.387 (Route 360 east bound lane centerline), thence to a point 73 feet right of Station 138+28.81 (Route 360 east bound lane centerline), thence to a point 50 feet right of Station 13+50 (Route 723 construction baseline), being a point on the existing limited access line; and

**WHEREAS**, the County of Nottoway, by resolution dated October 18, 2018, endorses the requestor's planned project and acquisition of surplus property which requires a limited access

Resolution of the Board Limited Access Control Change Route 360 (Patrick Henry Highway) Nottoway County December 9, 2020 Page 2 of 2

control change (LACC) and the County Administrator has provided a formal letter endorsing the request to modify limited access control for the project; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Richmond District has determined, with the Chief Engineer concurring, that the proposed shift in the limited access control of Route 360 will have minimal impact on the operation of the Route 360 (Patrick Henry Highway) right of way; and that the proposed LACC is appropriate from a safety and traffic control standpoint based upon a Traffic Impact Assessment dated November 11, 2019; and

**WHEREAS**, VDOT's Richmond District has determined the location of the proposed LACCs are not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Richmond District and there will be no adverse environmental impacts; and

**WHEREAS,** public notices of willingness to hold a public hearing and to receive public comment were posted in the *Progress-Index* newspaper on August 3, 2020, and August 11, 2020, and the *Blackstone Courier Record* newspaper on August 5, 2020 and August 12, 2020, and the *Legacy* newspaper on August 5, 2020, and August 12, 2020; and

**WHEREAS**, VDOT has determined no compensation shall be due in consideration of the proposed LACC, as no value will be added to the adjoining land solely by shifting the said limited access line; and

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

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

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

WHEREAS, VDOT recommends approval of the LACC as shown on the attached exhibits.

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

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

# CTB Decision Brief Route 360 (Patrick Henry Highway) Nottoway County Limited Access Control Change

**Issue:** Bryan Wright Farms, LLC, has requested a shift in limited access control along Route 360 (Patrick Henry Highway) to accommodate for a planned convenience store and travel center. The shift in the limited access control will allow for a shift in the right of way limits to create a surplus property and include the property the applicant will purchase. This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code* 

### **Facts:**

- Route 360 (Patrick Henry Highway) in Nottoway County was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB) on August 18, 1966.
- In connection with State Highway Project 6360-067-102, RW-201, the Commonwealth acquired certain limited access control easements from the Department of Health by Agreement dated March 8, 1967, recorded in Deed Book 176, Page 177, recorded in the Office of the Clerk of Circuit Court of the County of Nottoway.
- The requested shift in limited access control of the southern side of the west bound lanes on Route 360 is from a point on the existing limited access line, 80 feet right of Station 135+62 (Route 360 east bound lane centerline), thence to a point 73 feet right of Station 136+68.387 (Route 360 east bound lane centerline), thence to a point 73 feet right of Station 138+28.81 (Route 360 east bound lane centerline), thence to a point 50 feet right of Station 13+50 (Route 723 construction baseline), being a point on the existing limited access line.
- The written determination of the Chief Engineer regarding this proposed project is attached for your consideration.
- The County of Nottoway, by resolution dated October 18, 2018, endorses the requestor's planned project and acquisition of surplus property which requires a limited access control change (LACC) and the County Administrator has provided a formal letter endorsing the request to modify limited access control for the project.
- VDOT's Richmond District has determined, with the Chief Engineer concurring, that the proposed shift in the limited access control of Route 360 will have minimal impact on the operation of the Route 360 (Patrick Henry Highway) right of way; and that the proposed LACC is appropriate from a safety and traffic control standpoint based upon a Traffic Impact Assessment, dated November 11, 2019, prepared by Vanasse Hangen Brustlin, Inc.
- VDOT's Richmond District has determined the location of the proposed LACCs are not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Richmond District and there will be no adverse environmental impacts.
- Public notices of willingness to hold a public hearing and to receive public comment were posted in the *Progress-Index* newspaper on August 3, 2020, and August 11, 2020, and the

CTB Decision Brief Limited Access Control Change Route 360 (Patrick Henry Highway) Nottoway County December 9, 2020 Page 2 of 2

Blackstone Courier Record newspaper on August 5, 2020, and August 12, 2020, and the Legacy newspaper on August 5, 2020 and August 12, 2020.

- VDOT has determined no compensation shall be due in consideration of the proposed LACC, as no value will be added to the adjoining land solely by shifting the said limited access line.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.

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

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

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

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

**Public Comments/Reactions:** None



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

**Stephen C. Brich, P.E.** COMMISSIONER

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary H. Hynes

The Honorable Alison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACC) for Route 360 (Patrick Henry Highway)

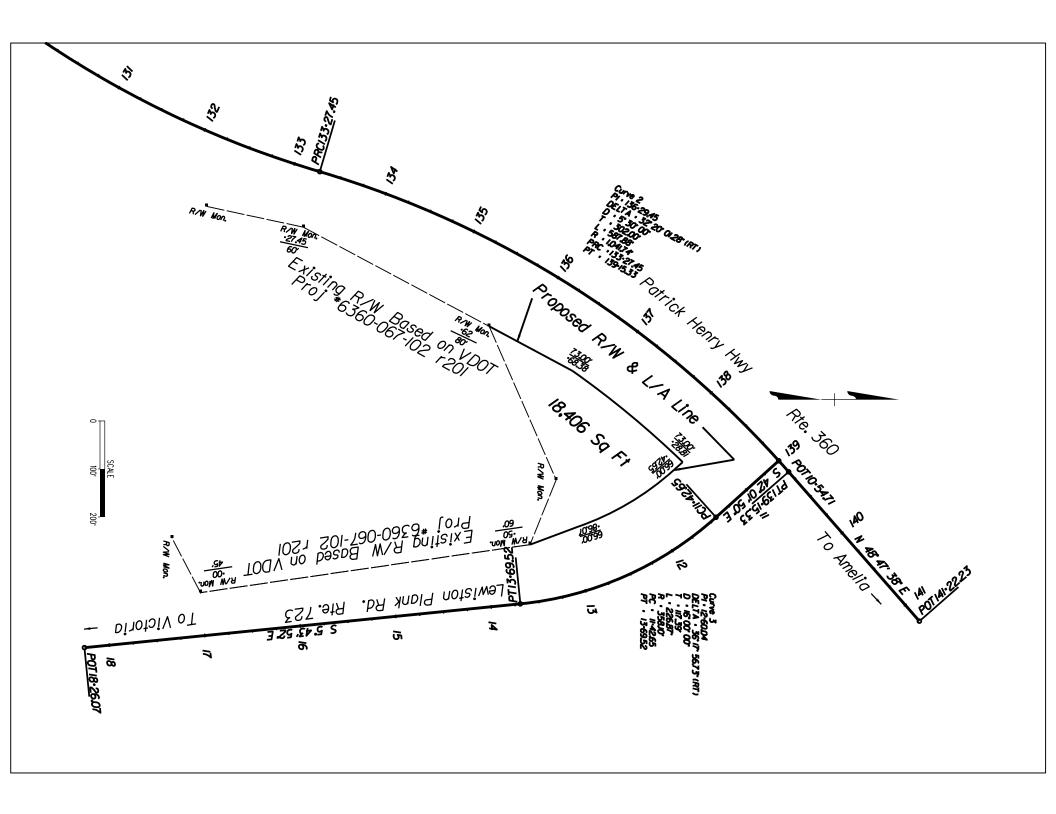
Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Bryan Wright Farms, LLC for a shift in the limited access control along Route 360 to accommodate for a planned convenience store and travel center. The shift in the limited access control will create a surplus property, which the requestor will purchase. The Department's staff has determined there will be minimal impact on the operation to Route 360 and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer





## COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

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

Agenda item # 5

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

### **MOTION**

**Made By:** Seconded By:

**Action:** 

## <u>Title: Limited Access Control Change (LACC)</u> <u>Route 171 (Victory Boulevard)</u> <u>York County</u>

**WHEREAS,** Oyster Point Road (Proposed Route 171 Extension) now Route 171 (Victory Boulevard), State Highway Project 0171-099-102, RW-201, York County was designated as a Limited Access Highway by the Commonwealth Transportation Board (CTB), on April 16, 1987; and

**WHEREAS,** in connection with State Highway Project 0171-099-102, RW-201, the Commonwealth acquired certain limited access control easements from Marshall W. Cook, by Instrument dated November 4, 1987, recorded in Deed Book 507, Page 241 and concluded by Order dated May 21, 1991, both recorded in the Office of the Clerk of Circuit Court of the County of York; and

WHEREAS, BFG Sage Yorktown Propco, LLC has requested a break in limited access control along Route 171 (Victory Boulevard) to construct a commercial entrance to serve as direct access to and from their planned senior housing development, Harper's Station at Yorktown, onto the existing limited access right of way of Route 171 (Victory Boulevard), approximately 860 feet west of the Route 171 and Route 17 Intersection; and

WHEREAS, the requested break is from a point 78.80 feet right of Station 228+57.48 (Proposed Relocated Oyster Point Road centerline) to a point 176.05 feet right of Station 229+46.72 (Proposed Relocated Oyster Point Road centerline) for a connection to the eastbound lane (EBL) of Route 171 and approximately 89 feet in length, along the centerline alignment of Route 171, as shown on the attached Exhibit A, showing the proposed break in the current limited

Resolution of the Board Limited Access Control Change Route 171 (Victory Boulevard) York County December 9, 2020 Page 2 of 2

access control line, and Exhibit B, showing the proposed entrance and its intersection with Route 17, all as shown on the plans for State Highway Project, 0171-099-102, RW-201; and

**WHEREAS**, the County of York, by resolution, adopted November 17, 2020, endorses the LACC; and

- **WHEREAS,** VDOT's Hampton Roads District has determined, with the Chief Engineer concurring, that the proposed break in the limited access control of Route 171 will have minimal impact on the operation of the Route 171 right of way, and the proposed LACC is appropriate from a safety and traffic control standpoint based upon a Global Traffic Analysis, dated November 14, 2016, prepared by DRW Consultants, LLC; and
- **WHEREAS**, VDOT's Hampton Roads District has determined the location of the proposed LACC is not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Hampton Roads District and there will be no adverse environmental impacts; and
- **WHEREAS,** public notices of willingness to hold a public hearing and to receive public comment were posted in the *Daily Press* newspaper on October 12, 2020 and October 19, 2020, with no comments or requests for a public hearing received; and
- **WHEREAS**, compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee; and
- **WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and
- **WHEREAS**, all costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor; and
- **WHEREAS**, the requestor will be required to obtain a Land Use Permit prior to any activity within the Route 171 limited access right of way.
- **NOW, THEREFORE, BE IT RESOLVED,** in accordance with Section 33.2-401 of the *Code of Virginia* and 24 *Virginia Administrative Code* 30-401--10 et seq., the CTB hereby finds and concurs with the determinations of VDOT, and approves said LACC, as set forth herein, subject to the above referenced conditions.
- **BE IT FURTHER RESOLVED,** the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

# CTB Decision Brief Route 171 (Victory Boulevard) County of York Limited Access Control Change

**Issues:** BFG Sage Yorktown Propco, LLC has requested a break in limited access control along Route 171 (Victory Boulevard) to construct a commercial entrance to serve as direct access to and from their planned senior housing development, Harper's Station at Yorktown, onto the existing limited access right of way of Route 171 (Victory Boulevard), approximately 860 feet west of the Route 171 and Route 17 Intersection. This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code* 

#### Facts:

- Oyster Point Road (Proposed Route 171 Extension) now Route 171 (Victory Boulevard), State Highway Project 0171-099-102, RW-201, C-501, York County was designated as a Limited Access Highway by the Commonwealth Transportation Board (CTB), on April 16, 1987.
- In connection with State Highway Project 0171-099-102, C-501, RW-201, the Commonwealth acquired certain limited access control easements from Marshall W. Cook, by Instrument dated November 4, 1987, recorded in Deed Book 507, Page 241 and concluded by Order dated May 21, 1991, both recorded in the Office of the Clerk of Circuit Court of the County of York.
- The proposed break is from a point 78.80 feet right of Station 228+57.48 (Proposed. Relocated Oyster Point Road centerline) to a point 176.05 feet right of Station 229+46.72 (Proposed Relocated Oyster Point Road centerline) for a connection to the eastbound lane (EBL) of Route 171.
- The proposed break is also approximately 89 feet, along the centerline alignment of Route 171, as shown on the plans for State Highway Project, 0171-099-102, RW-201, C-501 (Limited Access Control Change or LACC), and includes the addition of a right turn lane on eastbound Route 171, a left turn lane on westbound Route 171, an extension of the left turn lane on eastbound route 171 into Wal-Mart and modification of the existing signal, with both left and right in and left and right out and no through movements.
- The written determination of the Chief Engineer regarding this proposed project is attached for your consideration.
- The County of York, by resolution, adopted November 17, 2020, endorses the LACC.
- VDOT's Hampton Roads District has determined, with the Chief Engineer concurring, that
  the proposed break in the limited access control of Route 171 will have minimal impact on
  the operation of the Route 171 right of way, with a projected increased delay at the WalMart/Victory Boulevard intersection of only one second on average, and the proposed LACC
  is appropriate from a safety and traffic control standpoint based upon a Global Traffic
  Analysis, dated November 14, 2016, prepared by DRW Consultants, LLC.
- VDOT's Hampton Roads District has determined the location of the proposed LACC is not
  within an air quality maintenance or non-attainment area. In addition, the environmental
  impact analysis was reviewed and approved by the Hampton Roads District and there will be
  no adverse environmental impacts.
- Public notices of willingness to hold a public hearing and to receive public comment were posted in the *Daily Press* newspaper on October 12, 2020 and October 19, 2020, with no comments or requests for a public hearing received.
- Compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee.

CTB Decision Brief Limited Access Control Change Route 171 County of York December 9, 2020 Page 2 of 2

- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.
- The requestor will be required to obtain a Land Use Permit prior to any activity within the Route 171 limited access right of way.

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

**Action Required by CTB:** Virginia Code § 33.2-401 and 24 *Virginia Administrative Code* 30-401--10 et seq. requires a majority vote of the CTB approving the recommended LACC. The CTB will be presented with a resolution for a formal vote.

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

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

Public Comments/Reactions: None



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

**Stephen C. Brich, P.E.** COMMISSIONER

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary H. Hynes

The Honorable Alison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACC) for Route 171 (Victory Boulevard)

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from BFG Sage Yortown Propco, LLC for a break in the limited access control along Route 171 to construct a commercial entrance to serve as direct access to and from their planned senior housing development, Harper's Station at Yorktown, onto the existing limited access right of way of Route 171. The Department's staff has determined there will be minimal impact on the operation to Route 171 and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control changes will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer

### **COUNTY ADMINISTRATOR**

Neil A. Morgan



#### BOARD OF SUPERVISORS

Walter C. Zaremba
District 1
Sheila S. Noll
District 2
W. Chad Green
District 3
Vacant
District 4
Thomas G. Shepperd, Jr.
District 5

December 3, 2020

C. R. Carroll Williamsburg Residency Administrator Virginia Department of Transportation 4451 Ironbound Road Williamsburg, Virginia 23188

### Dear Rossie:

I am writing to re-affirm the York County Board of Supervisors' endorsement of and support for a requested Limited Access Control Change (LACC) along the south side of Victory Boulevard (Route 171) to allow the installation of a driveway approximately 860 feet west of George Washington Memorial Highway (Route 17). The purpose of the driveway is to provide ingress to and egress from a planned senior housing development located on 9.2 acres of land adjoining Victory Boulevard, for which the Board approved a Special Use Permit on November 17, 2020. A request for a limited access break in this same location was previously endorsed by the Board on August 15, 2017, through the adoption of Resolution No. R17-115 (copy attached). That request, which also involved a planned senior housing development (The Phoenix at Yorktown) for which a Special Use Permit was approved by the Board, was approved by the Commonwealth Transportation Board (CTB) on January 16, 2019. However, the senior housing project was never initiated, and both the Special Use Permit and the LACC approval have since expired.

A different developer, Sage Development Group, is now pursuing a similar senior housing project, called Harper's Station, on the same property. As depicted on the attached site concept plan (copy attached), this project also involves an entrance on Victory Boulevard, and the developer has proffered to make all the improvements to Victory Boulevard that were part of the 2017 proposal approved by the CTB. The Board of Supervisors approved a Special Use Permit for the development contingent on a requirement that the only access to and from the development will be via Victory Boulevard, subject to CTB approval. In taking this action, the Board reinforced its previous endorsement of the limited access break.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Neil A. Morgan County Administrator

TCC

Resolution Nos. R17-115 and R20-134

Harper's Station Master Plan

### BOARD OF SUPERVISORS COUNTY OF YORK YORKTOWN, VIRGINIA

### Resolution

At a regular meeting of the York County Board of Supervisors held in York Hall, Yorktown, Virginia, on the 15th day of August, 2017:

Present	Vote
Sheila S. Noll, Chairman	Nay
Jeffrey D. Wassmer, Vice Chairman	Yea
Walter C. Zaremba	Yea
W. Chad Green	Yea
Thomas G. Shepperd, Jr.	Yea

On motion of Mr. Zaremba, which carried 4:1, the following resolution was adopted:

A RESOLUTION TO SUPPORT THE REQUEST OF LANDBRIDGE ACQUISITIONS, LLC TO OBTAIN APPROVAL FROM THE COMMONWEALTH TRANSPORTATION BOARD FOR A BREAK IN THE LIMITED ACCESS RESTRICTION ON THE EASTBOUND LANES OF ROUTE 171 (VICTORY BOULEVARD) APPROXIMATELY 860 FEET WEST OF ROUTE 17

WHEREAS, Landbridge Acquisitions, LLC has approached the York County Board of Supervisors to seek the Board's support of a request to the Commonwealth Transportation Board for authorization of a break in the limited access status of Route 171 (Victory Boulevard); and

WHEREAS, Landbridge Acquisitions, LLC has proposed to develop the 8.1-acre parcel for which access is requested, along with two adjoining parcels, as a 170-unit senior housing facility and the Board of Supervisors has approved a Special Use Permit to authorize the proposed development subject to various conditions, one of which is that it be accessed from Route 171; and

WHEREAS, Landbridge Acquisitions, LLC has proposed a conceptual plan of development for the property depicting a driveway access to Route 171 located approximately 860 feet west of George Washington Memorial Highway (Route 17) and also showing associated improvements within the Route 171 right-of-way, all of which would be funded exclusively by Landbridge Acquisitions, LLC; and

WHEREAS, the only other access option available to the property would be from Byrd Lane and/or Oak Street, both of which are older residential streets that do not meet VDOT's minimum pavement width standards and are not appropriate for commercial traffic beyond their intersections with Route 17; and

WHEREAS, the Board of Supervisors has carefully considered the developer's proposal and determined that it is a request worthy of support, subject to conditions and agreements sufficient to guarantee the prospective developer implements the improvements to Route 171 that have been pledged;

NOW, THEREFORE, BE IT RESOLVED by the York County Board of Supervisors this the 15th day of August, 2017, that it does hereby endorse the request of Landbridge Acquisitions, LLC to obtain authorization from the Commonwealth Transportation Board for a limited access break that would allow the installation of a driveway on the eastbound lanes of Route 171 (Victory Boulevard) approximately 860 feet west of Route 17 and including the improvements within the Route 171 right-of-way all of which are depicted on the site concept plan titled "PLAN FOR REZONING: THE PHOENIX AT YORKTOWN" prepared by AES Consulting Engineers, dated April 27, 2017 and revised June 23, 2017.

BE IT FURTHER RESOLVED that the Board's endorsement of this request limited to this specific land use proposal and with the understanding that all necessary improvements within the Route 171 right-of-way will be undertaken solely at the expense of Landbridge Acquisitions, LLC and in accordance with all requirements and standards prescribed and established by the Commonwealth Transportation Board and the Virginia Department of Transportation.

A Copy Teste:

Mary E. Simmons

Deputy Clerk

### BOARD OF SUPERVISORS COUNTY OF YORK YORKTOWN, VIRGINIA

### Resolution

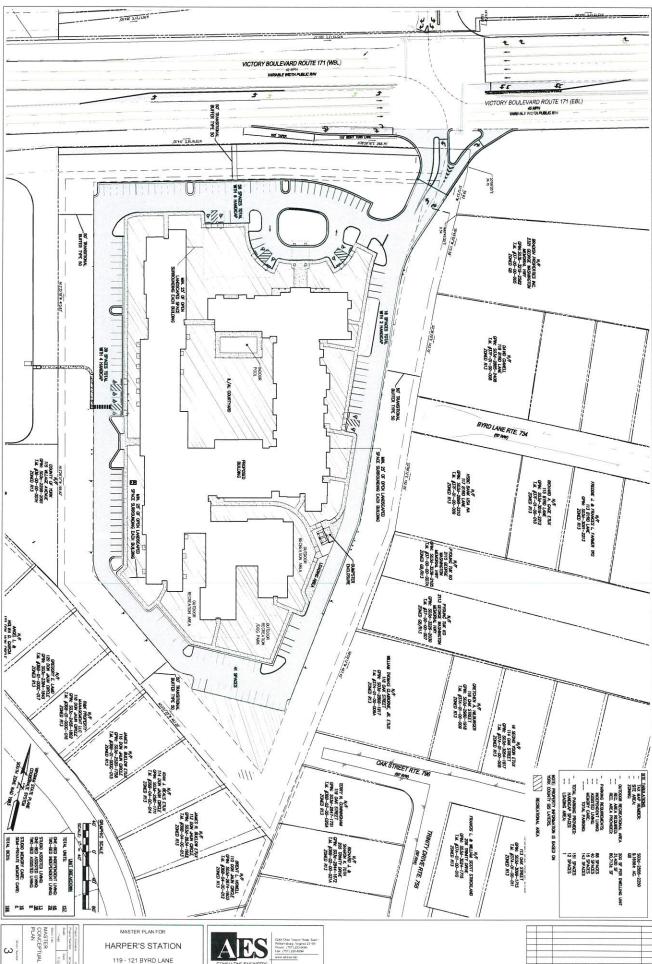
At a regular meeting of the York County Board of Supervisors held in York Hall, Yorktown, Virginia, on the day of, 2020:		
Present	Vote	
W. Chad Green, Chairman Walter C. Zaremba, Vice Chairman Sheila S. Noll Thomas G. Shepperd, Jr.		
On motion of, which carried, the following readopted:	solution was	
A RESOLUTION TO APPROVE A SPECIAL USE PERMITAUTHORIZE A SENIOR HOUSING FACILITY ON 9.2 ACRE 119, 120, AND 121 BYRD LANE		
WHEREAS, BFG Sage Yorktown Propco, LLC has submitted Appure UP-958-20 to request a Special Use Permit to authorize the establishment senior housing facility with independent living, assisted living, and memorpursuant to Section 24.1-306 of the York County Zoning Ordinance (Cat 9b and Category 6, No. 3), on three parcels located at 119, 120, and 12 (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179); and	of a 157-unit ry care units, egory 1, No. 1 Byrd Lane 10, and 37F-	
WHEREAS, said application has been forwarded to the York Courcemission in accordance with applicable procedure; and	nty Planning	
WHEREAS, the Planning Commission recommends approval of this and	s application;	
WHEREAS, the York County Board of Supervisors has conducative advertised public hearing on this application; and	acted a duly	
WHEREAS, the Board has carefully considered the public co Planning Commission recommendation with respect to this application;	mments and	
NOW, THEREFORE, BE IT RESOLVED by the York Coun Supervisors this the day of, 2020, that Application No. UP-958	ty Board of -20 be, and it	

is hereby, approved to authorize a Special Use Permit for the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179) subject to the following conditions:

- 1. This Special Use Permit shall authorize the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179).
- 2. A site plan prepared in accordance with the provisions set forth in Article V of the York County Zoning Ordinance shall be submitted to and approved by the York County Development Services Division prior to the commencement of any land clearing or development activities on the subject property. Said site plan shall be in substantial conformance with the sketch plan titled "MASTER PLAN FOR HARPER'S STATION, 119-121 BYRD LANE" prepared by AES Consulting Engineers and dated July 15, 2020, a copy of which shall be kept on file in the office of the Planning Division.
- 3. The maximum number of dwelling units shall not exceed 157.
- 4. Construction and operation of the development shall be in accordance with the provisions set forth in Section 24.1-411 of the York County Zoning Ordinance, Standards for Senior Housing (Housing for Older Persons).
- 5. Access to and from the development shall be via Victory Boulevard (Route 171), subject to the approval of the Commonwealth Transportation Board (CTB), and no direct access to the property via either Byrd Lane (Route 734) or Oak Street (Route 796) shall be permitted. In the event that the CTB does not permit access to Victory Boulevard, this use permit shall be null and void.
- 6. Building architecture and design shall be in substantial conformance with the building elevations titled "Sage-Harper Station at Yorktown" prepared by John Marc Tolson Architecture and dated September 25, 2020, a copy of which shall be kept on file in the office of the Planning Division.
- 7. The senior housing facility shall have adequate radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication system of York County.
- 8. The facility shall have a full facility emergency generator.

- 9. Any vehicle canopies installed on the property shall have a minimum clearance of 13'6".
- 10. The access road around the building shall be designed to accommodate the turning radius (minimum of 33 feet) of large fire and rescue apparatus.
- 11. A standpipe system shall be installed in all stairwells.
- 12. Emergency Action Plans shall be established and provided to the Department of Fire and Life Safety for review prior to site plan approval.
- 13. All elevators shall be sized to accommodate ambulance stretchers measuring 24 inches by 84 inches with 5-inch radius corners, in the horizontal, open position and identified by the international symbol for emergency medical services (Star of Life).
- 14. All exterior doors shall be labeled in accordance with the York County Model Door Numbering System.
- 15. In accordance with Section 24.1-115(b)(6) of the York County Zoning Ordinance, a certified copy of this resolution shall be recorded at the expense of the applicant in the name of the property owner(s) as grantor(s) in the office of the Clerk of the Circuit Court prior to application for site plan approval.

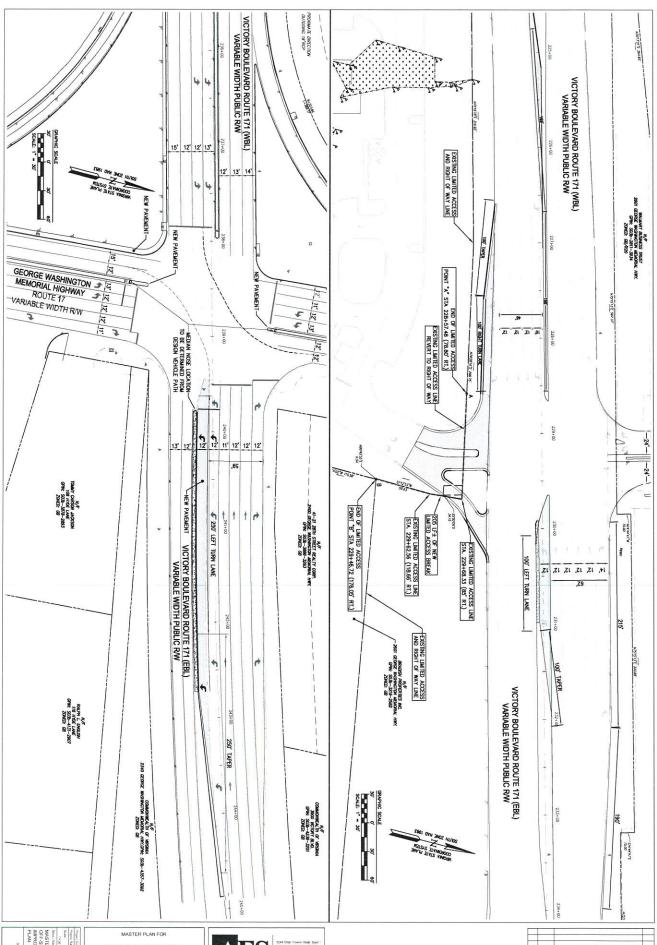
BE IT FURTHER RESOLVED that this Special Use Permit is not severable and invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.



119 - 121 BYRD LANE







Popul Grands
Popul Wilder
Popul

HARPER'S STATION

119 - 121 BYRD LANE





### MINUTES OF MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia

April 16, 1987

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office in Richmond, Virginia, on April 16, 1987, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs, Pethtel, Bacon, Beyer, Davidson, Guiffre, Humphreys, Kelly, Leafe, Malbon, Musselwhite, Quicke and Smalley and Mrs. Kincheloe and Dr. Thomas.

Absent: Dr. Howlette.

On motion of Mr. Malbon, seconded by Mr. Beyer, the minutes of the meeting of February 19, 1987, were approved.

On motion of Mr. Kelly, seconded by Mr. Musselwhite, permits issued and canceled from March 19, 1987, to April 15, 1987, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Musselwhite, seconded by Mrs. Kincheloe, that the Board approve additions and abandonments to the Secondary System from February 23, 1987 to March 26, 1987, inclusive, as shown by the records of the Department. Motion carried.

4/16/87

Moved by Mr. Kelly, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Lutrelle F. Palmer Elementary School on February 23, 1987, at 7:00 p.m. for the purpose of considering the proposed major design features of Oyster Point Road (Proposed Route 171 Extension) from the intersection of Jefferson Avenue in Newport News to Int. Route 17 in York County, State Projects U000-121-108, C502; 0064-121-105, C501; and 0171-099-102, C501; Federal Projects M-5122 ( ) and IR-64-3( ),

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, and

BE IT FURTHER RESOLVED, that in accordance with the Code of Virginia and Commonwealth Transportation Board Policy, access is granted to Interstate Route 64 for Oyster Point Road as shown on the plans presented at the Design Public Hearing, and

BE IT FURTHER RESOLVED, that in accordance with the Code of Virginia and Commonwealth Transportation Board Policy, Oyster Point Road be designated as a limited access highway from Canon Boulevard in the City of Newport News to Route 17 in York County with access to Interstate Route 64 in Newport News and two access points in York County for proposed development, and

BE IT FURTHER RESOLVED, that in accordance with the Code of Virginia and Commonwealth Transporation Board Policy and in the interest of public safety, (1) pedestrians, (2) persons riding bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden, or driven on the hoof be prohibited from using the designated limited access segment of this highway, and

4/16/87

BE IT FURTHER RESOLVED, that in accordance with the Code of Virginia proposed Oyster Point Road as approved in the City of Newport News and York County, approximately 2.4 miles, be added to the Primary System of Highways and designated as Route 171.

Motion carried.

### BOARD OF SUPERVISORS COUNTY OF YORK YORKTOWN, VIRGINIA

### Resolution

At a regular meeting of the York County Board of Supervisors held in York Hall, Yorktown, Virginia, on the 17th day of November, 2020:

Present	Vote
W. Chad Green, Chairman	Yea
Walter C. Zaremba, Vice Chairman	Yea
Sheila S. Noll	Yea
Thomas G. Shepperd, Jr.	Yea

On motion of Mrs. Noll, which carried 4:0, the following resolution was adopted:

A RESOLUTION TO APPROVE A SPECIAL USE PERMIT TO AUTHORIZE A SENIOR HOUSING FACILITY ON 9.2 ACRES AT 119, 120, AND 121 BYRD LANE

WHEREAS, BFG Sage Yorktown Propco, LLC has submitted Application No. UP-958-20 to request a Special Use Permit to authorize the establishment of a 157-unit senior housing facility with independent living, assisted living, and memory care units, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179); and

WHEREAS, said application has been forwarded to the York County Planning Commission in accordance with applicable procedure; and

WHEREAS, the Planning Commission recommends approval of this application; and

WHEREAS, the York County Board of Supervisors has conducted a duly advertised public hearing on this application; and

WHEREAS, the Board has carefully considered the public comments and Planning Commission recommendation with respect to this application;

NOW, THEREFORE, BE IT RESOLVED by the York County Board of Supervisors this the 17th day of November, 2020, that Application No. UP-958-20 be, and it is hereby, approved to authorize a Special Use Permit for the establishment of a

157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179) subject to the following conditions:

- 1. This Special Use Permit shall authorize the establishment of a 157-unit senior housing facility, pursuant to Section 24.1-306 of the York County Zoning Ordinance (Category 1, No. 9b and Category 6, No. 3), on three parcels located at 119, 120, and 121 Byrd Lane (Route 734) and further identified as Assessor's Parcel Nos. 37F-3-A1, 36-10, and 37F-3-A (GPINs S03d-2755-2181, S03d-2555-2250, and S03d-2634-2179).
- 2. A site plan prepared in accordance with the provisions set forth in Article V of the York County Zoning Ordinance shall be submitted to and approved by the York County Development Services Division prior to the commencement of any land clearing or development activities on the subject property. Said site plan shall be in substantial conformance with the sketch plan titled "MASTER PLAN FOR HARPER'S STATION, 119-121 BYRD LANE" prepared by AES Consulting Engineers and dated July 15, 2020, a copy of which shall be kept on file in the office of the Planning Division.
- 3. The maximum number of dwelling units shall not exceed 157.
- 4. Construction and operation of the development shall be in accordance with the provisions set forth in Section 24.1-411 of the York County Zoning Ordinance, Standards for Senior Housing (Housing for Older Persons).
- 5. Access to and from the development shall be via Victory Boulevard (Route 171), subject to the approval of the Commonwealth Transportation Board (CTB), and no direct access to the property via either Byrd Lane (Route 734) or Oak Street (Route 796) shall be permitted. In the event that the CTB does not permit access to Victory Boulevard, this use permit shall be null and void.
- 6. Building architecture and design shall be in substantial conformance with the building elevations titled "Sage-Harper Station at Yorktown" prepared by John Marc Tolson Architecture and dated September 25, 2020, a copy of which shall be kept on file in the office of the Planning Division.
- 7. The senior housing facility shall have adequate radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication system of York County.
- 8. The facility shall have a full facility emergency generator.

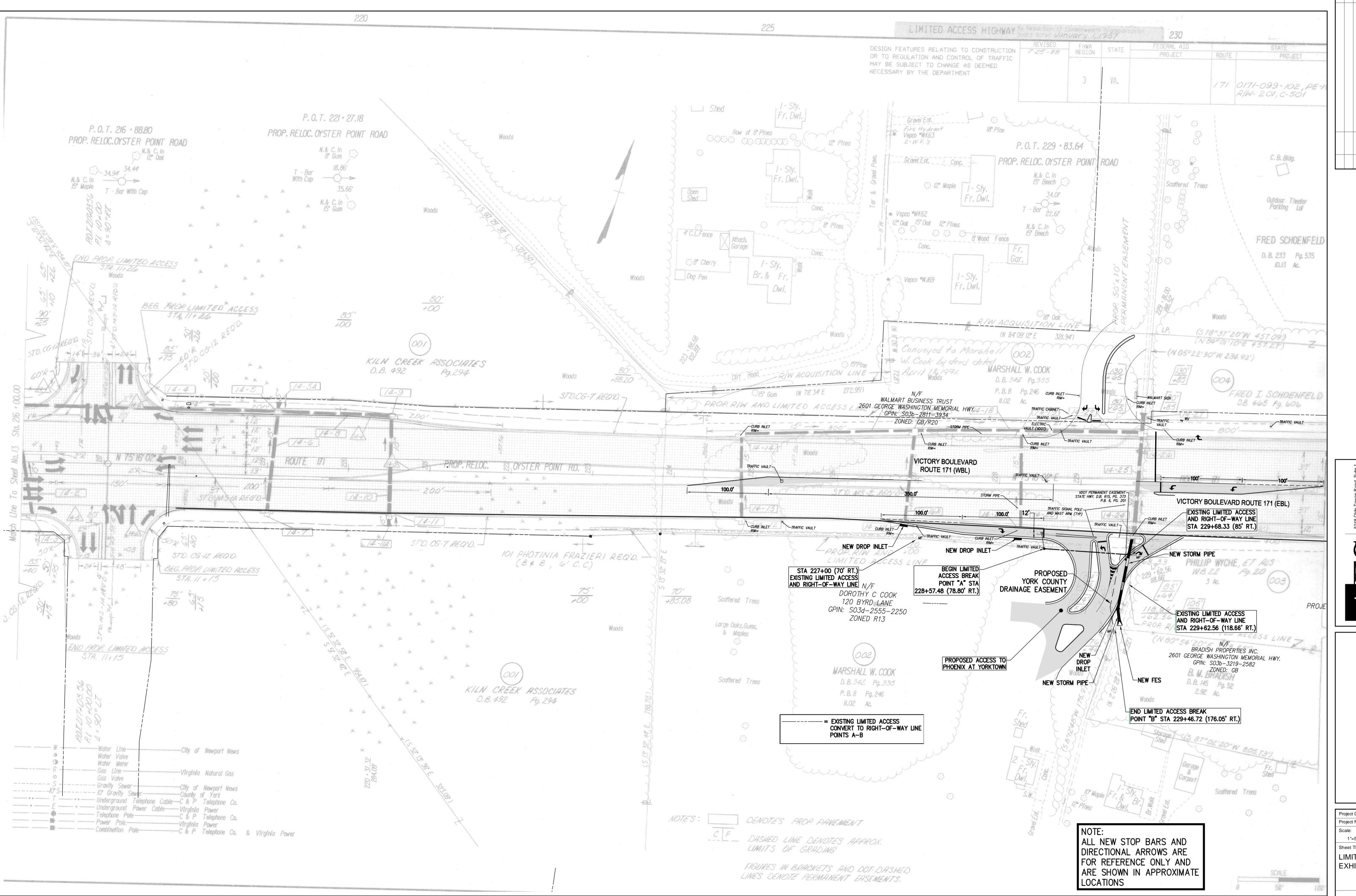
- 9. Any vehicle canopies installed on the property shall have a minimum clearance of 13'6".
- 10. The access road around the building shall be designed to accommodate the turning radius (minimum of 33 feet) of large fire and rescue apparatus.
- 11. A standpipe system shall be installed in all stairwells.
- 12. Emergency Action Plans shall be established and provided to the Department of Fire and Life Safety for review prior to site plan approval.
- 13. All elevators shall be sized to accommodate ambulance stretchers measuring 24 inches by 84 inches with five-inch (5") radius corners, in the horizontal, open position and identified by the international symbol for emergency medical services (Star of Life).
- 14. All exterior doors shall be labeled in accordance with the York County Model Door Numbering System.
- 15. Removal of existing trees from the median of Victory Boulevard (Route 171) west of the Walmart entrance shall be permitted only to the extent necessary to accommodate extension of the eastbound left turn lane and taper at the Walmart entrance or as required by the Virginia Department of Transportation (VDOT). The applicant shall 1) plant a number of shrubs in the median comparable to the number of trees removed from the median west of the Walmart intersection, subject to review and approval by the Zoning Administrator and VDOT, and 2) donate to the County an equivalent number of trees of the same or similar species with a minimum three-inch (3") caliper as those removed from the median of Victory Boulevard west of the Walmart intersection for planting elsewhere in the County.
- 16. In accordance with Section 24.1-115(b)(6) of the York County Zoning Ordinance, a certified copy of this resolution shall be recorded at the expense of the applicant in the name of the property owner(s) as grantor(s) in the office of the Clerk of the Circuit Court prior to application for site plan approval.

BE IT FURTHER RESOLVED that this Special Use Permit is not severable and invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

A Copy Teste:

Heather L. Schott

Deputy Clerk



 4
 10/10/18
 REVISIONS PER VDOT REQUEST
 JAG

 3
 10/08/18
 REVISIONS PER DEXTER WILLIAMS REQUEST
 JAG

 1
 9/10/18
 REVISED PER VDOT MEETING 9/10/18
 JAG

 Rev.
 Date
 Description
 Revised Revised Revised

S248 Olde Towne Road, Suite 1
Williamsburg, Virginia 23188
Phone: (757) 253-0040
Fax: (757) 220-8994
www.aesva.com
SULTING ENGINEERS
on Roads | Central Virginia | Middle Peninsula

PHOENIX AT YORKTOWN FOR LANDBRIDGE ACQUISITIONS, LLC

Project Contacts: JAG
Project Number: W10423-00
Scale: Date: 07/27/2018
Sheet Title:
LIMITED ACCESS
EXHIBIT

Sheet Number **EXHIBIT** B

NOTES: 1. THE LOCATIONS OF THE EXISTING AND PROPOSED LIMITED ACCESS LINES ALONG VICTORY BOULEVARD ROUTE 17 ARE TIED BY STATION AND OFFSET TO THE EXISTING CENTERLINE ALIGNMENT PER VDOT PROJECT 0171-099-102. VICTORY BOULEVARD THIS EXHIBIT SHOWS THE LOCATION OF THE EXISTING LIMITED ACCESS LINE ROUTE 171 (WBL) AS DELINEATED ON SHEET 14 OF THE VDOT PROJECT 0171-099-102. 226+00 227+00 228+00 229+00 230+00231 + 00EXISTING LIMITED ACCESS LINE STA 229+68.33 (85' RT.) 111.02' STA 227+00 (70' RT. BEGIN LIMITED ACCESS BREAK EXISTING LIMITED ACCESS POINT "A" STA 228+57.48 (78.80' RT. EXISTING LIMITED ACCESS LINE AND RIGHT-OF-WAY LINE STA 229+62.56 (118.66' RT.) VDOT R/W PROJECT 0171-099-102 EXISTING LIMITED ACCESS -= EXISTING LIMITED ACCESS AND RIGHT-OF-WAY LINE = REQUESTED BREAK OF LIMITED ACCESS (TO REMAIN AS RIGHT-OF-WAY) END LIMITED ACCESS BREAK POINT "B" STA 229+46.72 (176.05' RT.) N/F BRADISH PROPERTIES INC. DOROTHY C COOK 2601 GEORGE WASHINGTON MEMORIAL HWY. 120 BYRD LANE GPIN: S03b-3219-2582 GPIN: S03d-2555-2250 ZONED: GB ZONED R13

**EXHIBIT A:** 

LIMITED **ACCESS BREAK** 

> PHOENIX AT YORKTOWN VICTORY BOULEVARD & U.S. ROUTE ROAD IMPROVEMENTS

20 BYRD LANE

**Project Contacts:** JAG/DLD

Project Number: W10423-01

Scale: Date:

1"=60' 12/27/2018



5248 Olde Towne Road, Suite Williamsburg, Virginia 23188 Phone: (757) 253-0040 Fax: (757) 220-8894



Shannon Valentine Chairperson Commonwealth Transportation Board
1401 East Broad Street

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item # 6

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

MO	TIO	N
----	-----	---

Made By:	Seconded By:
	Action:

<u>Title: Payments to Cities, Certain Towns, and Warren County</u> for Maintenance to Certain Roads and Streets - FY 2021

**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

Resolution of the Board Maintenance Payments to Certain Roads and Streets – FY 2021 December 9, 2020 Page Two

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 451) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and 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 for each quarter of the fiscal year; and

**WHEREAS**, impacts of COVID-19 to transportation revenues created funding uncertainties such that the Department's budget necessary to establish urban street maintenance payments pursuant to 33.2-319, was not able to be determined for the First Quarterly Payment of FY 2021, so that the maintenance payments for FY 2020 continued for the First Quarter of FY 2021; 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 14.15 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, 2020 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 2021 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. Attachment B reflects adjustments to the Second Quarter FY 2021 payments necessary by the FY 2020 Quarterly Payment carryover for First Quarter 2021 payments.

**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*.

####

#### **CTB Decision Brief**

### <u>Payments to Cities, Certain Towns, and Warren County</u> for Maintenance of Certain Roads and Streets - FY 2021

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 distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. Due to the impacts of COVID-19 on expected transportation revenues, a final Department budget for fiscal year (FY) 2021, which is necessary to determine FY 2021 street maintenance payments for Cities, and Certain Towns, was not established for the FY 2021 first quarter payments. Accordingly, the Department continued making, for FY2021 first quarter, those quarterly street maintenance payments calculated for fiscal year 2020 until such time that a budget could be established. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2021 pursuant to the above-referenced laws is now 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.
  - o Payments are based on the number of moving-lane-miles of roads and streets available to peak-hour traffic in each category in each locality.
  - o Payments, which take into account locality system changes, typically become effective on July 1, 2020. However, due to impacts of COVID and an unknown budget, FY 2020 payment rates were continued for the FY 2021 first quarter payments.
  - o Adjustments to the remaining quarterly payments are now being made taking into consideration the first quarter payments using FY2020 payment rates.
  - Pursuant to 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.
  - o In accordance with § 33.2-319, VDOT proposes an FY2021 payment rate for principal and minor arterials of \$22,161.46 per moving-lane mile available to peak hour traffic.
  - o For collectors and locals, the proposed FY2021 rate is \$13,011.71 per moving-lanemile.
- Due to a mileage reconciliation for the Town of Leesburg, a \$10,845 additional payment will be made to the town to reconcile the difference for their FY 2020 payment.
- The Appropriations Act includes a provision (Item 451) 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;. The Act states that such payments shall be treated as other CTB payments to localities for highway maintenance and

CTB Decision Brief
Payments for Maintenance to Certain Roads and Streets - FY 2021
December 9, 2020
Page Two

requires such payments to be made on a pro rata basis in accordance with § 58.1-3403 (D). Warren County and the cities of Norfolk, Portsmouth, and Newport News qualify for these payments.

- 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 is distributed on the basis of moving-lane-mileage to localities along with their quarterly maintenance payments. Overweight permit fee distribution for FY2021 is \$1.93 per lane mile.
- 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 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 Appendix B be approved. These include an adjustment to the FY2021 second quarter payments necessary by the FY2020 payment carry-over into the FY2021 first quarter payments, a \$1M set-aside for the City of Chesapeake's moveable structure maintenance, and the payments pursuant to the Appropriations Act Provision relating to payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate. The maintenance payments represent a 2.4% overall budget increase. VDOT also recommends that the distribution of the annual overweight permit fee revenue of \$1.93 per lane mile as shown on Attachment C also 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 21

	State Arterials	Collector/Local	Total (Centerline	
Locality Name	(Centerline Miles)	(Centerline Miles)	Miles)	Total (Lane Miles)
Abingdon	-0.17	0.23	0.06	(0.22)
Big Stone Gap	-0.39	-0.42	-0.81	(1.63)
Bluefield	-0.09	-0.23	-0.32	0.21
Bristol	0.10	-0.37	-0.27	0.07
Lebanon	-0.17	-0.91	-1.08	(1.89)
Marion	0.00	-0.72	-0.72	(1.40)
Norton	0.03	0.28	0.31	0.62
Richlands	0.00	-0.32	-0.32	(0.56)
Saltville	0.00	-0.11	-0.11	(0.18)
Tazewell	-0.02	-0.07	-0.09	(0.18)
Wise	0.00	0.35	0.35	0.76
Wytheville	-0.27	1.10	0.83	1.26
Bedford	-0.04	0.16	0.12	(0.07)
Blacksburg	0.43	-0.36	0.07	1.66
Christiansburg	-0.47	-0.43	-0.90	(1.87)
Galax	-0.01	-0.12	-0.13	(0.26)
Martinsville	0.81	-0.75	0.06	1.46
Narrows	0.00	0.20	0.20	0.40
Pearisburg	0.18	0.13	0.31	0.62
Pulaski	-0.05	-1.39	-1.44	(2.89)
Radford	0.10	-1.54	-1.44	(3.10)
Roanoke	0.62	1.29	1.91	4.70
Rocky Mount	0.18	-0.75	-0.57	(0.64)
Salem	0.19	-0.17	0.02	(0.14)
Vinton	-0.03	0.23	0.20	0.33
Altavista	0.06	0.17	0.23	0.46
Danville	0.33	-0.17	0.16	0.72
Farmville	-0.10	-0.80	-0.90	(2.00)
Lynchburg	-0.04	0.83	0.79	1.17
South Boston	-0.04	0.11	0.07	0.41
Ashland	-0.26	-1.49	-1.75	(2.75)
Blackstone	-0.04	0.10	0.06	0.46
Chase City	0.00	-0.24	-0.24	(0.48)
Colonial Heights	0.11	0.37	0.48	1.12
Hopewell	-0.77	-1.49	-2.26	(5.03)
Petersburg	-0.24	0.99	0.75	1.20
Richmond	-0.75	-0.57	-1.32	(4.72)
South Hill	0.12	0.20	0.32	0.52
Chesapeake	-0.02	2.37	2.35	7.40
Chincoteague	-0.02	0.16	0.14	0.28
Emporia	-0.04	-0.24	-0.28	(0.56)

	State Arterials	Collector/Local	Total (Centerline	
Locality Name	(Centerline Miles)	(Centerline Miles)	Miles)	Total (Lane Miles)
Franklin	0.02	-0.24	-0.22	(0.40)
Hampton	0.65	1.19	1.84	4.75
Newport News	0.55	-1.24	-0.69	2.21
Norfolk	0.25	-4.24	-3.99	1.17
Poquson	0.08	-0.02	0.06	0.12
Portsmouth	-0.23	0.97	0.74	0.32
Smithfield	0.00	0.58	0.58	1.18
Suffolk	-0.16	6.23	6.07	11.84
Virginia Beach	1.57	6.19	7.76	19.08
Williamsburg	0.05	0.32	0.37	0.48
Colonial Beach	0.00	0.00	0.00	0.00
Fredericksburg	-0.12	0.44	0.32	0.43
Charlottesville	-0.03	-0.62	-0.65	(1.87)
Culpeper	0.03	-0.20	-0.17	(0.12)
Orange	-0.16	0.05	-0.11	(0.32)
Warrenton	-0.71	0.62	-0.09	(0.32)
Berryville	0.00	-2.20	-2.20	(5.84)
Bridgewater	0.00	0.00	0.00	0.00
Broadway	0.00	-0.62	-0.62	(1.24)
Buena Vista	-0.42	3.71	3.29	5.74
Clifton Forge	0.02	0.04	0.06	0.15
Covington	0.00	2.36	2.36	4.86
Elkton	0.05	0.07	0.12	0.24
Front Royal	0.09	0.43	0.52	1.10
Grottoes	0.00	0.00	0.00	0.00
Harrisonburg	0.39	1.08	1.47	2.62
Lexington	0.12	0.17	0.29	0.59
Luray	-0.25	-0.34	-0.59	(1.12)
Staunton	-0.01	-0.22	-0.23	(0.49)
Strasburg	-0.05	2.41	2.36	4.77
Waynesboro	-0.04	1.41	1.37	2.66
Winchester	-0.04	-0.46	-0.50	(0.94)
Woodstock	0.01	-0.34	-0.33	(0.63)
Alexandria	2.02	0.31	2.33	10.44
Dumfries	0.00	-0.30	-0.30	(0.60)
Fairfax	-0.13	0.30	0.17	0.99
Falls Church	-0.01	0.15	0.14	0.32
Herdon	-0.09	0.07	-0.02	(0.28)
Leesburg	0.03	0.08	0.11	0.33
Manassas	-0.34	-0.08	-0.42	(1.55)
Manassas Park	-0.04	-0.52	-0.56	(1.22)
Purcellville	0.00	-1.08	-1.08	(2.20)
Vienna	0.00	-0.25	-0.25	(0.50)
Total	2.33	11.82	14.15	52.01

**ATTACHMENT B - FY21 PAYMENTS** 

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	R	ATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	В	1st Quarter FY21 lased on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rc	d & 4th Quarter FY21
BRISTOL	DISTRICT													
Abingdon														
	Principal Arterials Minor Arterials Collectors Locals Totals:	1.94 5.55 6.04 40.85 54.38	6.68 16.13 12.54 82.07 117.42	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$37,009.63 \$89,366.07 \$40,791.71 \$266,967.74 \$434,135.15	\$148,038.53 \$357,464.29 \$163,166.83 \$1,067,870.95 \$1,736,540.59	\$ \$ \$	88,330.53 39,286.30 260,454.82	\$7,022.38	\$ \$ \$	37,009.38 89,365.46 40,791.43 266,965.91 <b>\$441,157.53</b>	\$ \$ \$	37,009.63 89,366.07 40,791.71 266,967.74 434,135.15
	Comb PA/MA Comb COL/LOC Totals:	7.49 46.89 54.38	22.81 94.61 117.42		22,161.46 13,011.71	\$126,375.70 \$307,759.44 \$434,135.15	\$505,502.81 \$1,231,037.78 \$1,736,540.59	\$ \$	299,741.12		\$ \$	126,374.84 307,757.34 <b>\$441,157.53</b>	\$	126,375.70 307,759.44 434,135.15
Big Stone Gap	)													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 5.02 1.85 23.93 30.80		\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$55,625.25 \$11,905.71 \$159,686.20 \$227,217.17	\$0.00 \$222,501.02 \$47,622.85 \$638,744.79 \$908,868.66	\$ \$ \$	58,670.12 11,652.18 158,991.73	(\$2,096.87)	\$ \$ \$	55,624.87 11,905.63 159,685.10 <b>\$225,120.30</b>	\$	55,625.25 11,905.71 159,686.20 227,217.17
	Comb PA/MA Comb COL/LOC Totals:	5.02 25.78 30.80	10.04 52.75 62.79		22,161.46 13,011.71	\$55,625.25 \$171,591.91 \$227,217.17	\$222,501.02 \$686,367.64 \$908,868.66	\$ \$	170,643.91		\$	55,624.87 171,590.74 <b>\$225,120.30</b>	\$	55,625.25 171,591.91 227,217.17
Bluefield														
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 4.72 8.18 25.52 38.42	0.00 10.84 16.80 50.86 78.50	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$60,057.55 \$54,649.18 \$165,443.88 \$280,150.60	\$0.00 \$240,230.18 \$218,596.71 \$661,775.51 \$1,120,602.41	\$ \$ \$ \$	55,145.58 55,522.94 161,347.64	\$8,134.44	\$ \$ \$ \$ \$	60,057.13 54,648.80 165,442.75 <b>\$288,285.05</b>	\$	60,057.55 54,649.18 165,443.88 280,150.60
	Comb PA/MA Comb COL/LOC Totals:	4.72 33.70 38.42			22,161.46 13,011.71	\$60,057.55 \$220,093.06 \$280,150.60	\$240,230.18 \$880,372.22 \$1,120,602.41	\$ \$	216,870.58		\$	60,057.13 220,091.55 <b>\$288,285.05</b>	\$	60,057.55 220,093.06 280,150.60
Bristol														
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.32 13.17 12.81 96.53 128.83	23.08 32.39 25.91 193.06 274.44		22,161.46 22,161.46 13,011.71 13,011.71	\$127,871.60 \$179,452.39 \$84,283.34 \$628,010.13 \$1,019,617.47	\$511,486.41 \$717,809.56 \$337,133.38 \$2,512,040.52 \$4,078,469.87	\$ \$ \$ \$	173,353.41 81,756.26 617,501.72	\$23,592.76	\$ \$ \$ \$		\$	127,871.60 179,452.39 84,283.34 628,010.13 1,019,617.47
	Comb PA/MA Comb COL/LOC Totals:	19.49 109.34 128.83	55.47 218.97 274.44		22,161.46 13,011.71	\$307,323.99 \$712,293.47 \$1,019,617.47	\$1,229,295.97 \$2,849,173.90 \$4,078,469.87	\$ \$	699,257.98		\$	307,321.89 712,288.60 <b>\$1,043,210.23</b>	\$	307,323.99 712,293.47 1,019,617.47

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	1st Quarter FY Based on FY20 and Mileage	Rates 2nd Quarter	2nd Quarter FY2 <sup>2</sup>	3r	d & 4th Quarter FY21
Lebanon											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 6.30 0.89 23.62 30.81	0.00 14.14 1.78 46.04 61.96	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$78,340.75 \$5,790.21 \$149,764.77 \$233,895.73	\$0.00 \$313,362.99 \$23,160.84 \$599,059.08 \$935,582.91			\$ 78,340.3 \$ 5,790.3 \$ 149,763.3 \$231,784.4	7 \$ '4 \$	78,340.75 5,790.21 149,764.77 233,895.73
	Comb PA/MA Comb COL/LOC Totals:	6.30 24.51 30.81	14.14 47.82 61.96	\$ 22,161.46 \$ 13,011.71	\$78,340.75 \$155,554.98 \$233,895.73	\$313,362.99 \$622,219.92 \$935,582.91	\$ 79,2 \$ 156,7 \$ 236,0		\$ 78,340.3 \$ 155,553.4 <b>\$231,784.</b> 4	91 \$	78,340.75 155,554.98 233,895.73
Marion											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 4.58 8.42 29.31 42.31	16.04 16.84	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$88,867.44 \$54,779.29 \$190,686.59 \$334,333.33	\$0.00 \$355,469.76 \$219,117.18 \$762,746.38 \$1,337,333.31	\$ 86,7 \$ 53,5 \$ 191,2 \$ 331,5	49.08 73.99	\$ 88,866.8 \$ 54,778.9 \$ 190,685.3 \$337,085.8	92 \$ 29 \$	88,867.44 54,779.29 190,686.59 334,333.33
	Comb PA/MA Comb COL/LOC Totals:	4.58 37.73 42.31	16.04 75.46 91.50	\$ 22,161.46 \$ 13,011.71	\$88,867.44 \$245,465.89 \$334,333.33	\$355,469.76 \$981,863.55 \$1,337,333.31	\$ 86,7 \$ 244,8 \$ 331,5	23.07	\$ 88,866.8 \$ 245,464.3 \$337,085.8	21 \$	88,867.44 245,465.89 334,333.33
Norton											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.56 7.23 19.60 30.39		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$46,871.48 \$48,956.55 \$128,523.15 \$224,351.19	\$0.00 \$187,485.92 \$195,826.22 \$514,092.62 \$897,404.76			\$ 46,871. \$ 48,956. \$ 128,522. \$231,237.	22 \$ 27 \$	46,871.48 48,956.55 128,523.15 224,351.19
	Comb PA/MA Comb COL/LOC Totals:	3.56 26.83 30.39	8.46 54.56 63.02	\$ 22,161.46 \$ 13,011.71	\$46,871.48 \$177,479.71 \$224,351.19	\$187,485.92 \$709,918.84 \$897,404.76	\$ 45,5 \$ 171,9 \$ 217,4		\$ 46,871. \$ 177,478. <b>\$231,237.</b>	19 \$	46,871.48 177,479.71 224,351.19
Richlands											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.80 3.49 28.35 35.64	7.28	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$43,658.07 \$23,681.31 \$179,951.93 \$247,291.31	\$0.00 \$174,632.27 \$94,725.24 \$719,807.74 \$989,165.25			\$ 43,657. \$ 23,681. \$ 179,950. \$250,774.	5 \$ '0 \$	43,658.07 23,681.31 179,951.93 247,291.31
	Comb PA/MA Comb COL/LOC Totals:	3.80 31.84 35.64		\$ 22,161.46 \$ 13,011.71	\$43,658.07 \$203,633.24 \$247,291.31	\$174,632.27 \$814,532.98 \$989,165.25	\$ 42,7. \$ 201,0 \$ 243,8		\$ 43,657. \$ 203,631. \$250,774.	35 \$	43,658.07 203,633.24 247,291.31

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Based	Quarter FY21 on FY20 Rates nd Mileage	2nd Quarter Adjustment	2r	nd Quarter FY21	3rd	& 4th Quarter FY21
Saltville													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.33 0.00 13.00 16.33	0.00 6.66 0.00 24.36 31.02	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$36,898.82 \$0.00 \$79,241.31 \$116,140.13	\$0.00 \$147,595.30 \$0.00 \$316,965.23 \$464,560.53	\$ \$ \$ \$	36,113.03 	\$1,900.20	\$ \$ \$	36,898.57 79,240.76 <b>\$118,040.34</b>	\$ \$	36,898.82 
	Comb PA/MA Comb COL/LOC Totals:	3.33 13.00 16.33	6.66 24.36 31.02	\$ 22,161.46 \$ 13,011.71	\$36,898.82 \$79,241.31 \$116,140.13	\$147,595.30 \$316,965.23 \$464,560.53	\$ \$ \$	36,113.03 78,126.89 114,239.93		\$ \$	36,898.57 79,240.76 <b>\$118,040.34</b>	\$	36,898.82 79,241.31 116,140.13
Tazewell													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 11.01 1.28 22.76 35.05	0.00 23.24 2.56 44.13 69.93	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$128,758.06 \$8,327.49 \$143,551.68 \$280,637.23	\$0.00 \$515,032.24 \$33,309.97 \$574,206.71 \$1,122,548.93	\$ \$ \$ \$ \$ \$	126,232.95 8,150.16 140,940.41 275,323.51	\$5,313.72	\$ \$ \$	128,757.18 8,327.44 143,550.70 <b>\$285,950.95</b>	\$	128,758.06 8,327.49 143,551.68 280,637.23
	Comb PA/MA Comb COL/LOC Totals:	11.01 24.04 35.05	23.24 46.69 69.93	\$ 22,161.46 \$ 13,011.71	\$128,758.06 \$151,879.17 \$280,637.23	\$515,032.24 \$607,516.69 \$1,122,548.93	\$ \$ \$	126,232.95 149,090.56 275,323.51		\$ \$	128,757.18 151,878.13 <b>\$285,950.95</b>	\$	128,758.06 151,879.17 280,637.23
Wise													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 5.51 1.00 10.78 17.29		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$71,526.10 \$6,505.85 \$67,205.48 \$145,237.43	\$0.00 \$286,104.40 \$26,023.42 \$268,821.91 \$580,949.72	\$ \$ \$ \$	69,677.55 6,239.96 63,673.10 139,590.61	\$5,646.82	\$ \$ \$	71,525.61 6,505.81 67,205.02 \$150,884.25	\$ \$	71,526.10 6,505.85 67,205.48 145,237.43
	Comb PA/MA Comb COL/LOC Totals:	5.51 11.78 17.29	12.91 22.66 35.57	\$ 22,161.46 \$ 13,011.71	\$71,526.10 \$73,711.33 \$145,237.43	\$286,104.40 \$294,845.32 \$580,949.72	\$ \$ \$	69,677.55 69,913.06 139,590.61		\$ \$	71,525.61 73,710.83 <b>\$150,884.25</b>	\$	71,526.10 73,711.33 145,237.43
Wytheville													
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.06 6.11 19.22 59.59 87.98		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$61,941.27 \$108,424.92 \$128,230.39 \$386,024.87 \$684,621.46	\$247,765.08 \$433,699.70 \$512,921.57 \$1,544,099.50 \$2,738,485.84	\$ \$ \$ \$	60,622.18 111,212.96 115,948.72 380,351.26 668,135.12	\$16,486.34	\$ \$ \$	61,940.85 108,424.18 128,229.51 386,022.23 \$701,107.80	\$ \$ \$	61,941.27 108,424.92 128,230.39 386,024.87 684,621.46
	Comb PA/MA Comb COL/LOC Totals:	9.17 78.81 87.98	30.75 158.09 188.84	\$ 22,161.46 \$ 13,011.71	\$170,366.19 \$514,255.27 \$684,621.46	\$681,464.77 \$2,057,021.06 \$2,738,485.84	\$ \$ \$	171,835.14 496,299.98 668,135.12		\$ \$	170,365.03 514,251.74 <b>\$701,107.80</b>	\$	170,366.19 514,255.27 684,621.46

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rd	d & 4th Quarter FY21
BRISTOL DIS	TRICT TOTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	11.32 72.66 70.41 393.84 548.23		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$226,822.50 \$987,846.91 \$467,901.05 \$2,545,057.73 \$4,227,628.19	\$907,290.01 \$3,951,387.62 \$1,871,604.21 \$10,180,230.93 \$16,910,512.77	\$ \$ \$ \$	223,076.61 973,045.64 449,054.54 2,505,440.98 4,150,617.77	\$77,010.43	\$ \$ \$		\$ \$ \$	226,822.50 987,846.91 467,901.05 2,545,057.73 4,227,628.19
	Comb PA/MA Comb COL/LOC Totals:	83.98 464.25 548.23	219.24 926.23 1145.47	\$ 22,161.46 \$ 13,011.71	\$1,214,669.41 \$3,012,958.79 \$4,227,628.19	\$4,858,677.63 \$12,051,835.14 \$16,910,512.77	\$ \$ \$	1,196,122.25 2,954,495.51 4,150,617.77		\$ \$	1,214,661.09 3,012,938.15 <b>\$4,304,638.62</b>		1,214,669.41 3,012,958.79 4,227,628.19
SALEM DI	ISTRICT												
Bedford													
	Principal Arterials Minor Arterials Collectors Locals Totals:	2.16 6.07 9.03 30.05 47.31	18.06	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$35,458.33 \$81,997.39 \$58,747.87 \$192,931.11 \$369,134.70	\$141,833.32 \$327,989.55 \$234,991.46 \$771,724.46 \$1,476,538.79	\$ \$ \$ \$	34,703.22 82,365.91 57,178.44 188,122.17 362,369.75	\$6,764.95	\$ \$ \$	35,458.09 81,996.83 58,747.46 192,929.79 \$375,899.65	\$ \$ \$	35,458.33 81,997.39 58,747.87 192,931.11 369,134.70
	Comb PA/MA Comb COL/LOC Totals:	8.23 39.08 47.31		\$ 22,161.46 \$ 13,011.71	\$117,455.72 \$251,678.98 \$369,134.70	\$469,822.87 \$1,006,715.92 \$1,476,538.79	\$ \$ \$	117,069.13 245,300.62 362,369.75		\$ \$	117,454.91 251,677.26 <b>\$375,899.65</b>	\$	117,455.72 251,678.98 369,134.70
Blacksburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 8.32 15.06 91.14 114.52		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$158,177.39 \$117,560.79 \$594,797.74 \$870,535.93	\$0.00 \$632,709.57 \$470,243.16 \$2,379,190.97 \$3,482,143.70	\$ \$ \$ \$	146,892.21 116,649.12 579,902.76 843,444.08	\$27,091.84	\$ \$ \$	158,176.31 117,559.98 594,793.67 <b>\$897,627.77</b>	\$ \$	158,177.39 117,560.79 594,797.74 870,535.93
	Comb PA/MA Comb COL/LOC Totals:	8.32 106.20 114.52	28.55 218.99 247.54	\$ 22,161.46 \$ 13,011.71	\$158,177.39 \$712,358.53 \$870,535.93	\$632,709.57 \$2,849,434.13 \$3,482,143.70	\$ \$ \$	146,892.21 696,551.88 843,444.08		\$ \$	158,176.31 712,353.66 <b>\$897,627.77</b>	\$	158,177.39 712,358.53 870,535.93
Christiansburg	1												
	Principal Arterials Minor Arterials Collectors Locals Totals:	5.83 9.53 4.67 101.77 121.80	10.02	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$100,058.97 \$140,614.44 \$32,594.33 \$659,140.64 \$932,408.39	\$400,235.90 \$562,457.76 \$130,377.32 \$2,636,562.58 \$3,729,633.55	\$ \$ \$ \$	97,819.69 143,204.99 31,900.22 647,841.96 920,766.86	\$11,641.53	\$ \$ \$	100,058.29 140,613.48 32,594.11 659,136.13 \$944,049.92	\$ \$ \$	100,058.97 140,614.44 32,594.33 659,140.64 932,408.39
	Comb PA/MA Comb COL/LOC Totals:	15.36 106.44 121.80	43.44 212.65 256.09	\$ 22,161.46 \$ 13,011.71	\$240,673.41 \$691,734.97 \$932,408.39	\$962,693.65 \$2,766,939.90 \$3,729,633.55	\$ \$ \$	241,024.68 679,742.18 920,766.86		\$ \$	240,671.76 691,730.24 <b>\$944,049.92</b>	\$	240,673.41 691,734.97 932,408.39

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	:	2nd Quarter FY21	3rd	& 4th Quarter FY21
Galax													
	Principal Arterials Minor Arterials Collectors Locals Totals:	5.04 7.67 8.46 39.07 60.24	20.16 15.34 16.92 77.66 130.08	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$111,693.74 \$84,989.18 \$55,039.53 \$252,622.33 \$504,344.78	\$446,774.95 \$339,956.74 \$220,158.11 \$1,010,489.31 \$2,017,379.12	\$ \$ \$ \$	109,315.13 83,287.72 53,803.77 248,070.40 494,477.02	\$9,867.76	\$ \$ \$	111,692.97 84,988.60 55,039.15 252,620.60 \$514,212.54	\$ \$ \$	111,693.74 84,989.18 55,039.53 252,622.33 504,344.78
	Comb PA/MA Comb COL/LOC Totals:	12.71 47.53 60.24		\$ 22,161.46 \$ 13,011.71	\$196,682.92 \$307,661.86 \$504,344.78	\$786,731.69 \$1,230,647.43 \$2,017,379.12	\$ \$ \$	192,602.85 301,874.17 494,477.02		\$	196,681.58 307,659.75 <b>\$514,212.54</b>	\$	196,682.92 307,661.86 504,344.78
Martinsville													
	Principal Arterials Minor Arterials Collectors Locals Totals:	5.04 16.77 8.51 69.29 99.61			\$99,172.52 \$267,100.95 \$59,430.98 \$453,327.94 \$879,032.38	\$396,690.06 \$1,068,403.80 \$237,723.92 \$1,813,311.75 \$3,516,129.54	\$ \$ \$ \$	96,843.66 245,633.70 58,260.89 448,322.30 849,060.55	\$29,971.84	\$ \$ \$	99,171.84 267,099.12 59,430.57 453,324.83 \$909,004.22	\$ \$ \$	99,172.52 267,100.95 59,430.98 453,327.94 879,032.38
	Comb PA/MA Comb COL/LOC Totals:	21.81 77.80 99.61	66.11 157.63 223.74	\$ 22,161.46 \$ 13,011.71	\$366,273.47 \$512,758.92 \$879,032.38	\$1,465,093.86 \$2,051,035.67 \$3,516,129.54	\$ \$ \$	342,477.36 506,583.18 849,060.55		\$	366,270.96 512,755.41 <b>\$909,004.22</b>	\$	366,273.47 512,758.92 879,032.38
Narrows													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.12 0.30 15.65 16.07	0.60	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$1,329.69 \$1,951.76 \$98,726.34 \$102,007.79	\$0.00 \$5,318.75 \$7,807.03 \$394,905.37 \$408,031.14	\$ \$ \$ \$	1,301.37 1,910.19 95,350.47 98,562.03	\$3,445.75	\$ \$ \$	1,329.68 1,951.74 98,725.67 <b>\$105,453.54</b>	\$	1,329.69 1,951.76 98,726.34 102,007.79
	Comb PA/MA Comb COL/LOC Totals:	0.12 15.95 16.07	0.24 30.95 31.19	\$ 22,161.46 \$ 13,011.71	\$1,329.69 \$100,678.10 \$102,007.79	\$5,318.75 \$402,712.39 \$408,031.14	\$ \$	1,301.37 97,260.66 98,562.03		\$	1,329.68 100,677.41 <b>\$105,453.54</b>	\$	1,329.69 100,678.10 102,007.79
Pearisburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.93 1.02 18.22 20.17	1.86 2.04	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$10,305.08 \$6,635.97 \$117,886.08 \$134,827.13	\$0.00 \$41,220.31 \$26,543.89 \$471,544.33 \$539,308.53	\$ \$ \$ \$	8,133.57 6,494.66 114,547.91 129,176.13	\$5,651.00	\$ \$ \$	10,305.01 6,635.93 117,885.28 \$140,478.13	\$	10,305.08 6,635.97 117,886.08 134,827.13
	Comb PA/MA Comb COL/LOC Totals:	0.93 19.24 20.17	1.86 38.28 40.14	\$ 22,161.46 \$ 13,011.71	\$10,305.08 \$124,522.05 \$134,827.13	\$41,220.31 \$498,088.22 \$539,308.53	\$ \$ \$	8,133.57 121,042.56 129,176.13		\$	10,305.01 124,521.20 <b>\$140,478.13</b>	\$	10,305.08 124,522.05 134,827.13

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RA	ATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Ва	1st Quarter FY21 ased on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rd	d & 4th Quarter FY21
Pulaski														
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.85 6.46 10.36 45.24 65.91	20.72	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$66,927.60 \$97,177.98 \$67,400.65 \$292,958.63 \$524,464.86	\$267,710.39 \$388,711.94 \$269,602.61 \$1,171,834.50 \$2,097,859.44	\$ \$ \$ \$	67,562.82 94,349.37 67,939.20 293,182.79 523,034.18	\$1,430.68	\$ \$ \$	66,927.14 97,177.32 67,400.19 292,956.62 \$525,895.54	\$ \$ \$	66,927.60 97,177.98 67,400.65 292,958.63 524,464.86
	Comb PA/MA Comb COL/LOC Totals:	10.31 55.60 65.91	29.62 110.78 140.40		22,161.46 13,011.71	\$164,105.58 \$360,359.28 \$524,464.86	\$656,422.33 \$1,441,437.11 \$2,097,859.44	\$ \$ \$	161,912.19 361,121.99 523,034.18		\$	164,104.46 360,356.81 <b>\$525,895.54</b>	\$	164,105.58 360,359.28 524,464.86
Radford														
	Principal Arterials Minor Arterials Collectors Locals Totals:	9.58 3.45 9.54 50.06 72.63	18.64	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$153,412.68 \$38,228.51 \$60,634.56 \$326,951.72 \$579,227.47	\$613,650.72 \$152,914.05 \$242,538.25 \$1,307,806.86 \$2,316,909.88	\$ \$ \$ \$	150,254.08 37,414.40 60,680.46 328,457.69 576,806.64	\$2,420.83	\$ \$ \$ \$	153,411.63 38,228.25 60,634.15 326,949.48 \$581,648.31	\$ \$ \$	153,412.68 38,228.51 60,634.56 326,951.72 579,227.47
	Comb PA/MA Comb COL/LOC Totals:	13.03 59.60 72.63	34.59 119.15 153.74		22,161.46 13,011.71	\$191,641.19 \$387,586.28 \$579,227.47	\$766,564.77 \$1,550,345.12 \$2,316,909.88	\$ \$ \$	187,668.49 389,138.15 576,806.64		\$ \$	191,639.88 387,583.62 <b>\$581,648.31</b>	\$	191,641.19 387,586.28 579,227.47
Roanoke														
	Principal Arterials Minor Arterials Collectors Locals Totals:	17.12 51.18 41.86 376.81 486.97	148.04 93.33	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$350,317.22 \$820,195.49 \$303,595.70 \$2,452,121.60 \$3,926,230.01 \$1,170,512.71	\$1,401,268.87 \$3,280,781.96 \$1,214,382.79 \$9,808,486.41 \$15,704,920.03	\$ \$ \$ \$ \$ \$ \$	341,121.77 794,107.18 294,137.89 2,394,013.05 3,823,379.89	\$102,850.12	\$ \$ \$ \$ \$	350,314.82 820,189.87 303,593.62 2,452,104.81 \$4,029,080.12	\$ \$ \$	350,317.22 820,195.49 303,595.70 2,452,121.60 3,926,230.01 1,170,512.71
	Comb COL/LOC Totals:	418.67 486.97	847.15 1058.42		13,011.71	\$2,755,717.30 \$3,926,230.01	\$11,022,869.20 \$15,704,920.03	\$	2,688,150.94 3,823,379.89		\$	2,755,698.43 <b>\$4,029,080.12</b>	\$	2,755,717.30 3,926,230.01
Rocky Mount														
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 10.31 3.49 28.72 42.52	6.98	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$161,390.80 \$22,705.43 \$186,555.38 \$370,651.61	\$0.00 \$645,563.22 \$90,821.73 \$746,221.51 \$1,482,606.45	\$ \$ \$ \$	153,290.61 22,094.57 187,485.44 362,870.62	\$7,780.99	\$ \$ \$	161,389.70 22,705.28 186,554.10 \$378,432.60	\$ \$	161,390.80 22,705.43 186,555.38 370,651.61
	Comb PA/MA Comb COL/LOC Totals:	10.31 32.21 42.52	29.13 64.33 93.46		22,161.46 13,011.71	\$161,390.80 \$209,260.81 \$370,651.61	\$645,563.22 \$837,043.23 \$1,482,606.45	\$ \$ \$	153,290.61 209,580.01 362,870.62		\$ \$	161,389.70 209,259.38 <b>\$378,432.60</b>	\$	161,390.80 209,260.81 370,651.61

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Base	t Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2	2nd Quarter FY21	3r	d & 4th Quarter FY21
Salem													
	Principal Arterials Minor Arterials Collectors Locals Totals:	11.57 9.04 10.72 104.26 135.59	25.59 22.05	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$209,868.99 \$141,777.92 \$71,727.05 \$671,013.83 \$1,094,387.78	\$839,475.96 \$567,111.66 \$286,908.18 \$2,684,055.31 \$4,377,551.11	\$ \$ \$ \$ \$ \$ \$	205,779.23 134,474.96 69,913.06 659,748.83 1,069,916.08	\$24,471.70	\$ \$ \$		\$ \$ \$	209,868.99 141,777.92 71,727.05 671,013.83 1,094,387.78
	Comb PA/MA Comb COL/LOC Totals:	20.61 114.98 135.59	63.47 228.33 291.80	\$ 22,161.46 \$ 13,011.71	\$351,646.90 \$742,740.87 \$1,094,387.78	\$1,406,587.62 \$2,970,963.49 \$4,377,551.11	\$ \$ \$	340,254.19 729,661.89 1,069,916.08		\$	351,644.50 742,735.79 <b>\$1,118,859.48</b>	\$	351,646.90 742,740.87 1,094,387.78
Vinton													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.61 3.11 33.44 40.16	12.88 8.60	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$71,359.89 \$27,975.17 \$216,547.37 \$315,882.43	\$0.00 \$285,439.55 \$111,900.70 \$866,189.46 \$1,263,529.71	\$ \$ \$ \$	70,490.91 27,379.43 210,503.27 308,373.61	\$7,508.82	\$ \$ \$ \$ \$	71,359.40 27,974.98 216,545.88 \$323,391.25	\$	71,359.89 27,975.17 216,547.37 315,882.43
	Comb PA/MA Comb COL/LOC Totals:	3.61 36.55 40.16		\$ 22,161.46 \$ 13,011.71	\$71,359.89 \$244,522.54 \$315,882.43	\$285,439.55 \$978,090.16 \$1,263,529.71	\$ \$ \$	70,490.91 237,882.70 308,373.61		\$	71,359.40 244,520.87 <b>\$323,391.25</b>	\$	71,359.89 244,522.54 315,882.43
SALEM DISTI	RICT TOTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	60.19 133.46 126.13 1003.72 1323.50	272.37	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$1,126,910.04 \$2,074,644.71 \$885,999.79 \$6,515,580.71 \$10,603,135.25	\$4,507,640.17 \$8,298,578.85 \$3,543,999.15 \$26,062,322.82 \$42,412,540.99	\$ \$ \$ \$ \$ \$	1,103,399.60 1,994,946.91 868,341.90 6,395,549.02 10,362,237.42	\$240,897.82	\$ \$ \$	1,126,902.32 2,074,630.50 885,993.72 6,515,536.09 \$10,844,033.07	\$ \$ \$	1,126,910.04 2,074,644.71 885,999.79 6,515,580.71 10,603,135.25
	Comb PA/MA Comb COL/LOC Totals:	193.65 1129.85 1323.50	577.86 2275.36 2853.22	\$ 22,161.46 \$ 13,011.71	\$3,201,554.75 \$7,401,580.49 \$10,603,135.25	\$12,806,219.02 \$29,606,321.98 \$42,412,540.99	\$ \$ \$	3,098,346.50 7,263,890.92 10,362,237.42		\$ \$		\$ \$ \$	3,201,554.75 7,401,580.49 10,603,135.25
LYNCHBU	RG DISTRICT												
Altavista													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.64 2.56 20.49 26.69	7.28 5.12	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$40,333.85 \$16,654.99 \$131,776.08 \$188,764.92	\$0.00 \$161,335.40 \$66,619.95 \$527,104.33 \$755,059.68	\$ \$ \$ \$	38,824.22 16,491.33 127,696.40 183,011.96	\$5,752.96	\$ \$ \$	40,333.57 16,654.87 131,775.18 <b>\$194,517.88</b>	\$	40,333.85 16,654.99 131,776.08 188,764.92
	Comb PA/MA Comb COL/LOC Totals:	3.64 23.05 26.69		\$ 22,161.46 \$ 13,011.71	\$40,333.85 \$148,431.07 \$188,764.92	\$161,335.40 \$593,724.28 \$755,059.68	\$ \$ \$	38,824.22 144,187.73 183,011.96		\$	40,333.57 148,430.05 <b>\$194,517.88</b>	\$	40,333.85 148,431.07 188,764.92

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	2	2nd Quarter FY21	3rd	d & 4th Quarter FY21
Danville													
	Principal Arterials Minor Arterials Collectors Locals Totals:	25.60 33.13 35.04 222.81 316.58	105.79 99.02 72.44 447.69 724.94	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$586,115.11 \$548,606.85 \$235,642.05 \$1,456,302.99 \$2,826,666.99	\$2,344,460.44 \$2,194,427.38 \$942,568.19 \$5,825,211.96 \$11,306,667.98	\$ \$ \$ \$	572,277.72 533,182.38 233,998.64 1,422,616.24 2,762,074.98		\$ \$ \$	235,640.43	\$ \$ \$	586,115.11 548,606.85 235,642.05 1,456,302.99 2,826,666.99
	Comb PA/MA Comb COL/LOC Totals:	58.73 257.85 316.58	204.81 520.13 724.94	\$ 22,161.46 \$ 13,011.71	\$1,134,721.96 \$1,691,945.04 \$2,826,666.99	\$4,538,887.82 \$6,767,780.15 \$11,306,667.98	\$ \$ \$	1,105,460.10 1,656,614.88 2,762,074.98		\$ \$		\$ \$ \$	1,134,721.96 1,691,945.04 2,826,666.99
Farmville													
	Principal Arterials Minor Arterials Collectors Locals Totals:	2.39 7.07 8.33 33.01 50.80		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$45,320.18 \$122,885.27 \$53,575.71 \$213,164.32 \$434,945.48	\$181,280.71 \$491,541.10 \$214,302.85 \$852,657.28 \$1,739,781.94	\$ \$ \$ \$	45,873.31 120,919.02 55,491.11 210,662.45 432,945.89		\$ \$ \$	45,319.87 122,884.43 53,575.34 213,162.86 \$436,945.08	\$ \$ \$	45,320.18 122,885.27 53,575.71 213,164.32 434,945.48
	Comb PA/MA Comb COL/LOC Totals:	9.46 41.34 50.80	30.36 82.00 112.36	\$ 22,161.46 \$ 13,011.71	\$168,205.45 \$266,740.03 \$434,945.48	\$672,821.81 \$1,066,960.13 \$1,739,781.94	\$ \$ \$	166,792.33 266,153.56 432,945.89		\$	168,204.30 266,738.21 <b>\$436,945.08</b>	\$	168,205.45 266,740.03 434,945.48
Lynchburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	30.10 48.55 36.62 266.84 382.11	124.32 73.84	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$425,943.19 \$688,778.06 \$240,196.15 \$1,737,778.78 \$3,092,696.17	\$1,703,772.74 \$2,755,112.22 \$960,784.59 \$6,951,115.13 \$12,370,784.68	\$ \$ \$ \$	416,004.80 676,116.25 237,946.37 1,693,513.44 3,023,580.87		\$ \$ \$	425,940.27 688,773.34 240,194.50 1,737,766.88 \$3,161,811.47	\$ \$ \$	425,943.19 688,778.06 240,196.15 1,737,778.78 3,092,696.17
	Comb PA/MA Comb COL/LOC Totals:	78.65 303.46 382.11	201.20 608.06 809.26	\$ 22,161.46 \$ 13,011.71	\$1,114,721.24 \$1,977,974.93 \$3,092,696.17	\$4,458,884.97 \$7,911,899.72 \$12,370,784.68	\$ \$ \$	1,092,121.05 1,931,459.82 3,023,580.87		\$ \$	1,114,713.61 1,977,961.38 <b>\$3,161,811.47</b>	\$	1,114,721.24 1,977,974.93 3,092,696.17
South Boston													
	Principal Arterials Minor Arterials Collectors Locals Totals:	1.12 16.80 4.05 42.36 64.33		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$24,820.83 \$239,288.32 \$26,348.71 \$274,807.29 \$565,265.16	\$99,283.32 \$957,153.29 \$105,394.84 \$1,099,229.17 \$2,261,060.62	\$ \$ \$ \$	22,123.30 235,168.51 25,914.95 268,222.93 551,429.70		\$ \$ \$	24,820.66 239,286.68 26,348.53 274,805.41 \$579,100.61	\$ \$ \$	24,820.83 239,288.32 26,348.71 274,807.29 565,265.16
	Comb PA/MA Comb COL/LOC Totals:	17.92 46.41 64.33	47.67 92.58 140.25	\$ 22,161.46 \$ 13,011.71	\$264,109.15 \$301,156.00 \$565,265.16	\$1,056,436.61 \$1,204,624.01 \$2,261,060.62	\$ \$	257,291.81 294,137.89 551,429.70		\$ \$	264,107.34 301,153.94 <b>\$579,100.61</b>	\$	264,109.15 301,156.00 565,265.16

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3r	d & 4th Quarter FY21
LYNCHBURG	DISTRICT TOTALS	5										
	Principal Arterials Minor Arterials Collectors Locals Totals:	59.21 109.19 86.60 585.51 840.51	295.99 175.97	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$1,082,199.30 \$1,639,892.35 \$572,417.60 \$3,813,829.47 \$7,108,338.72	\$4,328,797.22 \$6,559,569.39 \$2,289,670.42 \$15,255,317.87 \$28,433,354.90	\$ \$ \$ \$	1,056,279.14 1,604,210.38 569,842.41 3,722,711.46 6,953,043.39		1,082,191.89 1,639,881.11 572,413.68 3,813,803.35 \$7,263,634.05	\$ \$ \$	1,082,199.30 1,639,892.35 572,417.60 3,813,829.47 7,108,338.72
	Comb PA/MA Comb COL/LOC Totals:	168.40 672.11 840.51	491.32 1348.40 1839.72	\$ 22,161.46 \$ 13,011.71	\$2,722,091.65 \$4,386,247.07 \$7,108,338.72	\$10,888,366.61 \$17,544,988.29 \$28,433,354.90	\$ \$ \$	2,660,489.52 4,292,553.87 6,953,043.39		\$ 2,722,073.01 \$ 4,386,217.03 <b>\$7,263,634.05</b>	\$	2,722,091.65 4,386,247.07 7,108,338.72
RICHMONE	DISTRICT											
Ashland												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 9.35 7.46 30.49 47.30	17.53	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$169,313.52 \$57,023.81 \$202,429.66 \$428,767.00	\$0.00 \$677,254.10 \$228,095.26 \$809,718.65 \$1,715,068.00	\$ \$ \$ \$	171,672.47 51,607.05 207,574.31 430,853.83		169,312.36 57,023.42 202,428.28 \$426,680.18	\$ \$	169,313.52 57,023.81 202,429.66 428,767.00
	Comb PA/MA Comb COL/LOC Totals:	9.35 37.95 47.30		\$ 22,161.46 \$ 13,011.71	\$169,313.52 \$259,453.48 \$428,767.00	\$677,254.10 \$1,037,813.90 \$1,715,068.00	\$ \$ \$	171,672.47 259,181.35 430,853.83		\$ 169,312.36 \$ 259,451.70 <b>\$426,680.18</b>	\$	169,313.52 259,453.48 428,767.00
Blackstone												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 8.46 1.73 26.33 36.52	73.80	\$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$102,939.96 \$11,255.13 \$168,371.51 \$282,566.60	\$0.00 \$411,759.85 \$45,020.51 \$673,486.05 \$1,130,266.42	\$ \$ \$ \$	99,337.96 11,524.83 163,639.87 274,502.65	\$8,063.95	102,939.26 11,255.05 168,370.36 \$290,630.56	\$ \$ \$	102,939.96 11,255.13 168,371.51 282,566.60
	Comb PA/MA Comb COL/LOC Totals:	8.46 28.06 36.52	18.58 55.22 73.80	\$ 22,161.46 \$ 13,011.71	\$102,939.96 \$179,626.64 \$282,566.60	\$411,759.85 \$718,506.57 \$1,130,266.42	\$ \$ \$	99,337.96 175,164.70 274,502.65		\$ 102,939.26 \$ 179,625.41 <b>\$290,630.56</b>	\$	102,939.96 179,626.64 282,566.60
Chase City												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.88 2.79 13.78 17.45		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$9,751.04 \$18,151.33 \$89,227.79 \$117,130.17	\$0.00 \$39,004.16 \$72,605.34 \$356,911.18 \$468,520.67	\$ \$ \$ \$	9,543.38 17,701.12 88,919.48 116,163.99		9,750.97 9,750.97 18,151.21 89,227.18 \$118,096.35	\$	9,751.04 18,151.33 89,227.79 117,130.17
	Comb PA/MA Comb COL/LOC Totals:	0.88 16.57 17.45	1.76 33.01 34.77	\$ 22,161.46 \$ 13,011.71	\$9,751.04 \$107,379.13 \$117,130.17	\$39,004.16 \$429,516.51 \$468,520.67	\$ \$ \$	9,543.38 106,620.61 116,163.99		9,750.97 107,378.39 \$118,096.35	\$	9,751.04 107,379.13 117,130.17

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	F	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	1	1st Quarter FY21 Based on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rd	d & 4th Quarter FY21
Colonial Heigh	nts													
	Principal Arterials Minor Arterials Collectors Locals Totals:	5.16 3.24 7.37 72.57 88.34		\$	22,161.46 22,161.46 13,011.71 13,011.71	\$110,641.07 \$59,614.32 \$59,235.80 \$475,610.49 \$705,101.68	\$442,564.28 \$238,457.27 \$236,943.22 \$1,902,441.96 \$2,820,406.72		5 107,091.96 5 57,477.20 5 57,401.30 463,699.35 685,669.81	\$19,431.87	\$ \$ \$	110,640.31 59,613.91 59,235.40 475,607.23 <b>\$724,533.55</b>	\$ \$ \$	110,641.07 59,614.32 59,235.80 475,610.49 705,101.68
	Comb PA/MA Comb COL/LOC Totals:	8.40 79.94 88.34			22,161.46 13,011.71	\$170,255.39 \$534,846.29 \$705,101.68	\$681,021.55 \$2,139,385.18 \$2,820,406.72		164,569.16 521,100.65 685,669.81		\$ \$	170,254.22 534,842.63 <b>\$724,533.55</b>	\$	170,255.39 534,846.29 705,101.68
Hopewell														
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.42 11.36 6.50 102.52 126.80	33.65 13.58	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$135,184.88 \$186,433.25 \$44,174.75 \$666,915.14 \$1,032,708.02	\$540,739.53 \$745,733.00 \$176,699.01 \$2,667,660.56 \$4,130,832.09		137,023.48 189,132.53 46,608.71 658,666.38 1,031,431.10	\$1,276.92	\$ \$ \$ \$	135,183.96 186,431.97 44,174.45 666,910.57 <b>\$1,033,984.95</b>	\$ \$ \$	135,184.88 186,433.25 44,174.75 666,915.14 1,032,708.02
	Comb PA/MA Comb COL/LOC Totals:	17.78 109.02 126.80		\$	22,161.46 13,011.71	\$321,618.13 \$711,089.89 \$1,032,708.02	\$1,286,472.53 \$2,844,359.57 \$4,130,832.09		326,156.01 705,275.09 1,031,431.10		\$ \$	321,615.93 711,085.02 <b>\$1,033,984.95</b>	\$	321,618.13 711,089.89 1,032,708.02
Petersburg														
	Principal Arterials Minor Arterials Collectors Locals Totals:	17.00 20.49 22.45 124.80 184.74	45.51 44.91	\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$329,984.08 \$252,141.97 \$146,088.96 \$801,456.21 \$1,529,671.22	\$1,319,936.32 \$1,008,567.87 \$584,355.85 \$3,205,824.84 \$6,118,684.88		325,451.10 247,856.88 3139,666.94 781,778.32 1,494,753.24	\$34,917.98	\$ \$ \$ \$	329,981.82 252,140.24 146,087.96 801,450.72 \$1,564,589.20	\$ \$ \$	329,984.08 252,141.97 146,088.96 801,456.21 1,529,671.22
	Comb PA/MA Comb COL/LOC Totals:	37.49 147.25 184.74			22,161.46 13,011.71	\$582,126.05 \$947,545.17 \$1,529,671.22	\$2,328,504.19 \$3,790,180.69 \$6,118,684.88		573,307.97 921,445.27 1,494,753.24		\$	582,122.06 947,538.68 <b>\$1,564,589.20</b>	\$	582,126.05 947,545.17 1,529,671.22
Richmond														
	Principal Arterials Minor Arterials Collectors Locals Totals:	57.53 89.08 81.23 592.83 820.67	243.76 271.37 169.91 1145.53 1830.57	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$1,350,519.13 \$1,503,488.58 \$552,704.87 \$3,726,325.73 \$7,133,038.31	\$5,402,076.54 \$6,013,954.34 \$2,210,819.46 \$14,905,302.90 \$28,532,153.24		1,349,304,42 1,462,523,66 542,590.32 3,649,423,73 7,003,842.12	\$129,196.19	\$ \$ \$	1,350,509.88 1,503,478.29 552,701.08 3,726,300.21 \$7,262,234.50	\$ \$ \$	1,350,519.13 1,503,488.58 552,704.87 3,726,325.73 7,133,038.31
	Comb PA/MA Comb COL/LOC Totals:	146.61 674.06 820.67	515.13 1315.44 1830.57		22,161.46 13,011.71	\$2,854,007.72 \$4,279,030.59 \$7,133,038.31	\$11,416,030.88 \$17,116,122.36 \$28,532,153.24		2,811,828.08 4,192,014.05 7,003,842.12		\$ \$	2,853,988.17 4,279,001.29 <b>\$7,262,234.50</b>	\$	2,854,007.72 4,279,030.59 7,133,038.31

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	F	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	1st Quarter FY21 Based on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3r	d & 4th Quarter FY21
South Hill													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 13.09 5.11 28.71 46.91	27.27 10.22	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$151,085.73 \$33,244.92 \$186,718.02 \$371,048.67	\$0.00 \$604,342.91 \$132,979.67 \$746,872.09 \$1,484,194.66	\$ 147,217.55 \$ 32,536.95 \$ 181,468.34 \$ 361,222.84	\$9,825.83	\$ \$ \$	151,084.69 33,244.69 186,716.74 \$380,874.49	\$	151,085.73 33,244.92 186,718.02 371,048.67
	Comb PA/MA Comb COL/LOC Totals:	13.09 33.82 46.91	27.27 67.62 94.89		22,161.46 13,011.71	\$151,085.73 \$219,962.94 \$371,048.67	\$604,342.91 \$879,851.76 \$1,484,194.66	\$ 147,217.55 \$ 214,005.29 \$ 361,222.84		\$ \$	151,084.69 219,961.43 <b>\$380,874.49</b>	\$	151,085.73 219,962.94 371,048.67
RICHMON	ID DISTRICT TOTAL	_S											
	Principal Arterials Minor Arterials Collectors Locals Totals:	86.11 155.95 134.64 992.03 1368.73		\$	22,161.46 22,161.46 13,011.71 13,011.71	\$1,926,329.17 \$2,434,768.37 \$921,879.58 \$6,317,054.56 \$11,600,031.67	\$7,705,316.67 \$9,739,073.49 \$3,687,518.30 \$25,268,218.23 \$46,400,126.69	\$ 1,918,870.95 \$ 2,384,761.62 \$ 899,637.23 \$ 6,195,169.77 \$ 11,398,439.58	\$201,592.10	\$ \$ \$	1,926,315.97 2,434,751.70 921,873.26 6,317,011.30 \$11,801,623.77	\$ \$ \$	1,926,329.17 2,434,768.37 921,879.58 6,317,054.56 11,600,031.67
	Comb PA/MA Comb COL/LOC Totals:	242.06 1126.67 1368.73			22,161.46 13,011.71	\$4,361,097.54 \$7,238,934.13 \$11,600,031.67	\$17,444,390.16 \$28,955,736.53 \$46,400,126.69	\$ 4,303,632.57 \$ 7,094,807.00 \$ 11,398,439.58		\$	4,361,067.67 7,238,884.56 <b>\$11,801,623.77</b>	\$	4,361,097.54 7,238,934.13 11,600,031.67
HAMPTON	N ROADS DISTRICT												
Chesapeake													
	Principal Arterials Minor Arterials Collectors Locals Totals:	56.97 96.29 133.57 789.66 1076.49	294.09 283.19	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$1,261,430.08 \$1,629,365.66 \$921,196.46 \$5,197,884.94 \$9,009,877.14	\$5,045,720.32 \$6,517,462.62 \$3,684,785.85 \$20,791,539.78 \$36,039,508.57	\$ 1,229,252.98 \$ 1,595,968.37 \$ 892,155.64 \$ 5,075,414.64 \$ 8,792,791.63	\$217,085.52	\$ \$ \$	1,261,421.44 1,629,354.50 921,190.15 5,197,849.35 <b>\$9,226,962.66</b>	\$ \$ \$	1,261,430.08 1,629,365.66 921,196.46 5,197,884.94 9,009,877.14
	Comb PA/MA Comb COL/LOC Totals:	153.26 923.23 1076.49			22,161.46 13,011.71	\$2,890,795.74 \$6,119,081.41 \$9,009,877.14	\$11,563,182.95 \$24,476,325.62 \$36,039,508.57	\$ 2,825,221.35 \$ 5,967,570.28 \$ 8,792,791.63		\$	2,890,775.94 6,119,039.50 <b>\$9,226,962.66</b>	Ψ.	2,890,795.74 6,119,081.41 9,009,877.14
Chincoteague													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 4.28 7.07 13.43 24.78	8.56 14.14	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$47,425.52 \$45,996.39 \$85,519.46 \$178,941.36	\$0.00 \$189,702.06 \$183,985.56 \$342,077.83 \$715,765.46	\$ 46,632.45 \$ 45,653.61 \$ 82,042.79 \$ 174,328.85	\$4,612.52	\$ \$ \$	47,425.19 45,996.08 85,518.87 <b>\$183,553.88</b>	\$	47,425.52 45,996.39 85,519.46 178,941.36
	Comb PA/MA Comb COL/LOC Totals:	4.28 20.50 24.78			22,161.46 13,011.71	\$47,425.52 \$131,515.85 \$178,941.36	\$189,702.06 \$526,063.39 \$715,765.46	\$ 46,632.45 \$ 127,696.40 \$ 174,328.85		\$	47,425.19 131,514.95 <b>\$183,553.88</b>	\$	47,425.52 131,515.85 178,941.36

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3rd	d & 4th Quarter FY21
Emporia												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 5.51 8.28 22.25 36.04	0.00 15.40 17.30 45.84 78.54	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$85,321.61 \$56,275.64 \$149,114.18 \$290,711.43	\$0.00 \$341,286.42 \$225,102.56 \$596,456.74 \$1,162,845.72	\$ \$ \$ \$	83,938.40 56,478.04 146,066.09 286,482.53		85,321.02 56,275.26 5149,113.16 \$294,940.33	\$ \$	85,321.61 56,275.64 149,114.18 290,711.43
	Comb PA/MA Comb COL/LOC Totals:	5.51 30.53 36.04	15.40 63.14 78.54		\$85,321.61 \$205,389.83 \$290,711.43	\$341,286.42 \$821,559.30 \$1,162,845.72	\$ \$ \$	83,938.40 202,544.13 286,482.53		\$ 85,321.02 \$ 205,388.42 <b>\$294,940.33</b>	\$	85,321.61 205,389.83 290,711.43
Franklin												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 7.70 10.42 32.38 50.50		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$129,478.31 \$73,451.10 \$209,943.92 \$412,873.33	\$0.00 \$517,913.23 \$293,804.39 \$839,775.69 \$1,651,493.31	\$ \$ \$ \$	126,287.17 73,415.08 205,473.09 405,175.35	:	5 129,477.42 5 73,450.59 5 209,942.49 \$420,571.30	\$	129,478.31 73,451.10 209,943.92 412,873.33
	Comb PA/MA Comb COL/LOC Totals:	7.70 42.80 50.50	23.37 87.12 110.49	\$ 22,161.46 \$ 13,011.71	\$129,478.31 \$283,395.02 \$412,873.33	\$517,913.23 \$1,133,580.08 \$1,651,493.31	\$ \$ \$	126,287.17 278,888.18 405,175.35		129,477.42 283,393.08 <b>\$420,571.30</b>	\$	129,478.31 283,395.02 412,873.33
Hampton												
	Principal Arterials Minor Arterials Collectors Locals Totals:	17.47 49.47 39.92 366.03 472.89		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$497,469.29 \$1,032,280.62 \$358,570.17 \$2,421,511.56 \$4,309,831.64	\$1,989,877.14 \$4,129,122.50 \$1,434,280.67 \$9,686,046.23 \$17,239,326.54	\$ \$ \$ \$	486,658.38 998,747.71 352,621.63 2,360,043.45 4,198,071.17	!	497,465.88 1,032,273.55 358,567.71 2,421,494.97 \$4,421,592.10	\$ \$ \$	497,469.29 1,032,280.62 358,570.17 2,421,511.56 4,309,831.64
	Comb PA/MA Comb COL/LOC Totals:	66.94 405.95 472.89	276.11 854.64 1130.75	\$ 22,161.46 \$ 13,011.71	\$1,529,749.91 \$2,780,081.72 \$4,309,831.64	\$6,118,999.64 \$11,120,326.90 \$17,239,326.54	\$ \$ \$	1,485,406.09 2,712,665.08 4,198,071.17		1,529,739.43 2,780,062.69 <b>\$4,421,592.10</b>	\$	1,529,749.91 2,780,081.72 4,309,831.64
Newport News	S											
	Principal Arterials Minor Arterials Collectors Locals Totals:	50.37 9.38 57.23 389.04 506.02	133.30	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$1,284,090.17 \$171,862.09 \$433,615.20 \$2,580,286.93 \$4,469,854.40	\$5,136,360.68 \$687,448.37 \$1,734,460.80 \$10,321,147.74 \$17,879,417.58	\$ \$ \$ \$	1,246,821.48 167,659.91 418,204.92 2,530,623.69 4,363,310.00	!	1,284,081.37 171,860.91 433,612.23 2,580,269.26 \$4,576,398.79	\$ \$ \$	1,284,090.17 171,862.09 433,615.20 2,580,286.93 4,469,854.40
	Comb PA/MA Comb COL/LOC Totals:	59.75 446.27 506.02	262.79 926.52 1189.31	\$ 22,161.46 \$ 13,011.71	\$1,455,952.26 \$3,013,902.13 \$4,469,854.40	\$5,823,809.05 \$12,055,608.54 \$17,879,417.58	\$ \$ \$	1,414,481.39 2,948,828.61 4,363,310.00		1,455,942.29 3,013,881.49 <b>\$4,576,398.79</b>	\$	1,455,952.26 3,013,902.13 4,469,854.40

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE		TE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	E	1st Quarter FY21 Based on FY20 Rates and Mileage	2nd Quarter Adjustment	2	and Quarter FY21	3r	d & 4th Quarter FY21
Norfolk														
	Principal Arterials Minor Arterials Collectors Locals Totals:	44.98 62.78 61.25 546.90 715.91		\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$1,198,546.95 \$1,278,882.23 \$445,000.44 \$3,501,320.75 \$6,423,750.37	\$4,794,187.80 \$5,115,528.91 \$1,780,001.78 \$14,005,283.00 \$25,695,001.48	0	\$ 1,274,041.82 \$ 1,109,798.00 \$ 442,559.88 \$ 3,439,971.06 \$ 6,266,370.77	\$157,379.60	\$ \$ \$	1,198,538.74 1,278,873.47 444,997.40 3,501,296.77 <b>\$6,581,129.98</b>	\$	1,198,546.95 1,278,882.23 445,000.44 3,501,320.75 6,423,750.37
	Comb PA/MA Comb COL/LOC Totals:	107.76 608.15 715.91	447.16 1213.16 1660.32		22,161.46 13,011.71	\$2,477,429.18 \$3,946,321.19 \$6,423,750.37	\$9,909,716.71 \$15,785,284.78 \$25,695,001.48		\$ 2,383,839.82 \$ 3,882,530.95 \$ 6,266,370.77		\$ \$	2,477,412.21 3,946,294.17 <b>\$6,581,129.98</b>	\$ \$ \$	2,477,429.18 3,946,321.19 6,423,750.37
Poquoson														
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 1.89 10.36 42.99 55.24	0.00 4.58 22.16 85.45 112.19	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$25,374.87 \$72,084.87 \$277,962.63 \$375,422.37	\$0.00 \$101,499.47 \$288,339.47 \$1,111,850.53 \$1,501,689.46		\$ 23,966.91 \$ 70,613.47 \$ 272,106.99 \$ 366,687.37	\$8,735.00	\$ \$ \$	25,374.69 72,084.37 277,960.73 <b>\$384,157.36</b>	\$ \$ \$	25,374.87 72,084.87 277,962.63 375,422.37
	Comb PA/MA Comb COL/LOC Totals:	1.89 53.35 55.24	4.58 107.61 112.19		22,161.46 13,011.71	\$25,374.87 \$350,047.50 \$375,422.37	\$101,499.47 \$1,400,190.00 \$1,501,689.46	(	\$ 23,966.91 \$ 342,720.46 \$ 366,687.37		\$	25,374.69 350,045.10 <b>\$384,157.36</b>	\$ \$ \$	25,374.87 350,047.50 375,422.37
Portsmouth														
	Principal Arterials Minor Arterials Collectors Locals Totals:	11.54 32.32 39.59 315.03 398.48	50.52 112.10 93.43 625.57 881.62	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$279,899.19 \$621,074.81 \$303,920.99 \$2,034,933.69 \$3,239,828.67	\$1,119,596.76 \$2,484,299.23 \$1,215,683.96 \$8,139,734.74 \$12,959,314.69	0	\$ 272,691.36 \$ 613,270.90 \$ 300,982.74 \$ 1,984,595.02 \$ 3,171,540.02	\$68,288.65	\$ \$ \$	279,897.27 621,070.55 303,918.91 2,034,919.75 \$3,308,117.33	\$	279,899.19 621,074.81 303,920.99 2,034,933.69 3,239,828.67
	Comb PA/MA Comb COL/LOC Totals:	43.86 354.62 398.48	162.62 719.00 881.62		22,161.46 13,011.71	\$900,974.00 \$2,338,854.68 \$3,239,828.67	\$3,603,895.99 \$9,355,418.70 \$12,959,314.69	(	\$ 885,962.26 \$ 2,285,577.76 \$ 3,171,540.02		\$ \$	900,967.83 2,338,838.66 <b>\$3,308,117.33</b>	\$ \$ \$	900,974.00 2,338,854.68 3,239,828.67
Smithfield														
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.44 4.83 43.90 49.17	0.88 9.60	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$4,875.52 \$31,228.10 \$286,160.01 \$322,263.63	\$0.00 \$19,502.08 \$124,912.41 \$1,144,640.03 \$1,289,054.52	0	\$ 4,771.69 \$ 30,181.05 \$ 276,691.46 \$ 311,644.20	\$10,619.43	\$ \$ \$	4,875.49 31,227.89 286,158.05 \$332,883.06		4,875.52 31,228.10 286,160.01 322,263.63
	Comb PA/MA Comb COL/LOC Totals:	0.44 48.73 49.17	0.88 97.57 98.45		22,161.46 13,011.71	\$4,875.52 \$317,388.11 \$322,263.63	\$19,502.08 \$1,269,552.44 \$1,289,054.52	(	\$ 4,771.69 \$ 306,872.51 \$ 311,644.20		\$	4,875.49 317,385.94 <b>\$332,883.06</b>	\$	4,875.52 317,388.11 322,263.63

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Base	st Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2	2nd Quarter FY21	3rd	d & 4th Quarter FY21
Suffolk													
	Principal Arterials Minor Arterials Collectors Locals Totals:	69.00 67.17 114.67 522.87 773.71		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$1,319,105.27 \$787,673.55 \$748,531.08 \$3,409,295.44 \$6,264,605.35	\$5,276,421.08 \$3,150,694.21 \$2,994,124.34 \$13,637,181.75 \$25,058,421.38	\$ \$ \$ \$ \$ \$	1,293,887.72 771,224.75 731,985.96 3,297,725.36 6,094,823.79	\$169,781.56	\$ \$ \$	748,525.96 3,409,272.09	\$ \$ \$ \$ \$ \$ \$	1,319,105.27 787,673.55 748,531.08 3,409,295.44 6,264,605.35
	Comb PA/MA Comb COL/LOC Totals:	136.17 637.54 773.71	380.26 1278.18 1658.44	\$ 22,161.46 \$ 13,011.71	\$2,106,778.82 \$4,157,826.52 \$6,264,605.35	\$8,427,115.29 \$16,631,306.09 \$25,058,421.38	\$ \$ \$	2,065,112.47 4,029,711.32 6,094,823.79		\$ \$	4,157,798.05	\$ \$	2,106,778.82 4,157,826.52 6,264,605.35
Virginia Beach	٦												
	Principal Arterials Minor Arterials Collectors Locals Totals:	69.21 106.73 153.54 1179.17 1508.65	355.02	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$1,933,365.43 \$2,104,895.10 \$1,154,854.22 \$7,697,564.34 \$12,890,679.10	\$7,733,461.72 \$8,419,580.40 \$4,619,416.90 \$30,790,257.37 \$51,562,716.38	\$ \$ \$ \$	1,862,044.43 2,051,068.51 1,125,644.90 7,500,500.16 12,539,258.01	\$351,421.09	\$ \$ \$ \$	2,104,880.68 1,154,846.32 7,697,511.63	\$ \$ \$ \$ \$ \$	1,933,365.43 2,104,895.10 1,154,854.22 7,697,564.34 12,890,679.10
	Comb PA/MA Comb COL/LOC Totals:	175.94 1332.71 1508.65	728.88 2721.37 3450.25	\$ 22,161.46 \$ 13,011.71	\$4,038,260.53 \$8,852,418.57 \$12,890,679.10	\$16,153,042.12 \$35,409,674.27 \$51,562,716.38	\$ \$ \$	3,913,112.95 8,626,145.06 12,539,258.01		\$	4,038,232.87 8,852,357.94 <b>\$13,242,100.19</b>	\$	4,038,260.53 8,852,418.57 12,890,679.10
Williamsburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	5.09 8.47 6.01 33.97 53.54		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$92,856.50 \$127,095.95 \$41,735.06 \$219,214.77 \$480,902.27	\$371,426.00 \$508,383.80 \$166,940.23 \$876,859.06 \$1,923,609.10	\$ \$ \$ \$	90,011.47 125,365.37 40,591.60 213,209.38 469,177.81	\$11,724.46	\$ \$ \$	92,855.87 127,095.08 41,734.77 219,213.26 <b>\$492,626.74</b>	\$	92,856.50 127,095.95 41,735.06 219,214.77 480,902.27
	Comb PA/MA Comb COL/LOC Totals:	13.56 39.98 53.54	39.70 80.22 119.92	\$ 22,161.46 \$ 13,011.71	\$219,952.45 \$260,949.82 \$480,902.27	\$879,809.81 \$1,043,799.29 \$1,923,609.10	\$ \$ \$	215,376.83 253,800.98 469,177.81		\$ \$		\$	219,952.45 260,949.82 480,902.27
HAMPTON	N ROADS DISTRICT	TOTALS											
	Principal Arterials Minor Arterials Collectors Locals Totals:	324.63 452.43 646.74 4297.62 5721.42	1452.18 1440.69	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$7,866,762.88 \$8,045,605.83 \$4,686,459.73 \$28,070,712.62 \$48,669,541.05	\$31,467,051,51 \$32,182,423,31 \$18,745,838,90 \$112,282,850.48 \$194,678,164.20	\$ \$ \$ \$	7,755,409.64 7,718,700.15 4,581,088.53 27,384,463.17 47,439,661.49	\$1,229,879.56	\$ \$ \$	28,070,520.39		7,866,762.88 8,045,605.83 4,686,459.73 28,070,712.62 48,669,541.05
	Comb PA/MA Comb COL/LOC Totals:	777.06 4944.36 5721.42	2872.08 10070.06 12942.14	\$ 22,161.46 \$ 13,011.71	\$15,912,368.70 \$32,757,172.35 \$48,669,541.05	\$63,649,474.81 \$131,028,689.39 \$194,678,164.20	\$ \$ \$	15,474,109.79 31,965,551.70 47,439,661.49		\$ \$	32,756,948.02	\$	15,912,368.70 32,757,172.35 48,669,541.05

Municipality FREDERICK	DISTRICT SBURG DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE		TE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	21	nd Quarter FY21	3rd	& 4th Quarter FY21
Colonial Beach														
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 5.13 0.94 20.07 26.14	10.05 1.88	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$55,680.66 \$6,115.50 \$126,831.63 \$188,627.79	\$0.00 \$222,722.63 \$24,462.01 \$507,326.53 \$754,511.18	\$ \$ \$ \$	54,494.89 5,985.27 124,130.71 184,610.87	\$4,016.92	\$ \$ \$	55,680.28 6,115.46 126,830.76 <b>\$192,644.71</b>	\$ \$	55,680.66 6,115.50 126,831.63 188,627.79
	Comb PA/MA Comb COL/LOC Totals:	5.13 21.01 26.14			22,161.46 13,011.71	\$55,680.66 \$132,947.14 \$188,627.79	\$222,722.63 \$531,788.54 \$754,511.18	\$ \$ \$	54,494.89 130,115.98 184,610.87		\$ \$	55,680.28	\$	55,680.66 132,947.14 188,627.79
Fredericksburg														
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.22 8.33 16.26 56.70 87.51	19.61 46.66	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$137,844.26 \$108,646.54 \$151,781.58 \$377,307.03 \$775,579.41	\$551,377.03 \$434,586.15 \$607,126.34 \$1,509,228.12 \$3,102,317.64	\$ \$ \$ \$	136,643.91 106,766.61 149,122.40 366,056.65 758,589.58	\$16,989.83	\$ \$ \$	137,843.31 108,645.79 151,780.54 377,304.45 <b>\$792,569.24</b>	\$ \$ \$	137,844.26 108,646.54 151,781.58 377,307.03 775,579.41
	Comb PA/MA Comb COL/LOC Totals:	14.55 72.96 87.51			22,161.46 13,011.71	\$246,490.80 \$529,088.61 \$775,579.41	\$985,963.18 \$2,116,354.45 \$3,102,317.64	\$ \$ \$	243,410.53 515,179.05 758,589.58		\$	246,489.11 529,084.99 <b>\$792,569.24</b>	\$	246,490.80 529,088.61 775,579.41
FREDERICKSB	BURG DISTRICT T	OTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.22 13.46 17.20 76.77 113.65	48.54	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$137,844.26 \$164,327.20 \$157,897.09 \$504,138.66 \$964,207.20	\$551,377.03 \$657,308.79 \$631,588.35 \$2,016,554.65 \$3,856,828.81	\$ \$ \$ \$	136,643.91 161,261.51 155,107.67 490,187.36 943,200.45	\$21,006.75	\$ \$ \$	137,843.31 164,326.07 157,896.01 504,135.21 \$985,213.95	\$ \$ \$	137,844.26 164,327.20 157,897.09 504,138.66 964,207.20
	Comb PA/MA Comb COL/LOC Totals:	19.68 93.97 113.65			22,161.46 13,011.71	\$302,171.45 \$662,035.75 \$964,207.20	\$1,208,685.82 \$2,648,143.00 \$3,856,828.81	\$ \$ \$	297,905.42 645,295.03 943,200.45		\$ \$	302,169.38	\$	302,171.45 662,035.75 964,207.20
CULPEPER I	DISTRICT													
Charlottesville														
	Principal Arterials Minor Arterials Collectors Locals Totals:	12.46 11.28 17.83 93.23 134.80	35.44	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$210,367.62 \$146,044.00 \$115,283.74 \$594,082.10 \$1,065,777.46	\$841,470.49 \$584,175.98 \$461,134.96 \$2,376,328.40 \$4,263,109.83	\$ \$ \$ \$	206,375.69 143,693.00 112,383.02 587,097.82 1,049,549.53	\$16,227.93	\$ \$ \$	210,366.18 146,043.00 115,282.95 594,078.03 \$1,082,005.38	\$ \$ \$	210,367.62 146,044.00 115,283.74 594,082.10 1,065,777.46
	Comb PA/MA Comb COL/LOC Totals:	23.74 111.06 134.80	64.33 218.07 282.40		22,161.46 13,011.71	\$356,411.62 \$709,365.84 \$1,065,777.46	\$1,425,646.47 \$2,837,463.36 \$4,263,109.83	\$ \$ \$	350,068.69 699,480.84 1,049,549.53		\$ \$	356,409.18 709,360.98 <b>\$1,082,005.38</b>	\$	356,411.62 709,365.84 1,065,777.46

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Base	et Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2	2nd Quarter FY21	3rc	d & 4th Quarter FY21
Culpeper													
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.22 4.81 4.25 52.09 67.37	16.06 10.74 8.42 105.21 140.43	\$ 22,161.46	\$88,978.25 \$59,503.51 \$27,389.65 \$342,240.47 \$518,111.88	\$355,912.98 \$238,014.04 \$109,558.59 \$1,368,961.89 \$2,072,447.51	\$ \$ \$ \$	87,083.38 57,910.99 26,806.38 335,525.40 507,326.15	\$10,785.73	\$ \$ \$	88,977.64 59,503.10 27,389.46 342,238.13 \$528,897.60	\$	88,978.25 59,503.51 27,389.65 342,240.47 518,111.88
	Comb PA/MA Comb COL/LOC Totals:	11.03 56.34 67.37	26.80 113.63 140.43	\$ 22,161.46 \$ 13,011.71	\$148,481.76 \$369,630.12 \$518,111.88	\$593,927.02 \$1,478,520.48 \$2,072,447.51	\$ \$ \$	144,994.37 362,331.78 507,326.15		\$ \$	148,480.74 369,627.59 <b>\$528,897.60</b>	\$	148,481.76 369,630.12 518,111.88
Orange													
	Principal Arterials Minor Arterials Collectors	0.00 9.74 0.00	22.40	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71	\$0.00 \$124,104.15 \$0.00	\$0.00 \$496,416.62 \$0.00	\$ \$ \$	- 123,955.55 -		\$ \$ \$		\$	124,104.15 -
	Locals Totals:	18.84 28.58	37.50 59.90	\$ 13,011.71	\$121,984.77 \$246,088.93	\$487,939.08 \$984,355.70	\$ \$	118,941.35 242,896.90	\$3,192.02	\$	121,983.94 <b>\$249,280.95</b>	\$ \$	121,984.77 246,088.93
	Comb PA/MA Comb COL/LOC Totals:	9.74 18.84 28.58	22.40 37.50 59.90	\$ 22,161.46 \$ 13,011.71	\$124,104.15 \$121,984.77 \$246,088.93	\$496,416.62 \$487,939.08 \$984,355.70	\$ \$ \$	123,955.55 118,941.35 242,896.90		\$	124,103.30 121,983.94 <b>\$249,280.95</b>	\$	124,104.15 121,984.77 246,088.93
Warrenton													
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.10 5.30 2.72 29.44 40.56		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$69,476.16 \$77,842.11 \$17,695.92 \$198,818.91 \$363,833.12	\$277,904.66 \$311,368.46 \$70,783.70 \$795,275.65 \$1,455,332.46	\$ \$ \$ \$	68,321.96 84,317.97 17,191.74 190,764.61 360,596.27	\$3,236.84	\$ \$ \$ \$	69,475.69 77,841.58 17,695.80 198,817.55 \$367,069.96	\$ \$ \$	69,476.16 77,842.11 17,695.92 198,818.91 363,833.12
	Comb PA/MA Comb COL/LOC Totals:	8.40 32.16 40.56	26.59 66.56 93.15	\$ 22,161.46 \$ 13,011.71	\$147,318.28 \$216,514.84 \$363,833.12	\$589,273.12 \$866,059.34 \$1,455,332.46	\$ \$ \$	152,639.93 207,956.34 360,596.27		\$ \$		\$ \$ \$	147,318.28 216,514.84 363,833.12
CULPEPER D	DISTRICT TOTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	21.78 31.13 24.80 193.60 271.31	49.30	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$368,822.03 \$407,493.77 \$160,369.31 \$1,257,126.26 \$2,193,811.38	\$1,475,288.13 \$1,629,975.10 \$641,477.25 \$5,028,505.02 \$8,775,245.50	\$ \$ \$ \$	361,781.03 409,877.52 156,381.13 1,232,329.18 2,160,368.85	\$33,442.52	\$ \$ \$	1,257,117.65	\$ \$ \$ \$	368,822.03 407,493.77 160,369.31 1,257,126.26 2,193,811.38
	Comb PA/MA Comb COL/LOC Totals:	52.91 218.40 271.31	140.12 435.76 575.88	\$ 22,161.46 \$ 13,011.71	\$776,315.81 \$1,417,495.57 \$2,193,811.38	\$3,105,263.23 \$5,669,982.27 \$8,775,245.50	\$ \$ \$	771,658.54 1,388,710.31 2,160,368.85		\$ \$	1,417,485.86	\$ \$ \$	776,315.81 1,417,495.57 2,193,811.38

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3rd & 4th Quarter FY21
STAUNTO	N DISTRICT										
Berryville											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 2.15 1.57 13.54 17.26	3.00	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$26,427.54 \$9,758.78 \$87,438.68 \$123,625.00	\$0.00 \$105,710.15 \$39,035.13 \$349,754.74 \$494,500.01	\$ \$ \$ \$	25,864.74 10,378.72 103,341.44 139,584.90	\$ \$ \$ (\$15,959.90)	26,427.36 9,758.71	\$ 87,438.68
	Comb PA/MA Comb COL/LOC Totals:	2.15 15.11 17.26		\$ 22,161.46 \$ 13,011.71	\$26,427.54 \$97,197.47 \$123,625.00	\$105,710.15 \$388,789.86 \$494,500.01	\$ \$ \$	25,864.74 113,720.16 139,584.90	\$ \$		\$ 26,427.54 \$ 97,197.47
Bridgewater											
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.11 0.70 2.35 19.97 26.13	4.70	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$39,225.78 \$10,637.50 \$15,288.76 \$129,921.91 \$195,073.95	\$156,903.11 \$42,550.00 \$61,155.03 \$519,687.65 \$780,295.79	\$ \$ \$ \$	38,390.43 10,410.96 14,963.18 127,155.18 190,919.76	\$ \$ \$ \$4,154.19	10,637.43 15,288.65	\$ 10,637.50 \$ 15,288.76 \$ 129,921.91 \$ 195,073.95
	Comb PA/MA Comb COL/LOC Totals:	3.81 22.32 26.13	9.00 44.64 53.64	\$ 22,161.46 \$ 13,011.71	\$49,863.28 \$145,210.67 \$195,073.95	\$199,453.10 \$580,842.69 \$780,295.79	\$ \$ \$	48,801.40 142,118.36 190,919.76	\$		\$ 145,210.67
Broadway											
	Principal Arterials Minor Arterials Collectors Locals Totals: Comb PA/MA	2.48 0.10 13.93 16.51	0.20 27.86 33.02	\$ 22,161.46 \$ 13,011.71 \$ 13,011.71 \$ 22,161.46	\$0.00 \$27,480.21 \$650.59 \$90,626.55 \$118,757.34 \$27,480.21	\$0.00 \$109,920.82 \$2,602.34 \$362,506.21 \$475,029.37 \$109,920.82	\$ \$ \$ \$ \$	26,894.99 636.73 92,644.36 120,176.08 26,894.99	\$ \$ \$ (\$1,418.74)	27,480.02 650.58 90,625.93 \$117,338.60 27,480.02	\$ 650.59 \$ 90,626.55 \$ 118,757.34 \$ - \$ 27,480.21
	Comb COL/LOC Totals:	14.03 16.51	28.06 33.02	\$ 13,011.71	\$91,277.14 \$118,757.34	\$365,108.55 \$475,029.37	\$ \$	93,281.09 120,176.08	\$	91,276.51 <b>\$117,338.60</b>	
Buena Vista											
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 5.60 6.14 35.45 47.19			\$0.00 \$65,265.49 \$39,945.95 \$230,632.54 \$335,843.97	\$0.00 \$261,061.95 \$159,783.79 \$922,530.16 \$1,343,375.90	\$ \$ \$ \$	72,985.20 41,833.23 199,360.48 314,178.90	\$ \$ \$ \$21,665.07	65,265.04 39,945.67	\$ 39,945.95
	Comb PA/MA Comb COL/LOC Totals:	5.60 41.59 47.19	11.78 83.18 94.96	\$ 22,161.46 \$ 13,011.71	\$65,265.49 \$270,578.49 \$335,843.97	\$261,061.95 \$1,082,313.95 \$1,343,375.90	\$ \$ \$	72,985.20 241,193.70 314,178.90	\$ \$		\$ 65,265.49 \$ 270,578.49

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		1st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3rd	d & 4th Quarter FY21
Clifton Forge												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.30 3.38 16.52 23.20	5.68 6.69	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$31,469.27 \$21,762.08 \$104,744.26 \$157,975.61	\$0.00 \$125,877.07 \$87,048.33 \$418,977.03 \$631,902.43	\$ \$ \$ \$	30,744.88 21,234.98 102,131.65 154,111.51	(	31,469.05	\$ \$	31,469.27 21,762.08 104,744.26 157,975.61
	Comb PA/MA Comb COL/LOC Totals:	3.30 19.90 23.20	5.68 38.89 44.57	\$ 22,161.46 \$ 13,011.71	\$31,469.27 \$126,506.34 \$157,975.61	\$125,877.07 \$506,025.36 \$631,902.43	\$ \$ \$	30,744.88 123,366.63 154,111.51	\$		\$	31,469.27 126,506.34 157,975.61
Covington												
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.04 0.00 9.65 28.75 41.44	20.77	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$45,874.21 \$0.00 \$67,563.30 \$183,660.27 \$297,097.78	\$183,496.86 \$0.00 \$270,253.19 \$734,641.08 \$1,188,391.14	\$ \$ \$ \$	44,897.29 - 64,914.73 165,486.39 275,298.40	\$21,799.39	67,562.84	\$ \$ \$	45,874.21 - 67,563.30 183,660.27 297,097.78
	Comb PA/MA Comb COL/LOC Totals:	3.04 38.40 41.44	8.28 77.23 85.51	\$ 22,161.46 \$ 13,011.71	\$45,874.21 \$251,223.57 \$297,097.78	\$183,496.86 \$1,004,894.28 \$1,188,391.14	\$ \$ \$	44,897.29 230,401.11 275,298.40	\$		\$	45,874.21 251,223.57 297,097.78
Elkton												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.04 1.67 1.71 16.32 19.74	3.34 3.42	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$443.23 \$18,504.82 \$11,125.01 \$105,947.84 \$136,020.90	\$1,772.92 \$74,019.26 \$44,500.04 \$423,791.36 \$544,083.58	\$ \$ \$ \$	433.79 17,568.50 11,079.12 103,054.91 132,136.33	\$3,884.57	18,504.69 11,124.93	\$ \$ \$	443.23 18,504.82 11,125.01 105,947.84 136,020.90
	Comb PA/MA Comb COL/LOC Totals:	1.71 18.03 19.74		\$ 22,161.46 \$ 13,011.71	\$18,948.04 \$117,072.85 \$136,020.90	\$75,792.18 \$468,291.40 \$544,083.58	\$ \$ \$	18,002.29 114,134.03 132,136.33		18,947.92 117,072.05 <b>\$139,905.47</b>	\$	18,948.04 117,072.85 136,020.90
Front Royal												
	Principal Arterials Minor Arterials Collectors Locals Totals:	4.19 5.30 7.88 48.82 66.19	12.00 15.76	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$72,966.59 \$66,484.37 \$51,266.13 \$316,737.52 \$507,454.62	\$291,866.38 \$265,937.47 \$205,064.53 \$1,266,950.10 \$2,029,818.48	\$ \$ \$ \$	70,002.89 65,176.98 49,792.36 307,636.58 492,608.82	\$14,845.80	66,483.91 51,265.78	\$ \$ \$	72,966.59 66,484.37 51,266.13 316,737.52 507,454.62
	Comb PA/MA Comb COL/LOC Totals:	9.49 56.70 66.19	25.17 113.13 138.30	\$ 22,161.46 \$ 13,011.71	\$139,450.96 \$368,003.66 \$507,454.62	\$557,803.85 \$1,472,014.63 \$2,029,818.48	\$ \$ \$	135,179.87 357,428.95 492,608.82	Ç		\$	139,450.96 368,003.66 507,454.62

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3rd	& 4th Quarter FY21
Grottoes												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 1.63 1.24 19.64 22.51	0.00 3.26 2.48 38.70 44.44	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$18,061.59 \$8,067.26 \$125,888.28 \$152,017.13	\$0.00 \$72,246.35 \$32,269.04 \$503,553.13 \$608,068.52	\$ \$ \$ \$	17,676.95 7,895.46 123,207.45 148,779.86	\$3,237.27	18,061.46 8,067.20	\$ \$	18,061.59 8,067.26 125,888.28 152,017.13
	Comb PA/MA Comb COL/LOC Totals:	1.63 20.88 22.51	3.26 41.18 44.44	\$ 22,161.46 \$ 13,011.71	\$18,061.59 \$133,955.54 \$152,017.13	\$72,246.35 \$535,822.17 \$608,068.52	\$ \$ \$	17,676.95 131,102.91 148,779.86	9		\$	18,061.59 133,955.54 152,017.13
Harrisonburg												
	Principal Arterials Minor Arterials Collectors Locals Totals:	9.79 20.12 22.29 88.65 140.85	47.87	\$ 22,161.46	\$214,190.47 \$315,357.52 \$155,717.63 \$593,041.16 \$1,278,306.78	\$856,761.89 \$1,261,430.08 \$622,870.51 \$2,372,164.65 \$5,113,227.13	\$ \$ \$ \$	216,352.86 299,532.13 152,783.60 573,089.74 1,241,758.34	\$36,548.45	315,355.36 155,716.56 593,037.10	\$ \$ \$	214,190.47 315,357.52 155,717.63 593,041.16 1,278,306.78
	Comb PA/MA Comb COL/LOC Totals:	29.91 110.94 140.85		\$ 22,161.46 \$ 13,011.71	\$529,547.99 \$748,758.79 \$1,278,306.78	\$2,118,191.97 \$2,995,035.16 \$5,113,227.13	\$ \$ \$	515,885.00 725,873.34 1,241,758.34	9		\$	529,547.99 748,758.79 1,278,306.78
Lexington												
	Principal Arterials Minor Arterials Collectors Locals Totals:	2.15 2.31 6.44 16.91 27.81		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$26,538.34 \$27,701.82 \$41,897.70 \$109,038.12 \$205,175.99	\$106,153.37 \$110,807.28 \$167,590.81 \$436,152.48 \$820,703.95	\$ \$ \$ \$	25,105.61 26,623.87 41,005.48 105,633.67 198,368.63 51,729.48	\$6,807.36	27,701.63 41,897.42 109,037.37 <b>\$211,983.34</b> 54,239.79	\$ \$ \$ \$ \$	26,538.34 27,701.82 41,897.70 109,038.12 205,175.99 - 54,240.16
	Comb COL/LOC Totals:	23.35 27.81		\$ 13,011.71	\$150,935.82 \$205,175.99	\$603,743.29 \$820,703.95	\$	146,639.15 198,368.63	9		\$	150,935.82 205,175.99
Luray												
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 8.83 1.68 27.44 37.95	0.00 19.72 3.18 54.04 76.94	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$109,255.98 \$10,344.31 \$175,788.19 \$295,388.47	\$0.00 \$437,023.91 \$41,377.23 \$703,152.75 \$1,181,553.90	\$ \$ \$ \$	109,315.13 10,060.35 174,273.27 293,648.75	\$1,739.72	109,255.23 10,344.24	\$ \$	109,255.98 10,344.31 175,788.19 295,388.47
	Comb PA/MA Comb COL/LOC Totals:	8.83 29.12 37.95	19.72 57.22 76.94	\$ 22,161.46 \$ 13,011.71	\$109,255.98 \$186,132.50 \$295,388.47	\$437,023.91 \$744,529.98 \$1,181,553.90	\$ \$ \$	109,315.13 184,333.62 293,648.75	9		\$	109,255.98 186,132.50 295,388.47

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Based on	arter FY21 FY20 Rates Mileage	2nd Quarter Adjustment	2n	nd Quarter FY21	3rc	d & 4th Quarter FY21
Staunton													
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.69 19.91 19.66 91.27 134.53	40.95	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$81,110.93 \$267,488.78 \$133,207.37 \$592,715.87 \$1,074,522.94	\$324,443.72 \$1,069,955.10 \$532,829.48 \$2,370,863.48 \$4,298,091.78	\$ \$ \$ \$	78,299.13 262,822.64 131,325.77 580,730.51 1,053,178.05	\$21,344.90	\$ \$ \$ \$		\$ \$ \$	81,110.93 267,488.78 133,207.37 592,715.87 1,074,522.94
	Comb PA/MA Comb COL/LOC Totals:	23.60 110.93 134.53	62.92 223.16 286.08	\$ 22,161.46 \$ 13,011.71	\$348,599.70 \$725,923.24 \$1,074,522.94	\$1,394,398.82 \$2,903,692.96 \$4,298,091.78	\$ \$ \$ 1	341,121.77 712,056.28 1,053,178.05		\$ \$	348,597.32 725,918.27 <b>\$1,095,867.84</b>	\$	348,599.70 725,923.24 1,074,522.94
Strasburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.38 1.58 19.09 24.05	6.76 3.03	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$37,452.86 \$9,856.37 \$124,359.41 \$171,668.64	\$0.00 \$149,811.44 \$39,425.48 \$497,437.63 \$686,674.55	\$ \$ \$ \$	37,197.51 9,328.11 106,525.10 153,050.72	\$18,617.92	\$ \$ \$	124,358.56	\$ \$ \$ \$ \$	37,452.86 9,856.37 124,359.41 171,668.64
	Comb PA/MA Comb COL/LOC Totals:	3.38 20.67 24.05	6.76 41.26 48.02	\$ 22,161.46 \$ 13,011.71	\$37,452.86 \$134,215.78 \$171,668.64	\$149,811.44 \$536,863.11 \$686,674.55	\$ \$ \$	37,197.51 115,853.21 153,050.72		\$ \$	37,452.60 134,214.86 <b>\$190,286.56</b>	\$	37,452.86 134,215.78 171,668.64
Waynesboro													
	Principal Arterials Minor Arterials Collectors Locals Totals:	6.14 12.25 19.16 90.18 127.73	39.08	\$ 22,161.46	\$123,605.52 \$167,263.59 \$127,124.40 \$586,632.90 \$1,004,626.40	\$494,422.09 \$669,054.36 \$508,497.58 \$2,346,531.58 \$4,018,505.61	\$ \$ \$ \$	121,081.69 164,460.71 123,462.14 566,117.53 975,122.07	\$29,504.33	\$ \$ \$ \$	123,604.67 167,262.44 127,123.53 586,628.88 \$1,034,130.73	\$ \$ \$	123,605.52 167,263.59 127,124.40 586,632.90 1,004,626.40
	Comb PA/MA Comb COL/LOC Totals:	18.39 109.34 127.73		\$ 22,161.46 \$ 13,011.71	\$290,869.11 \$713,757.29 \$1,004,626.40	\$1,163,476.44 \$2,855,029.17 \$4,018,505.61	\$ \$ \$	285,542.40 689,579.67 975,122.07		\$ \$	290,867.12 713,752.40 <b>\$1,034,130.73</b>	\$	290,869.11 713,757.29 1,004,626.40
Winchester													
	Principal Arterials Minor Arterials Collectors Locals Totals:	11.81 5.63 10.06 73.44 100.94	20.31 21.40	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$191,253.37 \$112,524.79 \$69,612.64 \$476,521.31 \$849,912.11	\$765,013.46 \$450,099.17 \$278,450.57 \$1,906,085.24 \$3,399,648.45	\$ \$ \$ \$	185,987.55 110,887.62 68,830.62 468,920.54 834,626.33	\$15,285.78	\$ \$ \$ \$	191,252.06 112,524.02 69,612.17 476,518.05 \$865,197.89	\$	191,253.37 112,524.79 69,612.64 476,521.31 849,912.11
	Comb PA/MA Comb COL/LOC Totals:	17.44 83.50 100.94		\$ 22,161.46 \$ 13,011.71	\$303,778.16 \$546,133.95 \$849,912.11	\$1,215,112.64 \$2,184,535.81 \$3,399,648.45	\$ \$ \$	296,875.17 537,751.17 834,626.33		\$ \$	546,130.21	\$ \$ \$	303,778.16 546,133.95 849,912.11

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT		st Quarter FY21 sed on FY20 Rates and Mileage	2nd Quarter Adjustment	2	2nd Quarter FY21	3rc	d & 4th Quarter FY21
Woodstock													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 3.74 3.06 22.24 29.04	0.00 7.48 6.12 45.72 59.32	\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$41,441.92 \$19,907.91 \$148,723.83 \$210,073.67	\$0.00 \$165,767.69 \$79,631.66 \$594,895.33 \$840,294.68	\$ \$ \$ \$	40,450.94 19,929.68 147,180.37 207,560.99	\$2,512.68	\$ \$ \$ \$		\$ \$ \$ \$ \$	41,441.92 19,907.91 148,723.83 210,073.67
	Comb PA/MA Comb COL/LOC Totals:	3.74 25.30 29.04	7.48 51.84 59.32	\$ 22,161.46 \$ 13,011.71	\$41,441.92 \$168,631.75 \$210,073.67	\$165,767.69 \$674,526.99 \$840,294.68	\$ \$ \$	40,450.94 167,110.05 207,560.99		\$	41,441.64 168,630.59 <b>\$212,586.35</b>	\$	41,441.92 168,631.75 210,073.67
STAUNTON [	DISTRICT TOTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	43.96 99.00 117.95 642.16 903.07		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$795,208.45 \$1,342,818.03 \$793,096.19 \$4,182,418.65 \$7,113,541.32	\$3,180,833.79 \$5,371,272.11 \$3,172,384.75 \$16,729,674.61 \$28,454,165.26	\$ \$ \$ \$	780,551.24 1,318,613.76 779,454.25 4,046,489.18 6,925,108.43	\$188,432.88	\$ \$ \$			795,208.45 1,342,818.03 793,096.19 4,182,418.65 7,113,541.32
	Comb PA/MA Comb COL/LOC Totals:	142.96 760.11 903.07	385.90 1529.55 1915.45	\$ 22,161.46 \$ 13,011.71	\$2,138,026.48 \$4,975,514.84 \$7,113,541.32	\$8,552,105.91 \$19,902,059.36 \$28,454,165.26	\$ \$ \$	2,099,165.00 4,825,943.43 6,925,108.43		\$	2,138,011.83 4,975,480.77 <b>\$7,301,974.20</b>	\$	2,138,026.48 4,975,514.84 7,113,541.32
NORTHER	N VIRGINIA DISTR	ICT											
Alexandria													
	Principal Arterials Minor Arterials Collectors Locals Totals:	17.62 27.43 23.78 139.49 208.32		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$429,156.60 \$547,831.19 \$182,359.10 \$910,494.33 \$2,069,841.22	\$1,716,626.39 \$2,191,324.78 \$729,436.40 \$3,641,977.32 \$8,279,364.89	\$ \$ \$ \$	380,162.89 524,831.92 176,979.38 889,417.70 1,971,391.88	\$98,449.34	\$ \$ \$	429,153.66 547,827.44 182,357.85 910,488.10 \$2,168,290.56	\$ \$ \$	429,156.60 547,831.19 182,359.10 910,494.33 2,069,841.22
	Comb PA/MA Comb COL/LOC Totals:	45.05 163.27 208.32	176.34 335.96 512.30	\$ 22,161.46 \$ 13,011.71	\$976,987.79 \$1,092,853.43 \$2,069,841.22	\$3,907,951.17 \$4,371,413.72 \$8,279,364.89	\$ \$ \$	904,994.80 1,066,397.08 1,971,391.88		\$	976,981.10 1,092,845.95 <b>\$2,168,290.56</b>	\$ \$ \$	976,987.79 1,092,853.43 2,069,841.22
Dumfries													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.00 2.20 7.98 10.18		\$ 22,161.46 \$ 22,161.46 \$ 13,011.71 \$ 13,011.71	\$0.00 \$0.00 \$16,915.22 \$52,437.19 \$69,352.41	\$0.00 \$0.00 \$67,660.89 \$209,748.75 \$277,409.63	\$ \$ \$ \$	16,555.01 53,230.71 69,785.72	(\$433.31)	\$ \$ \$		\$ \$ \$ \$ \$	- 16,915.22 52,437.19 69,352.41
	Comb PA/MA Comb COL/LOC Totals:	0.00 10.18 10.18	0.00 21.32 21.32	\$ 22,161.46 \$ 13,011.71	\$0.00 \$69,352.41 \$69,352.41	\$0.00 \$277,409.63 \$277,409.63	\$ \$ \$	69,785.72 69,785.72		\$	- 69,351.93 <b>\$68,919.10</b>	\$	69,352.41 69,352.41

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	F	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	1st Quarter FY21 Based on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rd	& 4th Quarter FY21
Fairfax													
	Principal Arterials Minor Arterials Collectors Locals Totals:	9.71 5.60 3.56 53.01 71.88		\$ \$	22,161.46 22,161.46 13,011.71 13,011.71	\$246,213.78 \$93,022.71 \$28,137.82 \$346,566.87 \$713,941.18	\$984,855.11 \$372,090.85 \$112,551.28 \$1,386,267.47 \$2,855,764.71	\$ 238,964.18 \$ 91,583.96 \$ 26,392.50 \$ 338,040.49 \$ 694,981.12	\$18,960.06	\$ \$ \$	246,212.09 93,022.07 28,137.63 346,564.49 \$732,901.23	\$ \$ \$	246,213.78 93,022.71 28,137.82 346,566.87 713,941.18
	Comb PA/MA Comb COL/LOC Totals:	15.31 56.57 71.88			22,161.46 13,011.71	\$339,236.49 \$374,704.69 \$713,941.18	\$1,356,945.96 \$1,498,818.75 \$2,855,764.71	\$ 330,548.13 \$ 364,432.99 \$ 694,981.12		\$	339,234.17 374,702.12 <b>\$732,901.23</b>	\$	339,236.49 374,704.69 713,941.18
Falls Church													
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.74 1.96 5.42 22.11 33.23	11.70	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$82,883.85 \$29,031.51 \$38,059.25 \$143,584.21 \$293,558.81	\$331,535.38 \$116,126.03 \$152,236.99 \$574,336.83 \$1,174,235.24	\$ 81,769.45 \$ 28,196.36 \$ 36,293.67 \$ 140,208.17 \$ 286,467.65	\$7,091.16	\$ \$ \$	82,883.28 29,031.31 38,058.99 143,583.22 <b>\$300,649.97</b>	\$ \$ \$	82,883.85 29,031.51 38,059.25 143,584.21 293,558.81
	Comb PA/MA Comb COL/LOC Totals:	5.70 27.53 33.23	20.20 55.84 76.04	\$	22,161.46 13,011.71	\$111,915.35 \$181,643.46 \$293,558.81	\$447,661.41 \$726,573.83 \$1,174,235.24	\$ 109,965.82 \$ 176,501.83 \$ 286,467.65		\$	111,914.59 181,642.21 <b>\$300,649.97</b>	\$	111,915.35 181,643.46 293,558.81
Herndon													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 10.83 2.33 38.94 52.10	41.24 7.57	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$228,484.61 \$24,624.66 \$263,226.87 \$516,336.14	\$0.00 \$913,938.45 \$98,498.64 \$1,052,907.48 \$2,065,344.57	\$ 225,462.46 \$ 24,227.61 \$ 257,303.00 \$ 506,993.07	\$9,343.07	\$ \$ \$	228,483.05 24,624.49 263,225.07 \$525,679.22	\$ \$	228,484.61 24,624.66 263,226.87 516,336.14
	Comb PA/MA Comb COL/LOC Totals:	10.83 41.27 52.10	41.24 88.49 129.73		22,161.46 13,011.71	\$228,484.61 \$287,851.53 \$516,336.14	\$913,938.45 \$1,151,406.12 \$2,065,344.57	\$ 225,462.46 \$ 281,530.61 \$ 506,993.07		\$	228,483.05 287,849.56 <b>\$525,679.22</b>	\$	228,484.61 287,851.53 516,336.14
Leesburg													
	Principal Arterials Minor Arterials Collectors Locals Totals:	3.37 12.27 14.99 78.14 108.77	40.18 43.97	\$	22,161.46 22,161.46 13,011.71 13,011.71	\$76,955.66 \$222,611.83 \$143,031.21 \$532,731.89 \$975,330.58	\$307,822,63 \$890,447.31 \$572,124.84 \$2,130,927.57 \$3,901,322.34	\$ 75,208.38 \$ 214,834.60 \$ 140,017.15 \$ 522,151.26 \$ 952,211.38	\$23,119.21	\$ \$ \$	76,955.13 222,610.30 143,030.23 532,728.24 \$998,449.79	\$ \$ \$	76,955.66 222,611.83 143,031.21 532,731.89 975,330.58
	Comb PA/MA Comb COL/LOC Totals:	15.64 93.13 108.77			22,161.46 13,011.71	\$299,567.48 \$675,763.10 \$975,330.58	\$1,198,269.93 \$2,703,052.41 \$3,901,322.34	\$ 290,042.97 \$ 662,168.40 \$ 952,211.38		\$	299,565.43 675,758.47 <b>\$998,449.79</b>	\$	299,567.48 675,763.10 975,330.58

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	F	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	В	1st Quarter FY21 lased on FY20 Rates and Mileage	2nd Quarter Adjustment		2nd Quarter FY21	3rc	d & 4th Quarter FY21
Manassas														
	Principal Arterials Minor Arterials Collectors Locals Totals:	18.33 8.94 70.09 102.35	247.33 84.79	\$ \$ \$	22,161.46	\$95,405.07 \$374,362.40 \$64,277.84 \$464,452.95 \$998,498.26	\$381,620.27 \$1,497,449.59 \$257,111.37 \$1,857,811.80 \$3,993,993.03	\$ \$ \$ \$	98,470.38 368,504.77 63,036.37 455,135.32 985,146.84	\$13,351.42	\$ \$ \$ \$	95,404.42 374,359.83 64,277.40 464,449.77 \$1,011,849.68	\$ \$ \$ \$	95,405.07 374,362.40 64,277.84 464,452.95 998,498.26
	Comb COL/LOC Totals:	79.03 102.35	162.54 247.33	\$	13,011.71	\$528,730.79 \$998,498.26	\$2,114,923.17 \$3,993,993.03	\$ \$	518,171.69 985,146.84		\$	528,727.17 <b>\$1,011,849.68</b>		528,730.79 998,498.26
Manassas Par	rk													
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.31 1.46 2.84 18.64 23.25	1.24 5.84 6.46 37.86 51.40		22,161.46 22,161.46 13,011.71 13,011.71	\$6,870.05 \$32,355.73 \$21,013.91 \$123,155.82 \$183,395.51	\$27,480.21 \$129,422.90 \$84,055.64 \$492,623.30 \$733,582.05	\$ \$ \$ \$	6,723.75 32,534.27 20,821.10 123,653.16 183,732.28	(\$336.77)	\$ \$ \$	6,870.00 32,355.50 21,013.77 123,154.98 \$183,058.75	\$	6,870.05 32,355.73 21,013.91 123,155.82 183,395.51
	Comb PA/MA Comb COL/LOC Totals:	1.77 21.48 23.25	7.08 44.32 51.40		22,161.46 13,011.71	\$39,225.78 \$144,169.73 \$183,395.51	\$156,903.11 \$576,678.94 \$733,582.05	\$ \$ \$	39,258.01 144,474.26 183,732.28		\$	39,225.51 144,168.75 <b>\$183,058.75</b>		39,225.78 144,169.73 183,395.51

Municipality Purcellville	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE		ATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	Base	t Quarter FY21 ed on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3rc	d & 4th Quarter FY21
	Principal Arterials Minor Arterials Collectors Locals Totals:	0.00 0.00 5.98 19.66 25.64	11.96 40.23 52.19	\$ 2 5 5 5	22,161.46 22,161.46 13,011.71 13,011.71	\$0.00 \$0.00 \$38,905.01 \$130,865.26 \$169,770.27	\$0.00 \$0.00 \$155,620.04 \$523,461.05 \$679,081.09	\$ \$ \$ \$	37,949.17 135,209.83 173,159.00	(\$3,388.72)	38,904.74 130,864.37 <b>\$166,381.55</b>	\$ \$ \$	38,905.01 130,865.26 169,770.27
	Comb PA/MA Comb COL/LOC Totals:	0.00 25.64 25.64	0.00 52.19 52.19		22,161.46 13,011.71	\$0.00 \$169,770.27 \$169,770.27	\$0.00 \$679,081.09 \$679,081.09	\$ \$ \$	173,159.00 173,159.00				169,770.27 169,770.27
Vienna													
	Principal Arterials Minor Arterials Collectors Locals Totals:	2.40 2.89 9.56 48.47 63.32	9.60 7.57 19.17 96.82 133.16	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$53,187.49 \$41,940.56 \$62,358.61 \$314,948.41 \$472,435.08	\$212,749.98 \$167,762.22 \$249,434.46 \$1,259,793.66 \$1,889,740.32	\$ \$ \$ \$	52,054.82 41,047.40 61,094.34 309,769.63 463,966.19	\$8,468.89	41,940.27	\$ \$ \$	53,187.49 41,940.56 62,358.61 314,948.41 472,435.08
	Comb PA/MA Comb COL/LOC Totals:	5.29 58.03 63.32	17.17 115.99 133.16		22,161.46 13,011.71	\$95,128.05 \$377,307.03 \$472,435.08	\$380,512.20 \$1,509,228.12 \$1,889,740.32	\$ \$ \$	93,102.22 370,863.97 463,966.19	\$		\$ \$	95,128.05 377,307.03 472,435.08
NOVA DISTR	ICT TOTALS												
	Principal Arterials Minor Arterials Collectors Locals Totals:	42.14 80.77 79.60 496.53 699.04	178.81 283.31 190.50 1009.08 1661.70	\$ 2 \$ 1	22,161.46 22,161.46 13,011.71 13,011.71	\$990,672.49 \$1,569,640.53 \$619,682.64 \$3,282,463.81 \$6,462,459.46	\$3,962,689.96 \$6,278,562.13 \$2,478,730.55 \$13,129,855.22 \$25,849,837.86	\$ \$ \$ \$	933,353.84 1,526,995.73 603,366.30 3,224,119.26 6,287,835.12	\$174,624.35	1,569,629.78 619,678.39	\$	990,672.49 1,569,640.53 619,682.64 3,282,463.81 6,462,459.46
	Comb PA/MA Comb COL/LOC Totals:	122.91 576.13 699.04	462.12 1199.58 1661.70		22,161.46 13,011.71	\$2,560,313.02 \$3,902,146.44 \$6,462,459.46	\$10,241,252.09 \$15,608,585.77 \$25,849,837.86	\$ \$ \$	2,460,349.57 3,827,485.55 6,287,835.12			\$	2,560,313.02 3,902,146.44 6,462,459.46

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	1st Quarter FY21 Based on FY20 Rates and Mileage	2nd Quarter Adjustment	2nd Quarter FY21	3r	rd & 4th Quarter FY21
STATEWIDE 7	TOTAL BY FUNC/0	CLASS									
	Principal Arterials	655.56	2621.05	\$ 22,161.46	\$14,521,571.12	\$58,086,284.49	\$14,269,365.96		\$ 14,521,471.66	\$	14,521,571.12
	Minor Arterials	1148.05	3369.28	\$ 22,161.46	\$18,667,037.70	\$74,668,150.78	\$18,092,413.21		\$ 18,666,909.84	\$	18,667,037.70
	Collectors	1304.07	2848.42	\$ 13,011.71	\$9,265,702.97	\$37,062,811.88	\$9,062,273.96		\$ 9,265,639.52	\$	9,265,702.97
	Locals	8681.78	17365.40	\$ 13,011.71	\$56,488,382.46	\$225,953,529.84	\$55,196,459.38		\$ 56,487,995.62	\$	56,488,382.46
	Totals:	11789.46	26204.15		\$98,942,694.25	\$395,770,776.99	\$96,620,512.51	\$2,322,181.74	\$101,264,875.99	\$	98,942,694.25
	Comb PA/MA	1803.61	5990.33	\$ 22,161.46	\$33,188,608.82	\$132,754,435.27	\$32,361,779.17		\$ 33,188,381.50	\$	33,188,608.82
	Comb COL/LOC	9985.85	20213.82	\$ 13,011.71	\$65,754,085.43	\$263,016,341.72	\$64,258,733.34		\$ 65,753,635.14	\$	65,754,085.43
	Totals:	11789.46	26204.15		\$98,942,694.25	\$395,770,776.99	\$96,620,512.51		\$101,264,875.99	\$	98,942,694.25
CHESAPE	AKE BRIDGE MAII	NTENANCE			\$250,000.00	\$1,000,000.00					

TOTAL		\$396,770,776.99
VIRGINIA PORT AUTHORITY PAYMENT IN LIEU OF TAXES		
Norfolk	\$185.498.25	\$741.992.98
Portsmouth	\$39,209.89	\$156,839.55
Newport News	\$17,597.24	\$70,388.96
Warren	\$7,694.63	\$30,778.51
Total	\$250,000,00	\$1,000,000,00

## ATTACHMENT C PERMIT FEE REVENUES - URBAN LOCALITIES FY 21

		TOTAL LANE		QUARTERLY
DISTRICT	LOCALITY	MILEAGE	PERMIT REVENUE	PAYMENT
Bristol	Abingdon	117.42	\$226.12	\$56.53
	Big Stone Gap	62.79	\$120.92	
	Bluefield	78.5	\$151.17	\$37.79
	Bristol	274.44	\$528.51	\$132.13
	Lebanon	61.96	\$119.32	\$29.83
	Marion	91.5	\$176.21	\$44.05
	Norton	63.02	\$121.36	\$30.34
	Richlands	70.48	\$135.73	\$33.93
	Saltville	31.02	\$59.74	\$14.93
	Tazewell	69.93	\$134.67	\$33.67
	Wise	35.57	\$68.50	\$17.12
	Wytheville	188.84	\$363.66	\$90.92
District Total		1,145.47	\$ 2,205.90	\$ 551.48
Salem	Bedford	98.57	\$189.82	\$47.46
	Blacksburg	247.54	\$476.70	\$119.18
	Christiansburg	256.09	\$493.17	\$123.29
	Galax	130.08	\$250.50	\$62.63
	Martinsville	223.74	\$430.87	\$107.72
	Narrows	31.19	\$60.06	\$15.02
	Pearisburg	40.14	\$77.30	\$19.33
	Pulaski	140.4	\$270.38	\$67.59
	Radford	153.74	\$296.07	\$74.02
	Roanoke	1058.42	\$2,038.27	\$509.57
	Rocky Mount	93.46	\$179.98	\$45.00
	Salem	291.8	\$561.94	\$140.48
	Vinton	88.05	\$169.56	\$42.39
District Total		2,853.22	\$ 5,494.63	\$ 1,373.66
Lynchburg	Altavista	52.91	\$101.89	•
	Danville	724.94	\$1,396.06	
	Farmville	112.36	\$216.38	\$54.09
	Lynchburg	809.26	\$1,558.44	\$389.61
	South Boston	140.25	\$270.09	\$67.52
District Total		1,839.72	\$ 3,542.87	\$ 885.72

TOTAL

		LANE			QUARTERLY
DISTRICT	LOCALITY	MILEAGE	PERMIT REVENUE		PAYMENT
Richmond	Ashland	110.32	\$212.45		\$53.11
	Blackstone	73.8	\$142.12		\$35.53
	Chase City	34.77	\$66.96		\$16.74
	Colonial Heights	195.15	\$375.8		\$93.95
	Hopewell	276.65	\$532.76		\$133.19
	Petersburg	396.36	\$763.30		\$190.82
	Richmond	1830.57	\$3,525.25		\$881.31
	South Hill	94.89	\$182.74	4	\$45.68
District Total		3,012.51	\$ 5,801.38	\$	1,450.35
Harantan Danda	Chananala	0400.07	Φ4 CO7 O		<b>***</b> 450.04
Hampton Roads	Chesapeake	2402.87	\$4,627.36		\$1,156.84
	Chincoteague	48.99	\$94.34		\$23.59
	Emporia	78.54	\$151.25		\$37.81
	Franklin	110.49	\$212.78		\$53.19
	Hampton	1130.75	\$2,177.56		\$544.39
	Newport News	1189.31	\$2,290.33		\$572.58
	Norfolk	1660.32	\$3,197.38		\$799.35
	Poquoson	112.19	\$216.0		\$54.01
	Portsmouth Smithfield	881.62	\$1,697.79		\$424.45
	Suffolk	98.45 1658.44	\$189.59		\$47.40
		3450.25	\$3,193.76		\$798.44
	Virginia Beach Williamsburg	119.92	\$6,644.37 \$230.94		\$1,661.09 \$57.73
	vvilliarrisburg	119.92	φ <b>2</b> 30.94	+	φ37.73
District Total		12,942.14	\$ 24,923.50	\$	6,230.88
Fredericksburg					
	Colonial Beach	50.92	\$98.06	3	\$24.51
	Fredericksburg	207.14	\$398.90		\$99.73
District Total		258.06	\$ 496.96	\$	124.24
Culpeper	Charlottesville	282.4	\$543.84		\$135.96
	Culpeper	140.43	\$270.43		\$67.61
	Orange	59.9	\$115.3		\$28.84
	Warrenton	93.15	\$179.38	3	\$44.85
District Total		575.88	\$ 1,109.01	\$	277.25

TOTAL

		LANE		QUARTERLY
DISTRICT	LOCALITY	MILEAGE	PERMIT REVENUE	PAYMENT
Staunton	Berryville	34.65	\$66.73	\$16.68
	Bridgewater	53.64	\$103.30	\$25.82
	Broadway	33.02	\$63.59	\$15.90
	Buena Vista	94.96	\$182.87	\$45.72
	Clifton Forge	44.57	\$85.83	\$21.46
	Covington	85.51	\$164.67	\$41.17
	Elkton	39.41	\$75.89	\$18.97
	Front Royal	138.3	\$266.33	\$66.58
	Grottoes	44.44	\$85.58	\$21.40
	Harrisonburg	325.76	\$627.34	\$156.83
	Lexington	56.19	\$108.21	\$27.05
	Luray	76.94	\$148.17	\$37.04
	Staunton	286.08	\$550.92	\$137.73
	Strasburg	48.02	\$92.48	\$23.12
	Waynesboro	271.92	\$523.65	\$130.91
	Winchester	222.72	\$428.91	\$107.23
	Woodstock	59.32	\$114.24	\$28.56
District Total		1,915.45	\$ 3,688.70	\$ 922.18
Northern Virginia	Alexandria	512.3	\$986.57	\$246.64
	Dumfries	21.32	\$41.06	\$10.26
	Fairfax	176.42	\$339.74	\$84.94
	Falls Church	76.04	\$146.44	\$36.61
	Herndon	129.73	\$249.83	\$62.46
	Leesburg	261.81	\$504.18	\$126.05
	Manassas	247.33	\$476.30	\$119.07
	Manassas Park	51.4	\$98.98	\$24.75
	Purcellville	52.19	\$100.51	\$25.13
	Vienna	133.16	\$256.43	\$64.11
District Total		1,661.70	\$ 3,200.04	\$ 800.01
		00.004.15	<b>#</b> =0.100.55	<b>*</b> • • • • • • • • • • • • • • • • • • •
Urban Total		26,204.15	\$50,463.00	\$12,615.75



### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

Fax: (804) 786-2940

(804) 786-2701

Agenda item # 7

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By: Seconded By:

#### **Action:**

#### Title: Arlington and Henrico Counties Maintenance Payments FY 2020-2021

**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**, impacts of COVID-19 to transportation revenues created funding uncertainties such that the Department's budget necessary to establish urban street maintenance payments pursuant to 33.2-319, was not able to be determined for the First Quarterly Payment of FY 2021, so that the maintenance payments for FY 2020 continued for the First Quarter of FY 2021; and

Resolution of the Board Arlington and Henrico Maintenance Payments December 9, 2020 Page Two

**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 2020-2021 to Arlington and Henrico Counties are established as stated on Attachments A-1 and A-2. Attachments A-1 and A-2 reflect adjustments to the Second Quarter FY 2021 payments necessitated by the FY 2020 Quarterly Payment carryover for First Quarter 2021 payments.

**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**

#### <u>Payments to Arlington and Henrico Counties</u> for Maintenance of Certain Roads and Streets - FY 2021

**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 and that have not elected to return under the provisions of § 11 of Chapter 415 of the Acts of Assembly of 1932. 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, 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 distributed to localities for maintenance along with VDOT's quarterly maintenance payments. Due to the impacts of COVID-19 on expected transportation revenues, a final Department budget for fiscal year (FY) 2021, which is necessary to determine FY 2021 street maintenance payments for Arlington and Henrico Counties, was not established for the FY 2021 first quarter payments. Accordingly, VDOT continued making, for FY 2021 first quarter, those quarterly street maintenance payments calculated for FY 2020 until such time that a budget could be established. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2021 pursuant to the above-referenced laws is now sought.

#### Facts:

- Maintenance payments to Arlington and Henrico Counties are based upon lane-miles of qualifying roads and streets.
- Pursuant to § 33.2-366 base rates of \$17,218 per lane-mile for Arlington County and \$12,529 per lane-mile for Henrico County were established for fiscal year 2014 with payment rates to be adjusted annually by the CTB in accordance with procedures established for adjusting payments to cities and towns under § 33.2-319.
- Adjustments to the remaining quarterly payments are now being made taking into consideration the first quarter payments using FY2020 payment rates.
- Based on the additional mileage submitted by both counties, VDOT has made adjustments to the street mileage inventories for each county.
- Pursuant to §§ 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 CTB approve fiscal year 2021 quarterly payments to the Counties of Arlington and Henrico as indicated on Attachments A-1 and A-2, respectively. Quarterly payments will be adjusted to account for the new budget and resulting payment rates, and adjustments to the counties' street mileage inventories. These include an adjustment to the FY 2021 second quarter payments necessitated by the FY 2020 quarterly payment carryover into the FY 2021 first quarter payments. VDOT also recommends that the payments indicated on Attachment B, relating to the distribution of overweight permit fees, which have taken into account adjustment to the counties' street mileage inventories, be approved.

**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 2021 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 2021

#### **CONSTRUCTION AND MAINTENANCE ALLOCATION**

#### **CONSTRUCTION PAYMENT**

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

#### **MAINTENANCE PAYMENT**

<u>LANE MILES</u>	<u>RATE</u>	
1059.72	\$	19,406.4022

TOTAL MAINTENANCE PAYMENT	\$ 20,565,352.49
QUARTERLY PAYMENT	\$ 5,141,338.12
2ND QUARTER ADJUSTMENT	\$ 76,196.50

# ATTACHMENT A-2 HENRICO COUNTY FY 2021

#### **CONSTRUCTION AND MAINTENANCE ALLOCATION**

#### **CONSTRUCTION PAYMENT**

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

#### **MAINTENANCE PAYMENT**

LANE MILES	<u>RATE</u>	
3543.39	\$	14,121.1423

TOTAL MAINTENANCE PAYMENT	\$ 50,036,714.51
QUARTERLY PAYMENT	\$ 12,509,178.63
2ND QUARTER ADJUSTMENT	\$ 242,192.00

# ATTACHMENT B - FY21 PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	R	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	1059.72	\$	2,040.65	\$ 510.16
	Henrico County	3543.39	\$	6,823.35	\$ 1,705.84
County Total		4,416.11	\$	8,864.00	\$ 2,216.00



#### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

Fax: (804) 786-2940

(804) 786-2701

Agenda item #8

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By:	Seconded By:
-	-
$\mathbf{A}$	ction:

#### <u>Title: FY20-25 Six-Year Improvement Program Transfers</u> for October 24, 2020 through November 13, 2020

**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. On June 19, 2019, a resolution was approved to allocate funds for the Fiscal Years 2020 through 2025 Program; and

WHEREAS, Item 430 O.1 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1) provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 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 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Resolution of the Board FY20-25 Six-Year Improvement Program Transfers for October 24, 2020 through November 13, 2020 December 9, 2020 Page 2 of 2

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

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

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

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

####

#### **CTB Decision Brief**

#### FY2020-2025 Six-Year Improvement Program Transfers For October 24, 202 through November 13, 2020

**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 19, 2019, 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 2020 through 2025 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 2020 through 2025 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>	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.

Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic.

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 October 24, 2020 through November 13, 2020 is attached.

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

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2020–2025 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.

Decision Brief FY20-25 Six-Year Improvement Program Transfers for October 24, 2020 through November 13, 2020 December 9, 2020 Page 2 of 2

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

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

**Public Comments/Reactions:** None

#### Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor	Recipient District	Recipient Description	Recipient	Fund Source	Transfer	Total	Total Estimate	Transfer	Comments
				UPC			UPC		Amount	Allocation		Percent	
	1	Culpeper	Construct Multi-Use Path along McIntire Rd	100548		WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL		HSIP - Bike & Description (CNF053), HSIP - State Match (CNS251)	100,000	188,350	188,350		Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.
	2	Culpeper	Construct Multi-Use Path along McIntire Rd	100548	- · · · · · ·	PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND		HSIP - Bike & Dedestrian (CNF053), HSIP - State Match (CNS251)	152,869	491,099	491,099		Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to a scheduled project.
	3	Fredericksburg	ACTUATED FLASHER AT VARIOUS LOCATIONS DISTRICTWIDE, DISTRICTWIDE TRENCH WIDENING - VARIOUS LOCATIONS	110865, 113366	J	ACTUATED FLASHER AT RT 3/ RT 610 AND RT. 3 / RT. 613 SPOTSY		Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	240,000	240,000	240,000		Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed and underway projects to fund a completed project.

10/24/2020 - 11/13/2020

1

#### Six-Year Improvement Program Allocation Transfer Threshold Report

NEW F	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	A	Bristol	#SGR Bristol - VDOT SGR Paving - Balance Entry	T13918	Bristol	#SGR21VP CY21 GRAYSON WYTHE PRIMARY PM1J	117061	SGR Paving State (SSP700)	500,000	5,063,245	5,063,245	9.9%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR Paving Balance Entry line item to fund a scheduled project.
	В	Bristol	#SGR Bristol - VDOT SGR Paving - Balance Entry	T13918	Bristol	#SGR21VP CY21 LEE PRIMARY PM1K	117062	SGR Paving State (SSP700)	50,000	1,917,278	1,917,278	2.6%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR Paving Balance Entry line item to fund a scheduled project.
	С	Fredericksburg	#HRRR - TRENCH WIDENING (CN ONLY)	117650	Fredericksburg	#HRRR - SIGNS & PAVEMENT MARKINGS (CN ONLY)	117661	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	58,428	632,428	656,059	9.2%	Transfer of surplus funds recommend by District and Traffic Engineering Division from and underway project to fund an underway project.
	D	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#HB2.FY17 RTE 15 - CONSTRUCT ROUNDABOUT AT RTE 692	109537	DGP - State (GS0100)	170,231	2,978,268	2,808,037	5.7%	Transfer of surplus funds from the District DGP Deallocation Balance Entry line item to fund an underway project.
	E	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	ASHLAND TROLLEY LINE TRAIL	103393	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	70,443	1,710,156	1,710,156	4.1%	Transfer of surplus funds recommended by District from a scheduled project to fund an underway project.
	F	Richmond	RTE 1 - UPGRADE SIGNALS TO PROVIDE PEDESTRIAN ACCOMMODATION, Rte. 147 - Install Ped X-Walks, ADA Ramps and Pave Markings	104665, 100562	Richmond	SYSTEMIC ROADWAY DEPARTURE TREATMENTS - RTE 460 CORRIDOR	109628	HSIP - Bike & Pedestrian (CNF053), HSIP - State Match (CNS251)	168,877	1,207,640	1,207,640	14.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed projects to a scheduled project.
	G	Richmond	Rte. 147 - Install Ped X-Walks, ADA Ramps and Pave Markings	100562	Richmond	PEDESTRIAN IMPROVEMENTS AT OAK GROVE ELEMENTARY SCHOOL	110886	HSIP - Bike & Department (CNF053), HSIP - State Match (CNS251)	4,060	268,260	268,260	1.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
	Н	Richmond	RTE 654 (BAILEY BRIDGE ROAD) SIDEWALK	109082	Richmond	STRATTON PARK PED IMPROVEMENTS	111105	Local Funds for Enhancement Projects (NPL206), TAP >200K : Richmond (CF6M20)	303,195	1,575,000	1,575,000	19.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
	I	Richmond	RTE 155 - CONSTRUCT TRAIL (PE Only)	106296	Richmond	Route 60 (Ruther's Rd- Stonebridge Plaza Ave) Shared- Use Path	115063	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	273,000	5,504,000	5,504,000	5.0%	Transfer of surplus funds recommended by District and MPO from an underway project to a scheduled project.
	J	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	City of Richmond: Employee Trip Reduction Program	T1811	CMAQ : Richmond (CF5M20), CMAQ Federal - Primary : Richmond MPO (CNF214), CMAQ Match - Primary : Richmond MPO (CNS214), CMAQ Match : Richmond (CS5M21)	86,447	3,306,251	3,306,251	2.6%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a completed project.
	K	Richmond	Mechanicsville Commuter Transit Service	T9717	Richmond	GRTC REPLACEMENT OF ROLLING STOCK CNG BUSES (FY22)	T20113	CMAQ - DRPT : Richmond (NP5M20), CMAQ Match : Richmond (CS5M21)	85,000	2,550,420	2,465,420	3.3%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.

10/24/2020 - 11/13/2020

2

#### Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	<b>Donor District</b>	Donor Description	Donor UPC	Recipient	Recipient Description	Recipient	Fund Source	Transfer	Total	Total	Transfer	Comments
					District		UPC		Amount	Allocation	Estimate	Percent	
		Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR18VB - RT 11 OVER NSRR (STR. 12118) - DECK REPLACE	110624	SGR Bridge State (SSB700)	1,951	2,626,951	2,625,000	0.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to fund an underway project.
	M		CITY-WIDE FLASHING YELLOW ARROW PROG	111085	Staunton	CITY-WIDE AUDIBLE PEDESTRIAN SIGNAL PROG		Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	22,477	534,050	373,513	4.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.

10/24/2020 - 11/13/2020



#### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

(804) 786-2701 Fax: (804) 786-6940

Agenda item #9

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

<b>Made By:</b>	Seconded By:
• ——	•
Action	n:

#### <u>Title: COVID-19 Six-Year Improvement Program and Rail and Public Transportation</u> Allocations For Fiscal Years 2021 – 2026 and Authorization Relating to Federal Funding

**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 Appropriation 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 §§ 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 § 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**, § 33.2-202 of the *Code of Virginia* provides 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

Resolution of the Board FY2021-2026 COVID-19 SYIP December 9, 2020 Page 2 of 5

being considered is located to discuss such project prior to a meeting at which a vote to program funds will be taken; and

- **WHEREAS**, Chapters 1230 and 1275, enacted in the 2020 Session of the General Assembly, amended numerous laws related to transportation funds, revenue sources, construction, and safety programs; and
- **WHEREAS**, Chapters 1230 and 1275 enacted numerous structural changes to the transportation funding system in the Commonwealth and direct most transportation revenues to a new Commonwealth Transportation Fund and the existing Highway Maintenance and Operating Fund; and
- **WHEREAS**, Chapters 1230 and 1275 provided for the disbursement of funds, based on codified formulas, to sub-funds established to meet the varying transportation needs of different modes of transportation; and
- **WHEREAS**, Chapters 1230 and 1275 include transitional provisions phasing in the new funding structure over a period of four years; and
- **WHEREAS**, in response to the COVID-19 pandemic, Governor Northam declared a state of emergency in Virginia on March 12, 2020 and subsequently called for a special session of the Virginia General Assembly (Special Session) which convened on August 18, 2020; and
- **WHEREAS**, during the Special Session, the General Assembly, among other things, enacted Chapter 56 which amended/revised the Appropriations Act/Budget (Chapter 1289) previously enacted during the 2020 Regular Session (hereinafter collectively referred to as the Revised Budget); and
- WHEREAS, the Revised Budget includes provisions intended to address issues stemming from the COVID-19 pandemic, including but not limited to provisions that authorize broader use by public bodies of electronic or virtual meetings, that afford certain flexibility in development of the Six-Year Improvement Program (SYIP), and that afford flexibilities in the allocation of certain funds that serve to mitigate impacts of the revenue reductions resulting from the COVID-19 pandemic; and
- **WHEREAS**; it is the intent of the Board to optimize the allocation and use of funding in order to keep projects moving on-time and on-budget, while ensuring transparency; and
- **WHEREAS**, Item 430 of the Revised Budget provides that the FY2020-2025 SYIP adopted June 19, 2019, and as amended may remain in effect through June 30, 2021, or until a new SYIP is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 pandemic; and

Resolution of the Board FY2021-2026 COVID-19 SYIP December 9, 2020 Page 3 of 5

**WHEREAS**, Item 430 of the Revised Budget provides that certain assistance to mass transit provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted; and

**WHEREAS**, Item 430 of the Revised Budget provides that the Board may use certain previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in the year needed to support current project schedules; and

**WHEREAS**, Item 430 of the Revised Budget directs that the Board shall take all actions necessary to ensure appropriate coverage ratios for debt backed by the Transportation Trust Fund and distribute funds to the modal programs and Highway Maintenance and Operating Fund in such a manner as to protect core programs, services, and existing projects; and

WHEREAS, Item 430 of the Revised Budget provides that the Secretary shall report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on (i) the funding actions proposed to be taken under this authority, including a listing of the programs and projects impacted, identifying the amount and timing of the use and subsequent replacement of project allocations as required to maintain project schedules as well as (ii) the funding actions approved, denoting any deviation from the proposed plan; and

**WHEREAS**, a proposed plan to update the FY2021-2026 SYIP to address the impacts of COVID-19 (COVID-19 Update Plan) was presented to the Board November 24, 2020 for purposes of developing a FY2021-2026 COVID-19 SYIP and is comprised of three strategies:

- 1. Build upon actions approved through November 24, 2020 to amend and modify the FY2020-2025 SYIP; and
- 2. Execute a targeted approach focused on updating specific funding programs. These actions include proposed inclusion of new FY2021 selections for State of Good Repair Local and VDOT Bridge and Revenue Sharing. An allocation restructuring strategy will be implemented for the Revenue Sharing Program in order to utilize previously allocated funds not needed to support current project delivery needs to mitigate impacts from the revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules. No funding commitments will be reduced and no projects will be delayed due to the proposed restructuring strategy. New FY2021 Revenue Sharing project selections will receive FY2025 and FY2026 allocations. The biennial solicitation cycle for Revenue Sharing will continue with future awards in the last two fiscal years of the SYIP.
- 3. Defer certain processes and procedures of a typical SYIP update. Certain activities normally associated with the annual SYIP update will be deferred until development of the FY2022-2027 SYIP update, including updates to certain factors applied to funding formulas and full incorporation of legislative changes approved in the 2020 General Assembly Session.

Resolution of the Board FY2021-2026 COVID-19 SYIP December 9, 2020 Page 4 of 5

- **WHEREAS**, Item 4-0.01.g. of the Revised Budget allows public bodies to meet electronically/virtually during emergency declarations; and
- **WHEREAS**, the Board conducted a virtual/electronic public meeting on November 24, 2020 for purposes of receiving public comments prior to the Board's adoption of the Final FY2021-2026 COVID-19 Six-Year Improvement Program; and
- **WHEREAS**, the Board recognizes that all projects, whether public transportation, rail or highway, are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth; and
- **WHEREAS**, after due consideration the Board has now developed a Final FY2021-2026 COVID-19 SYIP; and
- **WHEREAS**, the Board finds that the deviations from the FY2021-2026 SYIP COVID-19 Update Plan presented to the Board in November identified in Attachment A have been proposed and consist of technical adjustments necessary to reflect recent project activity; 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 2020, attached hereto as Attachment B.
- **NOW, THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the COVID-19 Update Plan and deviations thereto set forth in Attachment A are approved and, where applicable, are reflected in the remaining approval actions set forth herein.
- **BE IT FURTHER 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 COVID-19 Six-Year Improvement Program for Fiscal Years 2021 through 2026 are approved.
- **BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 for Interstate, Primary and Urban Highway Systems, and Rail and Public Transportation is 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 2021 and prior within the Six-Year Improvement Program satisfactory to the Commissioner or the Director.

Resolution of the Board FY2021-2026 COVID-19 SYIP December 9, 2020 Page 5 of 5

**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 COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026, are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Commissioner, or his designee, and the Director of the Department of Rail and Public Transportation are granted the authority to make transfers of allocations programmed to projects in the approved COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 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 COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 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>	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a
	maximum of \$5 million increase in total allocations

**BE IT FURTHER RESOLVED**, that the 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.

####

#### COVID-19 Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2021

**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 in accordance with policy or statutory formula. In addition, from time to time, adjustments to the SYIP may become necessary to ensure that federal transportation funds are allocated and utilized for the maximum benefit of the Commonwealth. Approval of the 2021-2026 SYIP as described further herein and approval for adjustments to the SYIP to ensure that federal funds are allocated/used for the maximum benefit of the Commonwealth are sought.

#### **Facts:**

#### Generally

The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with §33.2-214 (B). The Program shall be based on the most recent official revenue forecasts and debt policy. Due to the COVID-19 pandemic, as permitted by Chapter 1289 of the 2020 General Assembly Session (the 2020 Appropriations Act or Budget), the FY 2020-2025 SYIP, adopted on June 19, 2019, was "carried forward" through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 pandemic. Chapter 56 was also enacted, amending Chapter 1289 to afford flexibilities in the allocation of certain funding that has enabled the development of a FY-2021-2026 SYIP that addresses or takes into consideration the impacts of the COVID-19 pandemic.

The Board is required by §§ 33.2-214 (B) and 33.2-221 (C) of the Code of Virginia to administer and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast. In addition, the Board is required by § 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. The Appropriation 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. Further, § 33.2-202 of the Code of Virginia provides 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.

#### **Recent Legislative Actions**

Chapters 1230 and 1275, enacted in the 2020 Session of the General Assembly, amended numerous laws related to transportation funds, revenue sources, construction, and safety programs, resulting in the following:

- numerous structural changes to the transportation funding system in the Commonwealth and most transportation revenues being directed to a new Commonwealth Transportation Fund and the existing Highway Maintenance and Operating Fund;
- provision for the disbursement of funds, based on codified formulas, to sub-funds established to meet the varying transportation needs of different modes of transportation;
- inclusion of transitional provisions phasing in the new funding structure over a period of four years.

In response to the COVID-19 pandemic, Governor Northam declared a state of emergency in Virginia on March 12, 2020 and subsequently called for a special session of the Virginia General Assembly (Special Session) which convened on August 18, 2020. In the meantime, Chapter 1289 (Appropriations Act/Budget) enacted during the regular 2020 session of the General Assembly included a provision that authorized the FY 2020-2025 SYIP, adopted on June 19, 2019, to be "carried forward" through June 30, 2021, or until a new Six-Year Improvement Program could be adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 pandemic. Chapter 1289 also provided that certain assistance to mass transit provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted.

During the Special Session, the General Assembly, among other things, enacted Chapter 56 which amended/revised the Appropriations Act/Budget previously enacted during the 2020 Regular Session (hereinafter collectively referred to as the Revised Budget). The Revised Budget:

- includes provisions intended to address issues stemming from the COVID-19 pandemic, including but not limited to provisions that authorize broader use by public bodies of electronic or virtual meetings;
- affords certain flexibility in development of the Six-Year Improvement Program (SYIP), and in the allocation of certain funds that serve to mitigate impacts of the revenue reductions resulting from the COVID-19 pandemic by:
  - authorizing the Board to use certain previously allocated funds not currently needed to support project delivery and replace those allocations in the year needed to support current project schedules;
  - o directing that the Board take all actions necessary to ensure appropriate coverage ratios for debt backed by the Transportation Trust Fund and distribute funds to the modal programs and Highway Maintenance and Operating Fund in such a manner as to protect core programs, services, and existing projects;
  - o requiring that the Secretary report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on (i) the funding actions proposed to be taken under this authority, including a listing of the programs and projects impacted, identifying the amount and timing of the use and subsequent replacement of project allocations as required to maintain project schedules as well as (ii) the funding actions approved, denoting any deviation from the proposed plan.

#### Proposed COVID-19 Update Plan/Program

A proposed plan to update the FY2021-2026 SYIP to address the impacts of COVID-19 (COVID-19 Update Plan) was presented to the Board November 24, 2020 for purposes of developing a FY2021-2026 COVID-19 SYIP and is comprised of three strategies:

- 1. To build upon actions approved through November 24, 2020 to amend and modify the FY2020-2025 SYIP; and
- 2. To execute a targeted approach focused on updating specific funding programs. These actions include proposed inclusion of new FY2021 selections for State of Good Repair Local and VDOT Bridge and Revenue Sharing. An allocation restructuring strategy will be implemented for the Revenue Sharing Program in order to utilize previously allocated funds not needed to support current project delivery needs to mitigate impacts from the revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules. No funding commitments will be reduced and no projects will be delayed due to the proposed restructuring strategy. New FY2021 Revenue Sharing project selections will receive FY2025 and FY2026 allocations. The biennial solicitation cycle for Revenue Sharing will continue with future awards in the last two fiscal years of the SYIP.
- 3. Defer certain processes and procedures of a typical SYIP update. Certain activities normally associated with the annual SYIP update will be deferred until development of the FY2022-2027 SYIP update, including updates to certain factors applied to funding formulas and full incorporation of legislative changes approved in the 2020 General Assembly Session.

It is noted that pursuant to Item 4-0.01.g. of the Revised Budget, the Board also conducted a virtual/electronic public meeting on November 24, 2020 for purposes of receiving public comments prior to the Board's adoption of the Final FY2021-2026 COVID-19 Six-Year Improvement Program.

Based on the foregoing, a draft FY 2021-2026 Six Year Improvement Program that takes into consideration and is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 pandemic has been developed for the Board's consideration (COVID-19 Six-Year Improvement Program for Fiscal Years 2021 through 2026) (i) utilizing the COVID-19 Update Plan (ii) along with deviations from the plan identified in Attachment A. The deviations consist of technical adjustments necessary to reflect recent project activity.

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 prepared for FY 2020, attached hereto as Attachment B.

**Recommendations:** VDOT and DRPT recommend the adoption of the COVID-19 Six-Year Improvement Program for Fiscal Years 2021 through 2026 and that authority be granted to the Commissioner of Highways, or his designee, and the Director of the Department of Rail and Public Transportation, to make transfers of allocations programmed to projects in the

approved Program to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

#### **Total Cost Estimate Threshold**

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

VDOT further recommends that the CTB approve transfers of previous allocations necessary to maximize the use of federal transportation funds as reflected in the COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the COVID-19 Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2021 through 2026, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner or his designee, and the Director of the Department of Rail and Public Transportation, to make transfers of allocations programmed to projects in the approved COVID-19 Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 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.

The resolution also will acknowledge receipt of certifications by the Chief Financial Officers of VDOT and DRPT which have been submitted pursuant to the Board's Systematic Review of Funding Policy, as amended on February 18, 2015, and which certify that allocations no longer needed for the delivery of projects have been reallocated as appropriate.

Finally, the resolution will provide authority for the Secretary of Transportation to take the necessary actions to provide for the utilization of additional federal allocations and obligation authority received that are not accounted for in the Budget and SYIP, in compliance with Board policies.

**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 2021 through 2026.

				Planned Adjustments	Net Change		Actual Adjustments				
				Revenue Sharing State Funds		Revenue Sharing State Funds		•	g State Funds Ac	tually Replaced	ı
				_							
UPC	District	Jurisdiction	Project Description	through FY20 to be Released		through FY20 Actually Released	FY21	FY22	FY23	FY24	Total
104229	Bristol	Bluefield	Realignment of curve Highland Avenue/High St.	\$243,051	-\$2,553	\$240,498	\$43,051	\$197,447	\$0	\$0	\$240,498
113168	Bristol	Bluefield	INSTALL NEW SIDEWALK, NEEL ST., DEPOT ST., MT. LANE	\$18,020	\$18,020	\$36,039	\$36,039	\$0	\$0	\$0	\$36,039
108751	Bristol	Buchanan County	RTE. 83 CURVE REALIGNMENT AND INTERSECTION IMPROVEMENT	\$3,000,000	-\$143,365	\$2,856,635	\$2,856,635	\$0	\$0	\$0	\$2,856,635
115610	Bristol	Tazewell	Town Wide Pavement Overlay - Various Routes	\$100,212	\$0	\$100,212	\$50,106	\$50,106	\$0	\$0	\$100,212
113170		Wythe County	GROUSE RIDGE ROAD - RURAL ADDITION	\$104,146	-\$96,692	\$7,454	\$7,454	\$0	\$0	\$0	\$7 <i>,</i> 454
115540	Bristol	Wythe County	#SMART20 - Progress Park Connector	\$4,696,000	\$180,107	\$4,876,107	\$0		\$2,438,055	\$2,438,052	\$4,876,107
105806	Culpeper	Albemarle County	IVY ROAD FY15RS (CONST. SIDEWALKS, BIKELANES, & PAVED SHLDRS	\$619,500	\$125,424	\$744,923	\$0	\$744,923	\$0	\$0	\$744,923
113183	Culpeper	Albemarle County	COMMONWEALTH DRIVE / DOMINION DRIVE SIDEWALKS	\$1,395,600	\$152,680	\$1,548,280	\$645,600	\$450,000	\$300,000	\$152,680	\$1,548,280
113186	Culpeper	Albemarle County	BERKMAR DRIVE BICYCLE AND PEDESTRIAN IMPROVEMENTS	\$1,169,601	\$171,541	\$1,341,142	\$171,541	\$384,925	\$392,338	\$392,338	\$1,341,142
113188	Culpeper	Albemarle County	CROZET SQUARE / OAK STREET IMPROVEMENTS	\$591,725	\$80,583	\$672,308	\$105,000	\$286,000	\$200,000	\$81,308	\$672,308
113385	Culpeper	Albemarle County	LIBRARY AVE. EXTENSION TO PARKSIDE VILLAGE	\$2,459,722	-\$4,384	\$2,455,338	\$900,223	\$1,555,115	\$0	\$0	\$2,455,338
75878	Culpeper	Charlottesville	#SGR - RTE 20 - BRIDGE REPLACEMENT	\$3,080,452	\$0	\$3,080,452	\$0	\$1,000,000	\$2,080,452	\$0	\$3,080,452
106529	Culpeper	Charlottesville	CITY OF CHARLOTTESVILLE SIGNALS	\$876,000	\$10,130	\$886,130	\$160,000	\$726,130	\$0	\$0	\$886,130
108755	Culpeper	Charlottesville	CHARLOTTESVILLE / NEW ADA IMPROVEMENTS IN VARIOUS LOCATIONS	\$91,215	\$0	\$91,215	\$91,215	\$0	\$0	\$0	\$91,215
108757	Culpeper	Charlottesville	CHARLOTTESVILLE / CONST. NEW SIDEWALKS IN VARIOUS LOCATIONS	\$70,700	-\$2,868	\$67,832	\$67,832	\$0	\$0	\$0	\$67,832
113175	Culpeper	Charlottesville	MULTI-MODAL IMPROVEMENTS (CITYWIDE)	\$700,000	\$161,093	\$861,093	\$200,000	\$500,000	\$161,093	\$0	\$861,093
113176	Culpeper	Charlottesville	WEST MAIN ST. PHASE I - RIDGE ST. TO 6TH ST. NW	\$2,982,141	\$278,818	\$3,260,959	\$293,750	\$278,818	\$1,705,412	\$982,979	\$3,260,959
113177	Culpeper	Charlottesville	#SMART20 - WEST MAIN ST. PHASE II - 6TH ST NW TO 8TH ST. NW	\$1,392,650	\$0	\$1,392,650	\$500,000	\$446,325	\$446,325	\$0	\$1,392,650
113041	Culpeper	Culpeper County	RTE 673 - RURAL RUSTIC RD (SURFACE TREAT NON-HARD SURFACE)	\$64,999	-\$33,113	\$31,886	\$31,886	\$0	\$0	\$0	\$31,886
113044	Culpeper	Culpeper County	RTE 630 N-RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE RD)	\$128,845	-\$96,057	\$32,788	\$32,788	\$0	\$0	\$0	\$32,788
113046	Culpeper	Culpeper County	RTE 626 - RURAL RUSTIC RD (SURFACE TREAT NON-HARDSURFACE RD)	\$254,530	-\$252,267	\$2,263	\$2,263	\$0	\$0	\$0	\$2,263
113049	Culpeper	Culpeper County	RTE 606 - RURAL RUSTIC RD (SURFACE TREAT NON-HARDSURFACE RD)	\$268,164	-\$89,175	\$178,989	\$178,989	\$0	\$0	\$0	\$178,989
108719	Culpeper	Fauquier County	COMPLETE ROADWAY BETWEEN SALEM AVENUE AND W. MAIN ST.	\$515,000	\$223,162	\$738,162	\$738,162	\$0	\$0	\$0	\$738,162
113411	Culpeper	Fauquier County	WATERLOO HISTORIC BRIDGE - RTE 613	\$264,737	\$0	\$264,737	\$264,737	\$0	\$0	\$0	\$264,737
106670	Fredericksburg	Caroline County	#HB2.FY17 RTE 639 - LADYSMITH ROAD - WIDENING	\$6,275,000	\$0	\$6,275,000	\$0	\$3,137,500	\$1,441,016	\$1,696,484	\$6,275,000
105464	Fredericksburg	Spotsylvania County	#HB2.FY17 RTE. 606 WEST - RECONSTRUCTION MUDD TAVERN ROAD	\$4,125,025	\$0	\$4,125,025	\$1,000,000	\$2,345,955	\$779,070	\$0	\$4,125,025
107140	Fredericksburg	Spotsylvania County	#HB2.FY17 ROUTE 17 I95 BRIDGE TO HOSPITAL BLVD	\$2,450,000	\$1,000,000	\$3,450,000	\$1,000,000	\$2,450,000	\$0	\$0	\$3,450,000
107141	Fredericksburg	Spotsylvania County	ROUTE 620 - RECONSTRUCTION	\$4,700,000	\$116,593	\$4,816,593	\$1,000,000	\$1,000,000	\$2,816,593	\$0	\$4,816,593
111456	Fredericksburg	Spotsylvania County	RTE. 2092 - SECONDARY ACCESS NORTH OF ROUTE 606	\$485,336	\$1	\$485,336	\$0	\$485,336	\$0	\$0	\$485,336
113172	Fredericksburg	Spotsylvania County	RTE 3 OPERATIONAL IMPROVEMENTS	\$2,000,000	\$193,876	\$2,193,876	\$700,000	\$0	\$1,000,000	\$493,876	\$2,193,876
4632	Fredericksburg	Stafford County	RTE 630 - WIDEN TO 4 LANES	\$2,634,722	-\$1,601,619	\$1,033,103	\$1,033,103	\$0	\$0	\$0	\$1,033,103
103085	Fredericksburg	Stafford County	#HB2.FY17 RTE 1/630 AREA CORRIDOR ROAD IMPROVEMENTS	\$2,158,500	-\$666,018	\$1,492,482	\$0	\$847,482	\$645,000	\$0	\$1,492,482
105722	Fredericksburg	Stafford County	#SMART20 - ROUTE 1/ENON ROAD INTERSECTION AND ROADWAY IMP	\$189,000	\$444,587	\$633,587	\$0	\$633,587	\$0	\$0	\$633,587
107194	Fredericksburg	Stafford County	Berea Church Road - Reconstruction	\$1,997,678	\$463,667	\$2,461,345	\$1,476,807	\$984,538	\$0	\$0	\$2,461,345
113179	Fredericksburg	Westmoreland County	RURAL ADDITION - HOLLY WAY (PH I) PAVE UNPAVED	\$65,000	-\$6,159	\$58,841	\$58,841	\$0	\$0	\$0	\$58,841
113180	Fredericksburg	Westmoreland County	RURAL ADDITION - HOLLY WAY (PH II) - PAVE UNPAVED	\$83,500	-\$5,417	\$78,083	\$78,083	\$0	\$0	\$0	\$78,083
108665	Hampton Roads	Chesapeake	22nd Street Bridge Replacement	\$5,709,823	\$992,666	\$6,702,489	\$6,702,489	\$0	\$0	\$0	\$6,702,489
113199	Hampton Roads	Chesapeake	Elbow Road Widening, Phase 2	\$9,000,000	\$735,443	\$9,735,443	\$200,000	\$2,000,000	\$4,035,443	\$3,500,000	\$9,735,443
113125	Hampton Roads	Emporia	East Atlantic Street Neighborhood Improvement Project	\$377,773	-\$30	\$377,743	\$100,000	\$177,773	\$99,970	\$0	\$377,743
12993	Hampton Roads	Greensville County	RTE 614 - BRIDGE REPLACEMENT	\$1,072,224	-\$801,427	\$270,797	\$270,797	\$0	\$0	\$0	\$270,797
	Hampton Roads	Hampton	N. King Street Improvements - Phase IV	\$750,559	\$0	\$750,559	\$0		\$0	\$0	\$750,559
	Hampton Roads	Hampton	#HB2.FY17 Coliseum Drive Extension - Segment A	\$1,315,103	\$0	1 //	\$0	\$1,315,103	\$0	\$0	\$1,315,103
110008		Hampton	Pembroke Ave (3A) - Reconstruct C&G, sidewalk, crosswalks	\$452,617	\$19,973		\$50,000	\$50,000	\$372,590	\$0	\$472,590
113200		Isle of Wight County	Church St/Shiloh Dr Sidewalk Construction	\$293,230	-\$6,499		\$286,731	\$0	\$0	\$0	\$286,731
108805		James City County	OLDE TOWNE RD/LONGHILL RD TURN LANE IMPROVEMENTS	\$912,919	-\$3,886		\$456,460	\$452,573	\$0	\$0	\$909,033
113262	Hampton Roads	James City County	Grove Subd - Shlder Widening & Pavement/Drainage/Ditch Defi	\$503,150	\$11,780	\$514,930	\$20,000	\$50,000	\$444,930	\$0	\$514,930
113271	Hampton Roads	James City County	Reconstrruct Toano ADA Sidewalk and Bike and Ped.	\$640,437	\$51,120		\$0		\$391,557	\$300,000	\$691,557
4483	<u> </u>	Newport News	#HB2.FY17 ATKINSON BLVD - 4 LANES	\$4,750,000	-\$1,096,186		\$3,653,814	\$0	\$0	\$0	\$3,653,814
102969	Hampton Roads	Newport News	Streetscaping, storm, sanitary, underground utilites	\$3,482,430	-\$2,058		\$3,480,372	\$0	\$0	\$0	\$3,480,372
	Hampton Roads	Newport News	Traffic Signal Mast Arm conversion	\$11,977	\$0	T ==/-::	\$11,977	\$0	\$0	\$0	\$11,977
	<u> </u>	Newport News	#SGR - Ft Eustis Boulevard Bridge Replacemt over NN Resevoir	\$4,150,000	-\$239,869		\$0	\$1,000,000	\$2,910,131	\$0	\$3,910,131
105625	Hampton Roads	Newport News	Campbell Road Reconstruction	\$4,031,674	-\$446	\$4,031,228	\$600,000	\$1,415,837	\$2,015,391	\$0	\$4,031,228

				Planned Adjustments	Net Change	·					
				Revenue Sharing State Funds		Revenue Sharing State Funds		Revenue Sharii	ng State Funds A	tually Replaced	
UPC	District	Jurisdiction	Project Description	through FY20 to be Released		through FY20 Actually Released	FY21	FY22	FY23	FY24	Total
108722	Hampton Roads	Newport News	Hogan Drive Ph 2	\$4,409,177	\$238,936	\$4,648,113	\$400,000	\$248,113	\$2,500,000	\$1,500,000	\$4,648,113
108723	Hampton Roads	Newport News	Habersham Area Improvements	\$1,332,186	-\$598	\$1,331,588	\$0		\$581,588	\$0	\$1,331,588
		Newport News	Independence Boulevard - New Roadway	\$67,563	-\$793	\$66,770	\$2,000		\$0	\$0	\$66,770
113259		Newport News	Oyster Point Access Improvements- Ramps	\$735,750	\$263,334	\$999,084	\$50,000		\$350,000	\$299,084	\$999,084
113193		Norfolk	Chesapeake Boulevard Reconstruction	\$1,150,022	\$273,570	\$1,423,592	\$100,000		\$723,592	\$0	\$1,423,592
	•	Norfolk	Hampton Blvd and Azalea Ct. Intersection Improvements	\$330,900	\$90,285	\$421,185	\$100,000		\$221,185	\$0	\$421,185
		Norfolk	Little Creek Rd/Shore Drive Intersection Improvements	\$627,387	-\$62,565	\$564,822	\$300,000			\$0	\$564,822
113202	Hampton Roads	Norfolk	E Little Creek Rd & Admiral Taussig Blvd Intersection Improv	\$405,154	-\$3,470	\$401,684	\$54,000		\$0	\$0	\$401,684
		Portsmouth	Bridge Replacement - Churchland Bridge	\$13,650,000	-\$1,602,698	\$12,047,302	\$0		\$6,057,243	\$5,990,059	\$12,047,302
107287	Hampton Roads	Portsmouth	#SGR - Bridge Replacement - Paradise Creek Bridge	\$494,675	\$0	\$494,675	\$0	•	·	\$494,675	\$494,675
		Portsmouth	Burtons Point Road Reconstruction	\$1,200,000	-\$4,422	\$1,195,578	\$20,688			\$574,890	\$1,195,578
113267	Hampton Roads	Portsmouth	Hyman Street and Ballard Avenue Improvements	\$661,308	-\$2,957	\$658,351	\$65,000		\$293,351	\$0	\$658,351
113269		Portsmouth	Effingham St.Improvements at Portsmouth Naval Medical Center	\$221,859	-\$1,194	\$220,665	\$2,000		\$0	\$0	\$220,665
69050	Hampton Roads	Suffolk	#HB2.FY17 Bridge Rd & Shoulders Hill Rd Intersection Imps	\$700,000	\$0	\$700,000	\$0		\$350,000	\$0	\$700,000
100937	- 1	Suffolk	#HB2.FY17 Route 58/ Holland Road Corridor Improvements	\$8,500,000	-\$1,134,662	\$7,365,338	\$0		\$3,249,000	\$3,116,338	\$7,365,338
104359		Suffolk	Rte 58/Manning Bridge Rd Intersection Improvements	\$1,500,000	\$836,297	\$2,336,297	\$0		\$1,836,297	\$0	\$2,336,297
107259		Suffolk	Downtown Suffolk Drainage Improvements	\$672,500	-\$180	\$672,320	\$193,000		\$0	\$0	\$672,320
107265		Suffolk	Nansemond Pkwy/Bennetts Pasture Rd Intersection Improvements	\$4,887,500	\$143,581	\$5,031,081	\$1,000,000		\$2,131,081	\$0	\$5,031,081
		Suffolk	Pruden Blvd/Prudence Road Intersection Improvements	\$1,859,761	-\$17,681	\$1,842,080	\$0		\$842,080	\$0	\$1,842,080
108717		Suffolk	Pughsville Area Drainage Improvements	\$450,000	-\$852	\$449,148	\$200,000		\$0	\$0	\$449,148
110634		Suffolk	Nansemond Pkwy/Wilroy Rd Overpass over Commonwealth Railway	\$198,974	\$0	\$198,974	\$0		\$198,974	\$0	\$198,974
		Suffolk	Crittenden Road and Route 17 Intersection Realignment	\$1,496,805	\$0	\$1,496,805	\$246,805		\$0	\$0	\$1,496,805
	•	Suffolk	Pitchkettle Road Realignment	\$3,187,500	\$245,656	\$3,433,156	\$50,000		\$1,100,000	\$1,583,156	\$3,433,156
		Virginia Beach	Elbow Road Phase 2B	\$9,000,000	-\$719,220	\$8,280,780	\$0		\$1,000,000	\$6,280,780	\$8,280,780
		Virginia Beach	WITCH DUCK ROAD - 6 LANES	\$2,048,935	-\$2,048,935	\$0	\$0		•	\$0	\$0
		Virginia Beach	Lesner Bridge Replacement Project, VA Beach	\$1,454,136	\$0	\$1,454,136	\$1,454,136		•	\$0	\$1,454,136
		Virginia Beach	Shore Drive- Safety/Ped Improvements	\$9,303,564	-\$562	\$9,303,002	\$0			\$5,999,438	\$9,303,002
		Virginia Beach	Centerville Turnpike Widening Phase 2	\$10,000,000	-\$1,249,143	\$8,750,857	\$0		\$2,000,000	\$5,750,857	\$8,750,857
		Virginia Beach	Intersection Improvements- VB Blvd and First Colonial Rd	\$5,000,000	\$2,571,815	\$7,571,815	\$571,815		\$2,355,000	\$3,360,951	\$7,571,815
	•	Virginia Beach	Rosemont Road	\$8,596,755	-\$314	\$8,596,441	\$0		\$3,096,755	\$4,999,686	\$8,596,441
	•	Virginia Beach	Princess Anne VII	\$10,623,934	-\$1,055,474	\$9,568,460	\$7,000,000		\$0	\$0	\$9,568,460
	•	Virginia Beach	Sandbridge Road - Nimmo Parkway Phase VIIA	\$202,000	\$752,472	\$954,472	\$0		\$600,000	\$254,472	\$954,472
	•	Williamsburg	Capitol Landing Road Corridor Improvements	\$1,176,129	\$0	\$1,176,129	\$0			\$476,129	\$1,176,129
	Hampton Roads		Potomac Run Street Extension -	\$17,488	-\$1,761		\$0				\$15,727
		York County	Rural Add Oakwood Subdivision Streets	\$145,690	-\$485		\$0		\$0	\$0	\$145,205
		York County	Sidewalk(Phs 2) Merrimac, Penniman, Old Wmsbg, Big Bethel Rd	\$247,000	-\$62,442	\$184,558	\$0		\$0	\$0	\$184,558
	•	York County	Frontage Road 171-Unpaved Rd to add to Secondary System	\$201,115	-\$20,487	\$180,628	\$0			\$0	\$180,628
	•	York County	Sidewalks(Phs 1) GWashington Mem. Hwy, Hptn Hwy, Hubbard La	\$209,217	-\$6,943	\$202,274	\$50,000		\$50,000	\$0	\$202,274
	•	York County	Wormley Creek - Cook Road to Edgehill Outfall System Culvert	\$520,000	-\$36,247	\$483,753	\$0			\$0	\$483,753
	•	Campbell County	NIGHTHAWK ROAD - RURAL ADDITION	\$27,936	\$1	\$27,936	\$27,936			\$0	\$27,936
	, ,	Danville	WILSON STREET - RECONSTRUCTION	\$490,000	\$10,000	\$500,000	\$250,000		\$0	\$0	\$500,000
	· · · · · · · · · · · · · · · · · · ·	Danville	PHASE I - BUS 58 (RIVERSIDE DRIVE) - RECONSTRUCTION	\$495,000	\$4,392	\$499,392	\$9,865		\$0	\$0	\$499,392
	· · · · · · · · · · · · · · · · · · ·	Danville	BUS 58 - INTERSECTION IMPROVEMENTS AT BUS 29	\$205,250	-\$12,146	\$193,104	\$19,000			\$0	\$193,104
	· · · · · · · · · · · · · · · · · · ·	Danville	PHASE II - BUS 58 (RIVERSIDE DRIVE) - RECONSTRUCTION	\$495,000	\$5,000	\$500,000	\$40,869			\$0	\$500,000
	· · · · · · · · · · · · · · · · · · ·	Danville	SOUTH UNION STREET - RECONSTRUCTION	\$343,176	\$6,825	\$350,000	\$175,000		\$0	\$0	\$350,000
	Lynchburg	Lynchburg	#SGR RTE 938 - LINK ROAD BRIDGE REPLACEMENT (FED ID 20504)	\$472,750	\$0	\$472,750	\$0			\$172,750	\$472,750
	Lynchburg	Lynchburg	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)	\$1,051,429	\$0	\$1,051,429	\$0			\$0	\$1,051,429
	Lynchburg	Lynchburg	JOHN CAPRON ROAD - EXTENSION	\$1,570,181	\$0	\$1,570,181	\$1,570,181			\$0	\$1,570,181
	Lynchburg	Lynchburg	COMMERCE STREET - STREETSCAPE	\$1,000,000	\$250,000	\$1,250,000	\$0		\$750,000	\$0	\$1,250,000
	Lynchburg	Lynchburg	FLORIDA AVENUE - CONSTRUCT SIDEWALK	\$2,187,778	-\$37,036	\$2,150,742	\$0		\$1,093,888	\$1,056,854	\$2,150,742
	Lynchburg	Lynchburg	RTE 163 (FIFTH STREET) - RECONSTRUCTION (1200-1500 BLOCK)	\$1,523,750	\$476,250	\$2,000,000	\$0			\$0	\$2,000,000
113289	Lynchburg	South Boston	IRISH STREET - RECONSTRUCTION	\$326,325	-\$326,325	\$0	\$0	\$0	\$0	\$0	\$0

				Planned Adjustments	Net Change	•					
				Revenue Sharing State Funds		Revenue Sharing State Funds		Revenue Sharin	g State Funds Ad	tually Replace	t
UPC	District	Jurisdiction	Project Description	through FY20 to be Released		through FY20 Actually Released	FY21	FY22	FY23	FY24	Total
	Lynchburg	South Boston	GREENWAY DRIVE - RECONSTRUCTION	\$111,502	-\$86,294	\$25,208	\$25,208	\$0	\$0	\$0	
	Northern Virginia		ROADWAY RECONSTRUCTION - CITYWIDE	\$1,503,632	-\$1,402		\$1,502,230	\$0	\$0	\$0	. , ,
	Northern Virginia		ALEXANDRIA MAINTENANCE RS - MILL AND OVERLAY	\$3,189,000	\$8,000		\$800,000	\$2,397,000	\$0	\$0	. , ,
	Northern Virginia		Shirlington Bridge Rehabiliation and Pedestrian Impr RVSH13	\$1,805,000	\$474,204	\$2,279,204	\$279,204	\$0	\$1,000,000	\$1,000,000	\$2,279,204
	Northern Virginia		S. ARLINGTON RIDGE ROAD INTERSECTION IMPROVEMENTS	\$424,000	\$215,260		\$295,475	\$0	\$0	\$343,785	\$639,260
	Northern Virginia		N. CARLIN SPRINGS ROAD BIKE & INTERSECTION IMPROVEMENTS	\$170,243	-\$9,950		\$15,000	\$145,293	\$0	\$0	
	Northern Virginia		PERSHING DRIVE SIDEWALK & INTERSECTION IMPROVEMENTS	\$844,382	-\$3,285	\$841,097	\$841,097	\$0	\$0	\$0	
	Northern Virginia		MILITARY ROAD SIDEWALK & INTERSECTION IMPROVEMENTS	\$560,000	\$47,102	\$607,102	\$607,102	\$0	\$0	\$0	
	Northern Virginia		NORTH SYCAMORE STREET IMPROVEMENTS	\$140,000	\$109,541	\$249,541	\$0	\$150,000	\$99,541	\$0	
	•		TRAFFIC SIGNAL UPGRADES FOR EAST FALLS CHURCH STREETS	\$800,000	\$173,048	\$973,048	\$0	\$0	\$516,000	\$457,048	\$973,048
	Northern Virginia		LED SIGNAL UPGRADES - COUNTYWIDE	\$253,348	-\$14,108	\$239,240	\$110,674	\$128,566	\$0	\$0	
		Arlington County	RTE 29/120 LEE HWY INTX IMPR AT N. GLEBE RD	\$1,823,213	\$0	Ψ=/0=0/==0	\$1,823,213	\$0	\$0	\$0	1 // -
	Northern Virginia		BOUNDARY CHANNEL DR AT I-395 INTERCHANGE - FY 14 RVSH	\$2,765,352	\$179,890	\$2,945,242	\$62,000	\$803,502	\$1,079,740	\$1,000,000	\$2,945,242
	Northern Virginia		PERSHING DRIVE SIDEWALK & INTERSECTION IMPROVEMENTS PH II	\$383,000	-\$18,719	\$364,281	\$13,500	\$350,781	\$0	\$0	\$364,281
81517*	Northern Virginia		RTE 1 - IMPROVEMENTS TO MAIN STREET	\$1,079,930	-\$1,079,930	)					
81517	Northern Virginia		RTE 1 - IMPROVEMENTS TO MAIN STREET	\$1,079,930	\$0	T =/ - · · · / - · ·	\$0	\$539,965	\$539,965	\$0	
	Northern Virginia		TRIPOLI BOULEVARD DRAINAGE IMPROVEMENTS	\$328,150	\$0	Ţ/	\$0	\$0	\$0	\$328,150	\$328,150
	Northern Virginia		RTE 123 - CHAIN BRIDGE RD PED & DRAINAGE IMPROVEMENTS	\$688,028	-\$445,119	\$242,909	\$242,909	\$0	\$0	\$0	,
	Northern Virginia		OLD LEE HIGHWAY BIKEWAY & TRAIL	\$5,750,000	\$875,896	\$6,625,896	\$0	\$1,000,000	\$0	\$5,625,896	\$6,625,896
	Northern Virginia		SIDEWALK SPOT WIDENING CITY OF FAIRFAX	\$200,000	-\$40,512	\$159,488	\$150,000	\$9,488	\$0	\$0	. ,
	Northern Virginia		UNIVERSITY DRIVE (SOUTH OF FAIRFAX BLVD) IMPROVEMENTS	\$375,000	-\$7,871	\$367,129	\$0	\$262,130	\$104,999	\$0	. ,
	Northern Virginia		NORTHFAX WEST - ROADWAY NETWORK	\$2,462,405	-\$6,062	\$2,456,343	\$0	\$1,000,000	\$1,456,343	\$0	1 //
5559		-	ROLLING ROAD - RTE 638 - WIDEN TO 4 LANES - PH II	\$7,127,137	\$0	Ψ.,==.,=σ.	\$0	\$0	\$0	\$7,127,137	\$7,127,137
107187	, and the second		RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	\$10,000,000	-\$2,837,919		\$0	\$160,081	\$5,000,000	\$2,002,000	\$7,162,081
108720	Northern Virginia		#HB2.FY17 WIDEN RT 28 FROM 4 TO 6 LANES DIVIDED	\$10,000,000	\$0	Ψ20/000/000	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
109814	Northern Virginia		ROLLING ROAD-RTE 638-PHASE I-ADDITION OF NB LEFT-TURN LANE	\$2,049,734	\$98,900		\$327,034	\$1,821,600	\$0	\$0	. , ,
112479	Northern Virginia	-	SOAPSTONE CONNECTOR NEW ROADWAY	\$6,536,863	\$0	ψ 0/33 0/33 S	\$0	\$0	\$0	\$6,536,863	\$6,536,863
108459	Northern Virginia		NEW TRAFFIC SIGNALS VI	\$274,750	\$29,081	\$303,831	\$111,071	\$192,760	\$0	\$0	
108460	Northern Virginia		NEW TRAFFIC SIGNALS III	\$388,565	-\$12,313	\$376,252	\$376,252	\$0	\$0	\$0	
113184	Northern Virginia		SOUTH MAPLE - ROADBED RECON AND STREETSCAPE IMPROVEMENTS	\$450,000	\$25,000		\$50,000	\$50,000	\$375,000	\$0	
113185	Northern Virginia		SOUTH MAPLE AND W ANNANDALE RD INTERSECTION IMPROVEMENTS	\$345,000	\$120,668	\$465,668	\$50,000	\$25,000	\$291,000	\$99,668	\$465,668
113256	Northern Virginia		S WASHINGTON ST AND ANNANDALE RD INTERSECTION IMPROVEMENTS	\$431,000	\$30,186	\$461,186	\$30,000	\$0	\$232,000	\$199,186	\$461,186
	Northern Virginia		Realign & Signalize Elden Street @ Center Street	\$904,847	\$8,076	\$912,923	\$257,000	\$199,923	\$456,000	\$0	
	Northern Virginia		#HB2.FY17 WIDEN EAST SPRING STREET	\$926,250	-\$926,250		\$0		\$0	\$0	
	Northern Virginia		ELDEN STREET AND MONROE STREET INTERSECTION IMPROVEMENT	\$600,000	\$338,047		\$75,000	\$80,000	\$783,047	\$0	
	Northern Virginia		HERNDON MAINTENANCE RS - MILL AND OVERLAY	\$308,000	\$0	1 /	\$308,000	\$0	\$0	\$0	
	Northern Virginia	-	SYCOLIN ROAD - WIDEN TO FOUR LANES (PH IV)	\$4,382,155	-\$1,315,537		\$3,066,618		\$0	\$0	
	Northern Virginia		RTE 7 INTERCHANGE AT BATTLEFIELD PKWY	\$3,991,484	\$0	1 - / / -	\$0	\$2,075,000	\$1,916,484	\$0	. , ,
	Northern Virginia		EVERGREEN MILL ROAD WIDENING	\$6,550,000	\$327,737		\$788,937	\$0	\$3,521,000	\$2,567,800	\$6,877,737
	Northern Virginia		MORVEN PARK RD NW IMPROVEMENTS	\$850,000	\$4,843		\$208,843	\$250,000	\$396,000	\$0	
	Northern Virginia		LEESBURG TOWN MAINTENANCE RS - MILL AND OVERLAY	\$1,000,000	-\$473,780		\$526,220		\$0	\$0	
	Northern Virginia		WAXPOOL ROAD -WIDEN FROM 2 LANE TO 4 LANE DIVIDED	\$241,067	-\$1,267		\$239,800		\$0	\$0	
	Northern Virginia	,	RTE 625 - WAXPOOL ROAD INTERSECTION IMPROVEMENT	\$2,400,000	\$75,272		\$727,766		\$850,000	\$0	
	Northern Virginia		STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT	\$8,950,000	\$55,922		\$4,005,922		\$2,500,000	\$0	
	Northern Virginia		RIVERSIDE PARKWAY-4 LANE CONSTRUCTION ON NEW ALIGNMENT	\$7,230,863	-\$427,348		\$1,500,000	\$5,303,515	\$0	\$0	
			NORTHSTAR BLVD EXTENSION SHREVEPORT DR TO ROUTE 50	\$7,108,458	\$0	. , ,	\$0		\$3,800,000	\$3,308,458	
	Northern Virginia		NORTHSTAR BLVD EXTENSION ROUTE 50 TO TALL CEDARS PKWY	\$6,352,500	\$163,399		\$0		\$2,001,000	\$2,480,000	\$6,515,899
	Northern Virginia		FARMWELL ROAD INTERSECTION IMPROVEMENT	\$1,500,000	\$1,487,608		\$520,000	\$510,768	\$1,956,840	\$0	. , ,
	Northern Virginia		BELMONT RIDGE ROAD (TRURO PARISH DRIVE TO CROSON LANE)	\$3,885,000	\$1,077,957		\$1,000,456	\$1,000,876	\$1,757,625	\$1,204,000	
	Northern Virginia		ROUTE 28 WIDENING - MANASSAS	\$565,951	\$1	. ,	\$0		\$0	\$0	
	Northern Virginia		PORTNER AVENUE SIDEWALK	\$129,116	-\$2,719		\$20,116		\$0 \$0	\$0	
10/0/5	Northern Virginia	ıvıanassas	DEAN DRIVE EXTENSION	\$1,054,686	-\$33,305	\$1,021,381	\$509,936	\$511,445	\$0	\$0	\$1,021,381

				Planned Adjustments	Net Change	Actual Adjustments					
				Revenue Sharing State Funds		Revenue Sharing State Funds		Revenue Sharir	ng State Funds Ac	tually Replaced	
UPC	District	Jurisdiction	Project Description	through FY20 to be Released		through FY20 Actually Released	FY21	FY22	FY23	FY24	Total
	Northern Virginia		QUARRY STREET SIDEWALK	\$138,142	-\$401	\$137,741	\$0		\$57,741	\$0	\$137,741
	Northern Virginia		GODWIN DRIVE SHARED USE PATH	\$728,327	-\$42,385	\$685,942	\$68,954		\$0	\$0	\$685,942
	Northern Virginia		DUMFRIES ROAD SHARED USE PATH	\$241,003	\$9,327	\$250,330	\$16,000	\$109,165	\$125,165	\$0	\$250,330
	Northern Virginia		CONNER DRIVE - EXTENSION	\$353,290	\$0	\$353,290	\$0	. ,	\$0	\$0	\$353,290
	Northern Virginia		UPPER KENT DRIVE RECONSTRUCTION AND IMPROVEMENTS	\$254,500	\$27,500	\$282,000	\$105,000	\$0	\$177,000	\$0	\$282,000
	Northern Virginia		MOSEBY DRIVE CULVERT REPLACEMENT	\$737,500	-\$3,783	\$733,717	\$344,849	\$388,868	\$0	\$0	\$733,717
		Prince William County	#SMART18 - NEABSCO MILLS ROAD - WIDEN TO 4 LANES	\$9,378,750	\$0	\$9,378,750	\$0		\$4,689,375	\$4,689,375	\$9,378,750
		Prince William County	UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)	\$5,323,750	\$465,974	\$5,789,724	\$789,000	\$1,972,400	\$1,028,324	\$2,000,000	\$5,789,724
	Northern Virginia		NURSERY AVENUE DRAINAGE IMPROVEMENTS	\$529,563	\$37,320	\$566,882	\$286,082	\$280,800	\$0	\$0	\$566,882
	Northern Virginia		INTERSECTION IMPROVEMENTS @ MAIN ST & MAPLE AVE - PHASE 2	\$24,882	\$0	\$24,882	\$0		\$24,882	\$0	\$24,882
	Northern Virginia		HATCHER AVENUE SIDEWALK IMPROVEMENTS	\$226,000	-\$11,139	\$214,861	\$80,000	\$134,861	\$0	\$0	\$214,861
	Northern Virginia		32ND AND MAIN STREET INTERSECTION IMPROVEMENT	\$350,000	\$34,233	\$384,233	\$50,000		\$134,233	\$150,000	\$384,233
	Northern Virginia		12TH STREET DRAINAGE AND ROAD IMPROVEMENTS	\$790,000	\$40,909	\$830,909	\$0		\$420,000	\$410,909	\$830,909
	Northern Virginia		VIENNA TOWN RS MAINTENANCE - MILL AND OVERLAY	\$269,500	\$0	\$269,500	\$269,500	\$0	\$0	\$0	\$269,500
		Blackstone	Main Street Improvements - Phase 2B	\$433,202	\$1,194	\$434,396	\$10,000	\$424,396	\$0	\$0	\$434,396
		Chesterfield County	RTE 10 (I-95 - Rt 1) - WIDENING	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$2,000,000
		Chesterfield County	RTE 618 (Old Bermuda Hundred/Permilla Sp.) - RECONSTRUCTION	\$766,982	\$287,916	\$1,054,898	\$1,054,898		\$0	\$0	\$1,054,898
		Chesterfield County	RTE 621 (Winterpock, 360-Royal Birkdale) - MAJOR WIDENING	\$4,024,352	\$1,929,741	\$5,954,093	\$1,000,000	\$2,403,013	\$2,551,080	\$0	\$5,954,093
		Chesterfield County	RTE 641 - REPLACE SD BRIDGE FED ID 5280 (Now a Tier 1 Proj)	\$749,500	\$0	\$749,500	\$430,000	\$319,500	\$0	\$0	\$749,500
		Chesterfield County	RTE 652 (Otterdale Rd./Old Hundred Rd.) - ROUNDABOUT	\$2,070,630	-\$4,757	\$2,065,873	\$2,065,873	\$0	\$0	\$0	\$2,065,873
		Chesterfield County	RTE 636 - NASH ROAD EXTENSION	\$5,329,135	\$409,917	\$5,739,052	\$300,000	\$439,052	\$4,000,000	\$1,000,000	\$5,739,052
		Chesterfield County	RTE 1502 (Ivywood RdKen Dr.) - SPOT WIDENING	\$1,107,500	\$630,942	\$1,738,441	\$220,000	\$1,518,441	\$0	\$0	\$1,738,441
		Chesterfield County	#SMART18 - ELKHARDT RD - ROADWAY, PEDESTRIAN, & BIKE IMPROVE	\$580,760	-\$422,487	\$158,273	\$0	. ,	\$0	\$0	\$158,273
		Chesterfield County	RTE 654 (Bailey Br Rd, Spring Rn-Sunday Sil) - SPOT WIDENING	\$1,568,582	-\$3,726	\$1,564,856	\$1,564,856		\$0	\$0	\$1,564,856
		Chesterfield County	RTE 651 (Belmont Rd, Whitepine-Courthouse) - RECONSTRUCTION	\$1,497,339	-\$209,473	\$1,287,866	\$1,287,866		\$0	\$0	\$1,287,866
		Chesterfield County	RTE 1703 (McRae Rd, Rockaway Rd-Forest Hill Ave) - SIDEWALK	\$935,500	-\$69,421	\$866,079	\$216,520	\$649,559	\$0	\$0	\$866,079
		Chesterfield County	RTE 668 (Woolridge Road, Rt 288-Old Hundred Road) Extension	\$540,442	-\$7,160	\$533,282	\$133,321	\$399,961	\$0	\$0	\$533,282
		Goochland County	RTE 632 (Fairground Road) Extension	\$1,645,650	-\$132,923	\$1,512,727	\$363,917	\$281,733	\$0	\$867,077	\$1,512,727
		Hanover County	#HB2.FY17 RTE 656 - SLIDING HILL ROAD CORRIDOR	\$1,795,316	-\$1,475,723	\$319,593	\$319,593	\$0	\$0	\$0	\$319,593
		Henrico County	WISTAR RD - ADD SIDEWALK CURB & GUTTER ON SOUTH SIDE OF RD	\$320,512	\$0	\$320,512	\$320,512	\$0	\$0	\$0	\$320,512
		Henrico County	RTE 271 - ADD SIDEWALK	\$506,142	-\$2,977	\$503,165	\$503,165	\$0	\$0	\$0	\$503,165
		Henrico County	ST. CLAIRE LN - ADD SIDEWALK	\$507,177	\$0	\$507,177	\$51,677	\$455,500	\$0	\$0	\$507,177
		Henrico County	Richmond Henrico Tpke. construct sidewalk	\$138,133	-\$295	\$137,838	\$137,838		\$0	\$0	\$137,838
		Henrico County	N. Parham Road construct sidewalk	\$278,000	\$19,295	\$297,295	\$19,295		\$0	\$0	\$297,295
		Henrico County	Gay Ave. Construct Sidewalk	\$976,735	-\$23,943	\$952,792	\$488,367	\$464,425	\$0	\$0	\$952,792
		Henrico County	RTE 5 - TURN LANES	\$766,133	-\$265,420	\$500,713	\$451,655		\$0	\$0	\$500,713
		Henrico County	QUIOCASSIN ROAD - CONSTRUCT NEW SIDEWALK	\$398,991	-\$1,751	\$397,240	\$253,353		\$0	\$143,887	\$397,240
		Henrico County	Ridgefield Pkwy Sidewalk at Glen Eagles Dr.	\$190,619	-\$683	\$189,936	\$3,619		\$0	\$0	\$189,936
		Henrico County	Woodman Rd/Greenwood Rd. Roundabout (CN Only)	\$1,999,029	-\$2,124	\$1,996,905	\$1,702,317	\$294,588	\$0	\$0	\$1,996,905
		Henrico County	Bethlehem Rd. Improvements	\$2,466,250	\$189,617	\$2,655,867	\$200,000	\$2,000,000	\$455,867	\$0	\$2,655,867
		Henrico County	Creighton Road Sidewalk	\$176,946	\$0	\$176,946	\$946		\$0	\$0	\$176,946
		Henrico County	Creighton Road Improvements and Sidewalk	\$322,250	\$747,695	\$1,069,945	\$147,695		\$460,000	\$162,250	\$1,069,945
		Henrico County	Audubon Drive Sidewalk	\$106,949	-\$2,606	\$104,343	\$1,949		\$0	\$0	\$104,343
		Henrico County	Hunton Park Blvd - Sidewalk	\$241,326	\$0	\$241,326	\$38,826	\$202,500	\$0	\$0	\$241,326
		Henrico County	John Rolfe Parkway - Sidewalk	\$203,412	-\$1,947	\$201,465	\$3,412		\$0 \$0	\$0	\$201,465
		Henrico County	Pump Road Widening & Sidewalk	\$768,695	-\$333	\$768,362	\$381,338		\$0	\$0	\$768,362
		Henrico County	Hungary Road - Sidewalk	\$770,000	\$142,942	\$912,942	\$195,000		\$439,314	\$39,314	\$912,942
		Henrico County	N Parham Road - Sidewalk	\$43,000	-\$4,315	\$38,685	\$5,000		\$0	\$0	\$38,685
		Hopewell	Reconstruction - Hummel Ross Rd.	\$573,510	-\$70,627	\$502,883	\$286,363		\$0	\$0	\$502,883
		Hopewell	MOULTRIE AVE - RECONSTRUCTION	\$325,399	\$0	\$325,399	\$325,399		\$0 \$0	\$0	\$325,399
		Hopewell	PRINCE HENRY AVE & PELHAM ST - RECONSTRUCTION	\$145,331	-\$130,630	\$14,701	\$14,701			\$0	\$14,701
113285	Richmond	Hopewell	STEWART AVE - RECONSTRUCTION	\$52,245	-\$37,277	\$14,968	\$14,968	\$0	\$0	\$0	\$14,968

				Planned Adjustments	Net Change		Actual Adjustments				
				Revenue Sharing State Funds		Revenue Sharing State Funds		Revenue Sharing		tually Replaced	d
UPC	District	Jurisdiction	Project Description	through FY20 to be Released		through FY20 Actually Released	FY21	FY22	FY23	FY24	Total
	Richmond	Mecklenburg County	Route 660 (Old Cox Rd) reconstruction	\$2,496,785	\$57,697		\$368,429	\$2,036,053	\$150,000	\$0	
	Richmond	Mecklenburg County	RTE 58 - RECONSTRUCT TURN LANES	\$976,478	\$3,899		\$65,000	\$872,113	\$43,263	\$0	
	Richmond	Petersburg	Appomattox River Trail at Patton Park near VSU	\$805,175	\$104,969		\$150,000	\$655,175	\$104,969	\$0	
	Richmond	Richmond	GOVERNMENT RD - RECONSTRUCTION	\$204,051	\$0	Ψ20 :/00 Z	\$204,051	\$0	\$0	\$0	, , , , , ,
	Richmond	Richmond	#SMART20 - CSX BRIDGE REPLACEMENT FOR WALKING AND BIKING	\$1,750,000	\$0	+-/:/	\$0	\$0	\$1,000,000	\$750,000	\$1,750,000
	Richmond	Richmond	#SGR FY19 - LYNNHAVEN ST - BRIDGE IMPROVEMENTS	\$175,500	\$0	7 7	\$0	\$175,500	\$0	\$0	. ,
	Richmond	Richmond	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	\$1,125,000	-\$148,455	\$976,545	\$0	\$562,500	\$414,045	\$0	
	Richmond	Richmond	RTE 33 - MARTIN LUTHER KING BRIDGE - REHAB	\$44,757	-\$78		\$44,679	\$0	\$0	\$0	
	Richmond	Richmond	RIVERSIDE DR - REPLACE BRIDGE	\$260,333	-\$5,241	\$255,092	\$255,092	\$0	\$0	\$0	
	Richmond	Richmond	RTE 5 (MAIN STREET) - NEW ROAD	\$1,121,998	\$44,598		\$65,097	\$568,216	\$533,282	\$0	. , ,
	Richmond	Richmond	COLUMBIA ST - REPLACE STR	\$203,025	\$130,428		\$88,125	\$150,000	\$53,025	\$42,303	
	Richmond	Richmond	RTE 360 (HULL ST) - REPLACE BRIDGE OVER MANCHESTER CANAL	\$1,005,500	\$393,360	\$1,398,860	\$100,000	\$293,360	\$505,500	\$500,000	\$1,398,860
	Richmond	Richmond	RTE 33 (Nine Mile Road) - Streetscape	\$1,646,037	\$153,275	\$1,799,312	\$153,275	\$1,000,000	\$646,037	\$0	. , ,
	Richmond	Richmond	East Richmond Rd over Gillies Creek - Bridge Replacement	\$763,500	\$52,906		\$52,906	\$400,000	\$363,500	\$0	
	Richmond	Richmond	Hey Road Improvements	\$400,000	\$400,000	\$800,000	\$100,000	\$250,000	\$250,000	\$200,000	\$800,000
	Richmond	Richmond	East Richmond Rd over Stony Run - Bridge Replacement	\$863,500	\$50,209	\$913,709	\$50,209	\$400,000	\$463,500	\$0	
	Richmond	Richmond	RICHMOND CANAL WALK - PH 2 & 3	\$628,107	\$85,623	\$713,730	\$640,117	\$73,613	\$0	\$0	
113127		Bedford	RS - Townwide Sidewalks - New Construction	\$92,860	-\$875		\$91,985	\$0	\$0	\$0	
107275		Bedford County	Corporate Park Drive Extension	\$306,536	-\$1,934		\$304,602	\$0	\$0	\$0	
104241		Blacksburg	Construction Sidewalk West Side of Giles Road	\$378,503	-\$94		\$378,409	\$0	\$0	\$0	
107282		Blacksburg	Traffic Signal - Glade Road at University City Boulevard	\$252,692	-\$203,434	\$49,258	\$49,258	\$0	\$0	\$0	
108854		Blacksburg	Prices Fork Road Pedestrian Safety Improvements	\$172,219	-\$2,067		\$170,152	\$0	\$0	\$0	
108857		Blacksburg	FY 17 RS - Research Center Drive Improvements - Phase II	\$662,200	-\$21,374	\$640,826	\$640,826	\$0	\$0	\$0	
113132		Blacksburg	Harding Ave Stormwater Drainage Improvements	\$50,000	\$74,167	\$124,167	\$5,000	\$5,000	\$5,000	\$109,167	
113133		Blacksburg	Mountain Breeze Dr & Heartwood Xing Full Depth Reclamation	\$199,417	-\$199,417	\$0	\$0	\$0	\$0	\$0	
115713		Blacksburg	Townwide Street Paving, Milling, Overlay and Remarking	\$325,000	\$0 \$0	Ψ020/000	\$325,000	\$0 \$0	\$0 \$0	\$0 \$0	
108867		Christiansburg	FY17 RS - Sidewalk, C&G and Storm Drain Improvements  Roanoke St./Tower Rd./Hampton Blvd Intersection	\$70,927	\$11,200	\$10,3E1	\$70,927	\$200,000	\$335,590	\$0 \$0	
113134		Christiansburg		\$624,391			\$100,000			\$0 \$0	
113135 113136		Christiansburg Christiansburg	Arbor Drive - Peppers Ferry Road Intersection  Hickok Street Improvements	\$564,468 \$1,235,361	\$55,274 \$19,162	\$619,742 \$1,254,523	\$120,000 \$100,000	\$75,000 \$150,000	\$424,742 \$1,004,523	\$0 \$0	1 /
113136		Franklin County	#SMART18 - SummitView Business Park Intersection Improvemnts	\$484,824	\$494,535		\$200,000	\$315,000	\$1,004,323	\$364,359	\$979,359
113174		Galax	Eastview St. Stormwater Drainage	\$370,783	-\$189,180	\$181,603	\$181,603	\$313,000	\$100,000	\$304,339 \$0	
107519		Henry County	Dick and Willie Passage, Phase 6A	\$53,614	-\$169,180 \$0		\$101,603	\$53,614	\$0 \$0	\$0 \$0	
104078		Martinsville	Commonwealth Blvd Bridge Repairs	\$43,376	\$0		\$43,376		\$0 \$0	\$0 \$0	
104078		Montgomery County	Meadow Creek Road (Rt. 658) realignment. FY13 RS	\$62,978	-\$108		\$62,870	\$0	\$0 \$0	\$0 \$0	
104245		Montgomery County	RTE. 639 - Spot Widening & Hardsurface Roadway	\$378,309	-\$277,009		\$101,300	\$0	\$0	\$0	
107296		Montgomery County	Boner's Run Road Reconstruction	\$48,237	-\$296		\$47,941	\$0	\$0	\$0	
113143		Montgomery County	VA Rte 8 Pedestrian & Curb Improvements	\$464,807	\$22,963		\$25,000	\$50,000	\$150,000	\$262,770	
115714		Pearisburg	Pearisburg - Mt. Lake Avenue/Curve Rd Improvements	\$119,423	-\$265		\$119,158	\$0	\$0	\$0	
107300		Pulaski County	Riverlawn Court Trail	\$57,500	-\$57,500		\$0	\$0	\$0	\$0	
110101		Roanoke	Tinker Creek Trail Extension	\$150,198	\$0		\$0 \$0	\$150,198	\$0	\$0	
111370		Roanoke	#SMART18 - Hollins Rd & Orange Ave Intersection Improvements	\$500,000	ŚO		\$0 \$0	\$500,000	\$0	\$0	
113138		Roanoke	Roanoke River Greenway Bridge the Gap Phase II Segment 2	\$2,800,000	-\$54,468	1 /	\$0	\$529,070	\$2,216,462	\$0	
113139		Roanoke	FY19 RS Citywide Curb, Gutter, & Sidewalk Improvements	\$2,398,978	-\$171		\$1,004,347	\$0	\$0	\$1,394,460	\$2,398,807
113140*		Roanoke	Roanoke Citywide stormwater improvements - FY19-20RS	\$3,177,282	-\$231,807		\$1,250,000	\$713,236	\$525,582	\$456,657	
114380		Roanoke	Sunrise Avenue & Oakland Boulevard Drainage Improvements	\$418,992	\$0		\$418,992	\$0	\$0	\$0	
107309		Roanoke County	Dry Hollow Road Safety Improvements	\$413,000	\$0	. ,	\$120,332	\$0	\$213,000	\$200,000	
112304		Roanoke County	Fallowater Lane Extension	\$502,240	\$1	· '	\$0	\$502,240	\$0	\$0	
112665		Roanoke County	Huffman Lane Reconstruction - CN only	\$50,000	\$0		\$50,000	\$0	\$0	\$0	
113144		Roanoke County	Starkey Road/Buck Mountain Road Intersection Improvements	\$173,278	\$0		\$0	\$0	\$0	\$173,278	
108853		Salem	East Main Street / College Avenue - Pedestrian Improvements	\$440,462	-\$202,153		\$238,309	\$0	\$0	\$0	
	<u> </u>	Salem	Downtown Salem - Main Street, Union Street to Broad Street	¥5, 102	\$43,938		\$20,000	\$50,000	\$128,938	\$300,000	

				Planned Adjustments	Net Change		A	ctual Adjustmen	its		
				Revenue Sharing State Funds		Revenue Sharing State Funds		Revenue Sharin	g State Funds A	ctually Replaced	ı
							<b>-</b> 140.4				
UPC	District	Jurisdiction Salem	Project Description	through FY20 to be Released	¢44.407	through FY20 Actually Released	FY21	<b>FY22</b> \$50,000	FY23	<b>FY24</b> \$300,000	Total
113142			Downtown Salem - Roanoke Boulevard	\$455,000	\$44,497		\$20,000		\$129,497		\$499,497
	Staunton	Alleghany County	JACKSON RIVER TRAIL PHASE 5	\$939,000	\$0	7.007,000	\$939,000	\$0	\$0	\$0	\$939,000
	Staunton	Bridgewater	RTE 42 - IMPROVE RTE. 42 (MAIN STREET) IN BRIDGEWATER	\$290,293	\$0	+/	\$0	\$290,293	\$0	\$0	\$290,293
	Staunton	Dayton	ROAD & STORM SEWER IMPROVEMENTS (MAIN & MILL STREETS)	\$200,000	-\$462	. ,	\$0	\$199,538	\$0 \$0	\$0	\$199,538
	Staunton	Frederick County	Revenue Sharing - Tevis Street Extension	\$2,807,894	-\$321,047		\$903,947	\$1,582,900	\$0	\$0	\$2,486,847
	Staunton	Frederick County	TEVIS ROAD Northern "Y"	\$2,690,538	\$0	72,030,330	\$0	\$0	\$1,218,023	\$1,472,515	\$2,690,538
	Staunton	Frederick County	Airport Road and Warrior Drive Extension	\$2,055,718	-\$173,926		\$938,599	\$943,193	\$0	\$0	\$1,881,792
	Staunton	Frederick County	Rt 11 S. Kernstown Widening and Ramp - Frederick County	\$663,150	\$187,350		\$0	\$0	\$0	\$850,500	\$850,500
	Staunton	Frederick County	Renaissance Drive Phase II	\$1,381,799	-\$107,801	\$1,273,998	\$400,000	\$448,998	\$425,000	\$0	\$1,273,998
-	Staunton	Harrisonburg	Construction of Roundabout Mt. Clinton Pike	\$215,068	\$404,713	\$619,781	\$207,781	\$215,000	\$197,000	\$0	\$619,781
	Staunton	Harrisonburg	Bike Ped Improvement on Garbers Church Rd w/ Park Connection	\$2,353,450	\$147,836		\$897,286	\$617,766	\$986,234	\$0	\$2,501,286
	Staunton	Luray	Memorial Drive Improvements	\$627,947	\$162,945		\$0	\$497,090	\$293,801	\$0	\$790,891
	Staunton	Rockingham County	Rte. 42 Bicycle / Pedestrian / Buggy Lanes	\$121,942	-\$107,288		\$14,654	\$0	\$0	\$0	\$14,654
112941	Staunton	Rockingham County	Spotswood HS Dual LTL with Dual Ln Ent	\$247,500	\$2,500	\$250,000	\$0	\$250,000	\$0	\$0	\$250,000
80485	Staunton	Staunton	IMPROVE DOWNTOWN STAUNTON, VA, STREETSCAPE	\$57,216	\$0	\$57,216	\$57,216	\$0	\$0	\$0	\$57,216
104263	Staunton	Strasburg	North Massanutten St./Old Valley Pk. Pedestrian Improvements	\$512,033	\$0	\$512,033	\$512,033	\$0	\$0	\$0	\$512,033
112944	Staunton	Strasburg	Borden Mowery Drive Phase III - Strasburg	\$1,072,666	\$104,253	\$1,176,919	\$386,000	\$784,000	\$6,919	\$0	\$1,176,919
112945	Staunton	Warren County	Rt. 658/Rockland Rd. NS Railway Bridge - Warren County	\$231,451	\$0	\$231,451	\$0	\$0	\$231,451	\$0	\$231,451
112946	Staunton	Warren County	Old Oak Ln., Phase V Rural Addition - Warren County	\$534,650	\$17,248	\$551,898	\$0	\$305,698	\$246,200	\$0	\$551,898
112958	Staunton	Warren County	Old Oak Ln., Phase IV Rural Addition - Warren County	\$498,778	\$0	\$498,778	\$498,778	\$0	\$0	\$0	\$498,778
112959	Staunton	Warren County	Youngs Drive, Phase II Rural Addition - Warren County	\$232,500	\$10,000	\$242,500	\$20,000	\$111,250	\$111,250	\$0	\$242,500
105907	Staunton	Waynesboro	#HB2.FY17 Constr. 2-Lane Roadway Connector	\$779,070	\$0	\$779,070	\$0	\$779,070	\$0	\$0	\$779,070
108879	Staunton	Waynesboro	Install New Sidewalk on Rosser Ave	\$34,227	\$0	\$34,227	\$34,227	\$0	\$0	\$0	\$34,227
112960	Staunton	Waynesboro	A Street Bridge Replacement	\$246,871	\$12,462	\$259,333	\$0	\$50,000	\$209,333	\$0	\$259,333
103013	Staunton	Winchester	Rte 11 - Improve Drainage, Add Sidewalks and C&G	\$1,675,000	\$0	\$1,675,000	\$0	\$837,500	\$837,500	\$0	\$1,675,000
105632	Staunton	Winchester	Pavement Overlay on Various Streets (Rev. Sharing) 2014-2015	\$380,027	\$0	\$380,027	\$380,027	\$0	\$0	\$0	\$380,027
	Staunton	Winchester	#SMART18 - (St) GREEN CIRCLE TRAIL - FINAL PHASES	\$900,000	\$299,857	\$1,199,857	\$209,007	\$409,007	\$581,843	\$0	\$1,199,857
	Staunton	Winchester	New Traffic Signal at Adams/Legge - Winchester	\$140,000	\$2,334		\$77,334	\$65,000	\$0	\$0	\$142,334
	Staunton	Winchester	North Cameron Street Drainage Improvements - Winchester	\$1,325,000	\$118,766		\$200,000	\$1,243,766	\$0	\$0	\$1,443,766
	Staunton	Winchester	Museum of the Shenandoah Vally Trail Connection- Rev Share	\$1,133,887	\$0	. , ,	\$647,887	\$486,000	\$0	\$0	\$1,133,887
Total Prev	eviously Allocated Revenue Sharing State Funds Provided in Future Fiscal Year			\$445,084,935	-\$325,327	\$444,759,608	\$99,299,058	\$110,105,167	\$127,288,735	\$108,066,648	\$444,759,608
	e Entry/Deallocated Revenue Sharing State Funds Released			\$49,970,207	\$325,327	\$50,295,534	\$0	\$0	\$0	\$0	\$0
Total Fun	ds Made Availabl	e for CTF Distribution		\$495,055,142	\$0	\$495,055,142					

**NOTES:** Technical adjustments to planned amounts reflect changes needed to support project activity since March 2020, including updated schedules and estimates as well as pending invoices. UPC 81517 was incorrectly listed twice in the original handout.

UPC 105648 in Chesterfield and UPC 113140 in Roanoke reflect adjustments to funds subsequently distributed to specific locations.



#### 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

December 1, 2020

To: The Honorable Shannon Valentine

Chairperson, Confinonwealth Transportation Board

From: Laura Farmer

aura Farmei

Chief Financial Officer

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

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for the project were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in December 2020.

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.

C: CTB Members



### COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell 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:

June 1, 2020

TO:

Commonwealth Transportation Board Members

FROM:

William S. Pittard, Chief Financial Officer

Department of Rail and Public Transportation

SUBJECT:

Annual Certification for Systematic Review of Funding Policy

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

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

William S. Pittard, Chief Financial Officer

Wal 1 Petts

cc: Jennifer L. Mitchell, Director



#### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

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

Agenda item # 10

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By: Seconded By:

#### **Action:**

### <u>Title: SMART SCALE Project Second Budget Increase for I-81 at State Route 75 (Exit 17)</u> Interchange Modification (UPC 109419)

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

**WHEREAS**, on February 19, 2020, the Board adopted a revised SMART SCALE Prioritization Process to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1; and

**WHEREAS,** Item 12 of the Board's SMART SCALE Prioritization Process provides that a project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

Resolution of the Board SMART SCALE Project Budget Increase for Interstate 81 at State Route 75 (Exit 17) Interchange Modification UPC 109419 December 9, 2020 Page 2 of 3

**WHEREAS**, Item 12.a. of the Board's SMART SCALE Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

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

**WHEREAS**, on December 7, 2016, the Board adopted the Six-Year Improvement Program Development Policy that states that any project added to the SYIP with funding from the State of Good Repair Program, High Priority Projects Program, or Construction District Grants Program shall be fully funded; and

WHEREAS, section 33.2-214 of the *Code of Virginia*, provides that "the Board shall only include a project or program wholly or partially funded with funds from the State of Good Repair Program pursuant to § 33.2-369, the High Priority Projects Program pursuant to § 33.2-370, or the Highway Construction District Grant Programs pursuant to § 33.2-371 in the Six-Year Improvement Program if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program"; and

**WHEREAS,** the I-81 at State Route 75 (Exit 17) Interchange Modification Project (Project) was submitted for consideration and selected for \$21.2 million in funding through the Construction District Grant Program (\$12.3 million) and High Priority Projects Program (\$8.9 million) in the first round of the prioritization process pursuant to section 33.2-214.1; and

**WHEREAS**, the Project was ranked 10 out of 10 projects selected for funding with a score of 1.48; and

**WHEREAS**, on October 30, 2018, the Board approved a SMART SCALE budget increase of up to \$10.6 million using surplus Bristol Construction District Grant funds (\$7.6 million) and surplus High Priority Projects Program funds (\$3.0 million); and

**WHEREAS**, the Project was re-scored to have a revised score of .99 and decreased in prioritization by five projects; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) received bids for the Project on November 18, 2020 and determined that the price proposals were responsive and represented good competition; and

Resolution of the Board SMART SCALE Project Budget Increase for Interstate 81 at State Route 75 (Exit 17) Interchange Modification UPC 109419 December 9, 2020 Page 3 of 3

**WHEREAS**, the current estimated cost for award of the Project exceeds the current budget of \$31.8 million (which takes into consideration the prior SMART SCALE increase approved by the Board) by approximately \$1.5 million; and

WHEREAS, the Virginia Department of Transportation (VDOT) has reviewed the Project's scope to identify opportunities to remain within the current budget while maintaining substantially the same project benefits and has determined that reducing the Project's scope in order to remain within the current budget would render the Project incapable of achieving substantially the same benefits as the original scope; and

**WHEREAS,** VDOT recommends Board approval of a second SMART SCALE budget increase for the Project in the amount of up to \$1.5 million using surplus Bristol Construction District Grant funds (UPC -21760); and

**WHEREAS**, this second SMART SCALE budget increase will increase the total SMART SCALE budget to date for the Project from the original amount at project selection of \$21.2 million to \$33.3 million; and

**WHEREAS,** the Project was re-scored to have a revised score of 0.94 and decreased in prioritization rank by one project; and

WHEREAS, the Project has thus far incurred expenditures totaling \$18.9 million.

**NOW THEREFORE BE IT RESOLVED,** by the Commonwealth Transportation Board, that the second SMART SCALE budget increase in the amount of up to \$1.5 million for the Project is necessary to award and fund the Project and is therefore approved; and

**NOW THEREFORE BE IT FURTHER RESOLVED,** by the Commonwealth Transportation Board, that is the Board's intent and VDOT is directed to allocate surplus Bristol Construction District Grant funds (UPC -21760) to fund the budget increase.

###

#### **CTB Decision Brief**

#### SMART SCALE Project Second Budget Increase for I-81 at State Route 75 (Exit 17) Interchange Modification (UPC 109419)

**Issue:** The I-81 at State Route 75 (Exit 17) Interchange Modification Project (UPC 109419) (Project) was selected for funding under Round 1 of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. In October 2018, the Board approved a \$10.6 million budget increase. The Virginia Department of Transportation (VDOT) received bids for the Project on November 18, 2020 and determined that the price proposals were responsive and represented good competition. The estimated cost for award of the Project exceeds the approved budget by approximately \$1.5 million. VDOT recommends Board approval of a second SMART SCALE budget increase in the amount of up to \$1.5 million using surplus Bristol Construction District Grant funds.

**Facts:** Item 12 of the Board's SMART SCALE Prioritization Process, adopted February 19, 2020, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

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

The I-81 Exit 17 Interchange Modification Project was submitted for consideration and selected for \$21.2 million in funding through both the Construction District Grant Program (\$12.3 million) and the High Priority Projects Program (\$8.9 million) during Round 1 of the SMART SCALE Prioritization Process.

The Project was ranked 10 out of 10 projects selected for funding with a score of 1.48.

On October 30, 2018, the Board approved a budget increase of up to \$10.6 million for the Project using surplus Bristol Construction District Grant funds (\$7.6 million) and surplus High Priority Projects Program funds (\$3 million) so the Project could continue to advance to the right of way phase.

VDOT received bids for the Project on November 18, 2020 and determined that the price proposals were responsive and represented good competition.

However, the current estimated cost for award of the Project exceeds the current budget of \$31.8 million (which takes into consideration the increase from October, 2018) by approximately \$1.5 million.

VDOT has reviewed the Project's scope to identify opportunities to remain within the original budget while maintaining substantially the same project benefits and has determined that reducing the Project's scope in order to remain within the current budget would render the Project incapable of achieving substantially the same benefits.

VDOT recommends Board approval of a second SMART SCALE budget increase for the Project in an amount of up to \$1.5 million using surplus Bristol Construction District Grant funds (UPC -21760).

This second SMART SCALE budget increase will increase the total SMART SCALE budget to date for the Project from \$21.2 million at project selection to \$33.3 million.

**Recommendation:** VDOT recommends that the Board approve a second SMART SCALE budget increase in the amount of up to \$1.5 million for the Project using surplus Bristol Construction District Grant funds.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase for the I-81 Exit 17 Interchange Modification Project (UPC 109419) and state the Board's intent and direction to fund the increase with surplus Construction District Grant funds from the Bristol District.

**Result, if Approved**: If approved, funds will be transferred so that the Project can be awarded.

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

**Public Comments/Reactions:** None



Commonwealth Transportation Board

1401 East Broad Street Richmond, Virginia 23219

Shannon Valentine

Chairperson

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

Agenda item # 11

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

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

<u>Title: Limited Access Control Changes (LACCs) for the Route 311 Connector Road</u>
Pittsylvania County

**WHEREAS,** on July 16, 1992, the Commonwealth Transportation Board (CTB), approved Route 58 (Danville Bypass) as a Limited Access Highway in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended, establishing the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, State Highway Project 6311-071-454, P101, R201, C501 (UPC# 115493) provides the construction of the Route 311 Connector Road approximately 2.0 miles in length, extending from Route 58 (Danville Bypass) west to Route 311 (Berry Hill Road) (the "Project"). This a multi-phased Project that includes grading to accommodate the ultimate design, which is a four-lane divided roadway with shoulders and ditches. Phase 1 of the Project includes grading for the ultimate design and the construction of two 12 feet lanes, with 8 feet graded shoulders (6 feet paved), and ditches; and.

WHEREAS, the construction of the Route 311 Connector Road requires the removal of the limited access line on the north side of the Route 311 Connector Road as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

Resolution of the Board Proposed Limited Access Control Change (LACCs) Route 311 Connector Road Pittsylvania County December 9, 2020 Page 2 of 3

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing ("Hearing") for the Project, including the current and proposed locations of the limited access lines, on August 4, 2020, between 4:00 pm and 6:00 pm via Webex meeting and allowed public input to be collected concerning the request; and

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

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

**WHEREAS**, the VDOT Lynchburg District Office has reviewed the Southern Virginia Mega Site Transportation Network Improvements Operational Analysis report dated September 11, 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is state funded therefore a National Environmental Policy Act Document is not required. However, the Project is in compliance with the State Environmental Review Process approved on June 4, 2019, to obtain information about environmental resources in the Project vicinity, to provide natural and historic resource agencies an opportunity to review and comment on the Project its development and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts. Also, in compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the Project on properties listed in or eligible for listing in the National Register of Historic Places is provided in the project's environmental documentation; and

**WHEREAS**, the Project is located within an attainment area, and an air quality study is not required. The Project will not have an adverse impact on air quality; and

**WHEREAS,** the Project is in Pittsylvania County and the design features as well as the limited access control changes are supported by a letter from the County Board of Supervisors dated September 15, 2020; and

Resolution of the Board Proposed Limited Access Control Change (LACCs) Route 311 Connector Road Pittsylvania County December 9, 2020 Page 3 of 3

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

**WHEREAS,** the 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**, the VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibit 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 58 (Danville Bypass) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).

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

####

# CTB Decision Brief Proposed Limited Access Control Changes (LACCs) Route 311 Connector Road Project 6311-071-454, P101, R201, C501 UPC# 115493 Pittsylvania County

Issues: The area designated as limited access previously approved for the Route 58 (Danville Bypass)/Route 1260 (Oak Ridge Farm Road) interchange needs to be modified to accommodate

the construction of Route 311 Connector Road. 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 Route 58 (Danville Bypass) was previously approved on July 16, 1992, by the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended, establishing the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."
- State Highway Project 6311-071-454, P101, R201, C501 (UPC# 115493) provides the construction of the Route 311 Connector Road approximately 2.0 miles in length, extending from Route 58 (Danville Bypass) west to Route 311 (Berry Hill Road) (the "Project"). This a multi-phased Project that includes grading to accommodate the ultimate design, which is a four-lane divided roadway with shoulders and ditches. Phase 1 of the Project includes grading for the ultimate design and the construction of two 12 feet lanes, with 8 feet graded shoulders (6 feet paved), and ditches. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).
- The Project will also improve mobility, safety, functionality and connectivity primarily along the Route 58 (Danville Bypass) Corridor, by reducing travel times for both employees and freight associated with the 3,528 acre development of the Berry Hill Industrial Park currently under development, which will be a major regional employment center and boost economic development.
- The Virginia Department of Transportation (VDOT) held a Virtual Design Pubic Hearing ("Hearing") for the Project, including the current and proposed locations of the limited access lines, on Tuesday August 4, 2020, between 4:00 pm and 6:00 pm via Webex meeting and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 311 Connector Road
Pittsylvania County
December 9, 2020
Page 2 of 3

- 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 Lynchburg District Office has reviewed the Southern Virginia Mega Site Transportation Network Improvements Operational Analysis report dated September 11, 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- This Project is state funded therefore a National Environmental Policy Act Document is not required. However, the Project is in compliance with the State Environmental Review Process approved on June 4, 2019 to obtain information about environmental resources in the project vicinity, to provide natural and historic resource agencies an opportunity to review and comment on the project its development and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts. Also, in compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is provided in the project's environmental documentation.
- The Project is located within an attainment area, and an air quality study is not required. The Project will not have an adverse impact on air quality.
- The Project is in Pittsylvania County and the design features as well as the proposed limited access control changes are supported by letter from the County Board of Supervisors dated September 15, 2020.
- The VDOT 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 polices 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 58 (Danville Bypass) continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB on July 16, 1992.

**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 proposed LACCs for the Project and

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 311 Connector Road
Pittsylvania County
December 9, 2020
Page 3 of 3

to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Route 311 Connector Road Project will move forward.

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

**Public Comments/Reactions:** Thirty-six (36) citizens attended the Virtual Design Public Hearing. A comment sheet was distributed along with the Public Hearing Brochure via mail as well as posted online. Comments were returned either by e-mail, online or via mail. A total of nine (9) comments were received and no oral comments were given at the Virtual Design Public Hearing. Of the nine (9) comments received, three (3) supported the Project, three (3) supported the Project with conditions, two (2) were in opposition to the Project and one (1) was non-committal.

### PITTSYLVANIA COUNTY BOARD OF SUPERVISORS

### **RESOLUTION 2020-09-03**

RESOLUTION SUPPORTING DISPOSITION OF S.R. 1055 (BACHELOR HALL FARM ROAD) RELATING TO THE PROPOSED S.R. 311 BERRY HILL CONNECTOR ROAD PROJECT

VIRGINIA: At a meeting to the Pittsylvania County Board of Supervisors ("Board") on Tuesday, September 15, 2020, at the Chatham Community Center, Gallery Room, 115, Center Street, Chatham, Virginia 24531, the following Resolution was presented and adopted:

WHEREAS, on August 4, 2020, the Virginia Department of Transportation ("VDOT") held a Virtual Design Public Hearing ("Public Hearing") for the disposition of S.R. 1055 (Bachelor Farm Road) relating to the proposed S.R. 311 Berry Hill Connector Road Project ("Project"); and

WHEREAS, following said Public Hearing, due to the mixed comments received therein, VDOT requested the Board formally adopt recommendations regarding the Project.

**NOW, THEREFORE, BE IT HEREBY RESOLVED,** for public safety and interconnect-ability purposes, *inter alia*, that the Board hereby formally recommends that the major design features of the Project be approved as presented in the Public Hearing with the following modification incorporated in the Project's final design phase: S.R. 1055 (Bachelor Hall Road) shall be extended to connect to the proposed Route 311 Connector Road; and

**BE IT FURTHER RESOLVED,** that the Board has reviewed and supports the limited access control changes at the Oak Ridge Farm Road (S.R. 1260) Interchange off Route 58 (Danville Expressway) as required in the Project; and

**BE IT FINALLY RESOLVED,** that a copy of this Resolution be forwarded to VDOT.

Given under my hand this 15th day of September, 2020.

Robert ("Bob") W. Warren, Chairman Pittsylvania County Board of Supervisors

ATTEST:

David M. Smitherman, Clerk

Pittsylvania County Board of Supervisors

### **VOTE**

Joe B. Davis	<u>Yes</u>
William ("Vic") Ingram	<u>Yes</u>
Charles H. Miller, Jr.	<u>Yes</u>
Robert ("Bob") W. Warren	<u>Yes</u>
Ronald S. Scearce	<u>Yes</u>
Ben L. Farmer	Yes
Tim W. Dudley	<u>Yes</u>

Ayes  $\underline{7}$  Nays  $\underline{0}$  Abstentions  $\underline{0}$ 

### Re: LACC FOR ROUTE 311 CONNECTOR UPC 115493

**Snider, Lori** Oct. 15, 2020 12:15 PM

to Neil, me

I approve of this LACC from a right of way & utilities perspective.

Lori

On Thu, Oct 15, 2020, 11:13 AM Hord, Neil < neil.hord@vdot.virginia.gov > wrote: Lori,

Please see the attached project related LACC being presented by L&D. I have reviewed the changes, which include the removal of certain limits to accommodate additional lanes of travel. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please respond to George Rogerson, who is included in this email. Thank you

### Neil

----- Forwarded message ------

From: Rogerson, George < george.rogerson@vdot.virginia.gov >

Date: Thu, Oct 15, 2020 at 10:07 AM

Subject: Fwd: LACC FOR ROUTE 311 CONNECTOR UPC 115493

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

Just a friendly reminder to review and comment if necessary. Otherwise, please send an email to Lori recommending your approval of the LACCs.

Thank you,

George

(804) 350-1571 (cell)

----- Forwarded message ------

From: Rogerson, George < george.rogerson@vdot.virginia.gov >

Date: Thu, Oct 8, 2020 at 5:50 PM

Subject: Fwd: LACC FOR ROUTE 311 CONNECTOR UPC 115493

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **December 9 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. **Please respond by the COB October 15** as I have another coming your way for the December 9 CTB Meeting.

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

Thank you,

George 804-350-1571 (cell)

### AGENDA

### MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia July 16, 1992 10:00 a.m.

- 1. Public Comment
- 2. Action on Minutes of Meetings of May 21 and June 18, 1992
- Action on Permits Issued and Canceled from June 1, 1992 through June 30, 1992
- Action on Additions, Abandonments or Other Changes in the Secondary System from May 4, 1992 to June 10, 1992
- Action on Discontinuances in the Secondary System: Halifax, Isle of Wight, Pittsylvania and Prince William Counties
- 6. Action on Transfer from the Secondary System to the Interstate System (Frontage Road) Prince William County
- Action on Interstate Route Designation: Interstate Route 1-664, Cities of Hampton, Suffolk and Chesapeake
- 8. Action on City Street Mileage
- 9. Action on Bids Received June 24 and 26, 1992
- 10. Consultant Agreement: Route 1-64 Cities of Virginia Beach and Chesapeake
  Proj. 0064-134-104, PE102, B602, B603
  0064-131-109, PE101, B604
  0064-131-111, PE101
  Engineering Services for Widening and

Addition of HOV Lanes Kimley-Horn and Associates, Inc.

Consultant Agreement: Route 58 - Lee County

Proj. 0058-052-E17,C501

Supplemental Agreement # 2 for revision

in scope of services

Burton, Adams, Kemp & King, Inc.

Consultant Agreement: Route 642 - Fairfax County

Proj. 0642-029-221,C501,C502

Supplemental Agreement # 1 for revision

in scope of services Post, Buckley, Schuh & Jernigan, Inc.

Consultant Agreement: Statewide Agreement for Engineering

Design of Utility Adjustment Plans Region I -Bristol, Salem and Staunton

Districts

Anderson and Associates

Consultant Agreement: Statewide Right of Way Consultant Services

Amtex Engineering Co. Coates Field Service, Inc.

D. E. McGillem & Associates, Inc. Diversified Energy Services, Inc.

Cutler & Associates

Moreland-Altobelli Associates

O. R. Colan Associates R/W Acquisition Associates

Thompson & Litton

Universal Field Services

Post, Buckley, Schuh & Jernigan

Presnell Associates Land Service of America

Sidewalk Management System - Fairfax Co. Consultant Agreement:

Supplemental Agreement # 1 for revision

in scope of services

Infrastructure Management Consultant, Inc.

Consultant Agreement: Ferrell Parkway - City of Virginia Beach

Proj. U000-134-128, PEI01 **Engineering Services** Maguire Associates

11. Location: Route 58 (Danville Bypass) - Pittsylvania County

Proj. 6058-071-E15,PE100

Fr: Route 29 South To: Route 58 West

Route 58 - Henry County 12. Location

Proj. 6058-044-E15, PE101, RW201, C501 & Design:

6058-044-E16, PE101, RW201, C501

Fr: 5.97 Miles W. of Route 220 Bypass To: 1.36 Miles W. of Route 220 Bypass Location Route 626 - Culpeper County & Design: Proj. 0626-023-193,C501

Fr: Intersection of Route 29

To: 0.85 Miles W. of Intersection Route 229

13. Conveyances: Route 1 - City of Alexandria
Route 15 - Fauquier County
Route Alt. 58 - Lee County
Route 193 - Fairfax County
Route 211 - Roanoke County
Route 609 - King George County
Route 687 - Chesterfield County
Route 805 - Russell County
Wal-Mart Property - Gloucester County

- 14. Through Truck Restrictions: Route 1333 Fairfax County Route 776 Frederick County
- 15. Industrial Access: Chesterfield County
  Proj. 0892-020-270,C501
  River's Bend Business Center
- 16. FY 1992-93 Revenue Sharing Program
- 17. Final Allocations: Interstate, Primary and Urban Highway Systems, Public Transit, Ports and Airports, Fiscal Year 1992-93; and Six-Year Improvement Program, Fiscal Years 1992-93 through 1997-98 for Interstate, Primary, Urban and Secondary Highway Systems, Public Transit, Ports and Airports
- 18. Rail Industrial Access Program: Frederick County
  Hershey Pasta Group
- 19. Rail Preservation Frogram: Fleasant Valley to Staunton Rockingham and Augusta Counties and the City of Staunton
- 20. Amendment to Resolution Dated June 20, 1991, Approving the Application of the Toll Road Corporation of Virginia Pursuant to Virginia Highway Corporation Act of 1988
- 21. New Business
- 22. Adjourn

Moved by Mr. Candler, seconded by Mr. Wells, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the O. T. Bonner Junior High School on December 5, 1991, at 7:00 p.m. for the purpose of considering the proposed location of Route 58, Danville Bypass, from Route 29 South to Route 58 West in Fittsylvania County, State Project 6058-071-E15, PE-100; 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 proposes 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 of this project be approved in accordance with the plan as proposed and presented at the said Location Public Hearing by the Department's Engineers with modifications to the alignment west of the Dan River in the vicinity of the Tramel property in order to reduce property impacts in this area; and

BE IT FURTHER RESOLVED, that in order to improve traffic flow and safety in the vicinity of the Routes 29/265 interchange, a break in the limited access of Route 265 approximately 2,300 feet east of Route 29 be allowed for the construction of a ramp from southbound lane Route 265 to Route F934 and a ramp from Route 1156 to northbound lane Route 265.

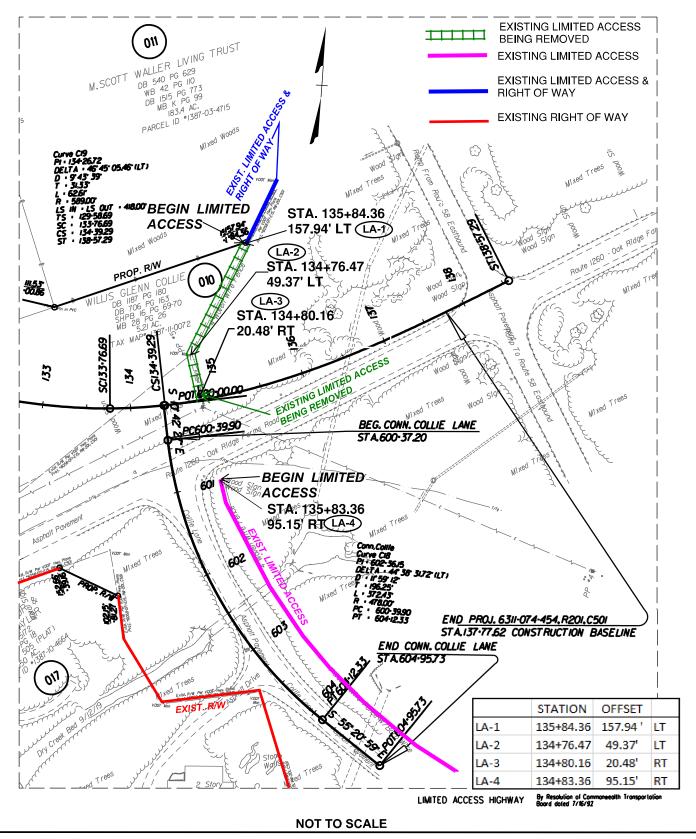
Motion carried.

Moved by Mr. Bacon, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a combined Location and Design Fublic Hearing was; held in the Henry County Administration Building on March 12, 1992, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 58 from

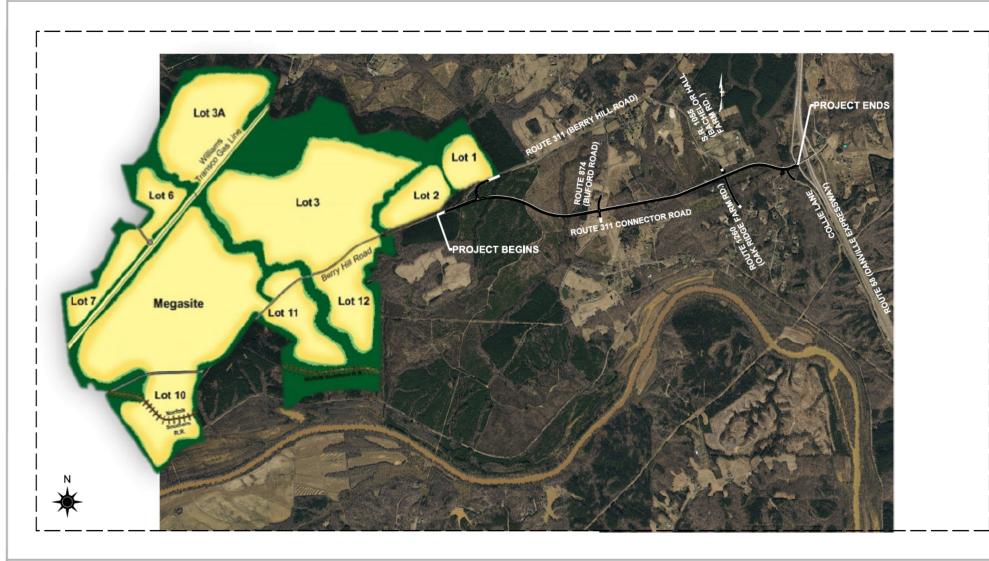


### Limited Access Control Change Plan Route 311 Connector Road Project





# **Location Map**Route 311 Connector Road





### 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

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary Hughes Hynes

The Honorable Allison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot, Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 311 Connector Road in Pittsylvania County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6311-071-454, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer



Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item # 12

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

### **MOTION**

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

<u>Title: Limited Access Control Changes (LACCs) for the Dulles Corridor Metrorail</u>

<u>Project</u>

<u>Fairfax County</u>

**WHEREAS,** the U.S. Federal Aviation Administration (FAA) acquired property, designed, and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users; and

**WHEREAS**, the FAA specifically restricted the number and the location of points of public access and egress for the said DAAR; and

**WHEREAS,** the United States, by and through the Secretary of Transportation, leased the property for the DAAR to the Metropolitan Washington Airports Authority (MWAA) on March 2, 1987, which then assumed the former responsibilities of the FAA; and

**WHEREAS**, the Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road (Dulles Toll Road (DTR) along the DAAR corridor; and

Resolution of the Board Proposed Limited Access Control Change – Route 267 (Dulles Toll Road) Fairfax County December 9, 2020 Page 2 of 4

**WHEREAS**, Route 267, between Interstate 66 and Interstate 495, in Fairfax County, was designed and built as Federal Highway Project 34-5(6) by the U.S. Department of Transportation, FAA, and was designated as a limited access highway as a design feature of the project; and

**WHEREAS**, the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by resolution dated August 20, 1981, and the CTB, by resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its features as a limited access highway in Fairfax County; and

**WHEREAS**, the CTB previously approved by resolution dated June 17, 2015, limited access changes to Route 267 (DTR), in accordance with § 33.2-301; and

WHEREAS, due to the construction of an 11.4 mile extension of the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail into Northern Virginia's Dulles Corridor, from the existing Wiehle-Reston Station to a terminus near Route 772 in eastern Loudoun County, MWAA and VDOT have identified and requested various proposed shifts to the right of way and/or limited access control along Route 267 (DTR); and

WHEREAS, the proposed limited access changes to Route 267 (DTR), (DRAWING FIG-N08-R-002), include a proposed southerly shift of the limited access control along the southern side of Route 267 (DTR) eastbound, beginning at a point 246.05 feet opposite Station 488+27.26 (EB DIAAH baseline) and tying into the existing limited access control at a point 240.31 feet opposite Station 490+19.46, to accommodate the location of the proposed Tie Breaker Station (TBS) #6, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan and VDOT's Six-Year Improvement Program, and does not preclude any planned improvements; and

**WHEREAS**, VDOT has reviewed the plans provided to ensure that the said proposed access from within limited access controlled right of way include any safety improvements that are appropriate from a design, safety and traffic control standpoint subject to further review and approval; and

Resolution of the Board Proposed Limited Access Control Change – Route 267 (Dulles Toll Road) Fairfax County December 9, 2020 Page 3 of 4

**WHEREAS**, VDOT posted a notice of Willingness for Public Comment ("Willingness") on March 18, 2020, in the Herndon and Reston editions of *The Connection*, March 19, 2020, in *The Washington Post*, and on March 20, 2020, in the *El Tiempo Latino* for the proposed limited access changes for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on April 6, 2020, 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**, the VDOT Northern Virginia District Office has determined that there will be no impact to the operation of the DTR, that the LACCs are appropriate from a safety and traffic control standpoint, and that a global traffic analysis is not necessary; and

WHEREAS, VDOT has determined that the proposed changes in limited access control are in compliance with the National Environmental Policy Act as provided in an Amended Record of Decision issued by Federal Transit Administration dated November 18, 2006; VDOT's Northern Virginia District has determined that the Project is located within a marginal non-attainment area for 8-hour ozone (2015); The Project is in compliance with all regional transportation conformity requirements, and therefore will not have an adverse impact on air quality standards, and there will be no adverse environmental impacts; and

**WHEREAS**, the Project is in Fairfax County and the proposed LACCs are supported by the Fairfax County Director of Transportation by letter dated November 23, 2020.

**WHEREAS,** VDOT has determined that the requirements for the compensation in consideration of the said proposed access shall not be required as the access is to accommodate a public transportation project; and

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

**WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all requirements included in 23 CFR §625; and

Resolution of the Board
Proposed Limited Access Control Change – Route 267 (Dulles Toll Road)
Fairfax County
December 9, 2020
Page 4 of 4

**WHEREAS**, the VDOT 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 with the determination set forth herein and approves the said access for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, pending the approval of same by MWAA, and subject to the above referred to conditions and restrictions.

**BE IT FURTHER RESOLVED**, upon completion and acceptance of the said proposed access by VDOT, all work, roadway construction, improvements and equipment will remain the property of the Commonwealth or become property of the FAA, as appropriate, with land rights and maintenance responsibilities within Route 267 remaining as previously defined.

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

####

### CTB Decision Brief

### Proposed Limited Access Control Changes (LACCs)

### <u>Dulles Corridor Metrorail Project</u> <u>Project 0267-029-900, C501</u> <u>UPC# 97226</u>

Fairfax County

**Issues:** The area designated as limited access previously approved for Route 267, Dulles Toll Road (DTR) needs to be modified to accommodate the shifts and breaks to the limited access control lines due to the construction of an 11.4 mile extension of the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail system in Northern Virginia's Dulles Corridor. 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:**

- The U.S. Federal Aviation Administration (FAA) acquired property, designed, and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users.
- The FAA specifically restricted the number and location of points of public ingress and egress for the DAAR.
- The United States, by and through the Secretary of Transportation, leased the Property for the DAAR to the Metropolitan Washington Airports Authority (MWAA), by lease dated March 2, 1987, therefore, which then assumed the former responsibilities of the FAA.
- The Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road, the DTR, along the DAAR corridor.
- Route 267, between Interstate 66 and Interstate 495, in Fairfax County, was designed and built as Federal Highway Project 34-5(6) by the U.S. Department of Transportation, FAA, and was designated as a limited access highway as a design feature of the project.
- The State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by resolution dated August 20, 1981, and the CTB, by resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its features as a limited access highway.
- The CTB previously approved, by resolution dated June 17, 2015, limited access changes to Route 267 (DTR), in accordance with § 33.2-301 (attached).

Resolution of the Board Proposed Limited Access Control Change – Route 267 (Dulles Toll Road) Fairfax County December 9, 2020 Page 2 of 3

- LACCs are needed due to the construction of an 11.4 mile extension of the Washington Metropolitan Area Transit Authority (WMATA's) Metrorail system in the Northern Virginia's Dulles Corridor from the existing Wiehle-Reston Station to a terminus near Route 772 in eastern Loudoun County. The requested revisions are shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan and VDOT's Six-Year Improvement Program, and does not preclude any planned improvements.
- VDOT has reviewed the plans provided to ensure that the said proposed access from within limited access controlled right of way, includes any safety improvements that are appropriate from a design, safety and traffic control standpoint subject to further review and approval.
- A notice of Willingness for Public Comment ("Willingness") was posted on March 18, 2020, in the Herndon and Reston editions of *The Connection*, on March 19, 2020, in *The Washington Post*, and on March 20, 2020, in the *El Tiempo Latino* for the proposed LACCs, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on April 6, 2020, with no comments or other input from the public.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- VDOT's Northern Virginia District Office has determined that there will be no impact to the operation of the DTR, that the LACC is appropriate from a safety and traffic control standpoint, and that a Global Traffic Analysis is not necessary because the LACC is not expected to change traffic volumes.
- VDOT has determined that the proposed changes in limited access control are in compliance with the National Environmental Policy Act as provided in an Amended Record of Decision issued by Federal Transit Administration dated November 18, 2006; VDOT's Northern Virginia District has determined that the Project is located within a marginal non-attainment area for 8-hour ozone (2015); The Project is in compliance with all regional transportation conformity requirements, and therefore will not have an adverse impact on air quality standards, and there will be no adverse environmental impacts.
- The Project is in Fairfax County and the proposed LACCs are supported by the Fairfax County Director of Transportation by letter dated November 23, 2020.

Resolution of the Board
Proposed Limited Access Control Change – Route 267 (Dulles Toll Road)
Fairfax County
December 9, 2020
Page 3 of 3

- VDOT has determined that the requirements for the compensation in consideration of the said proposed access changes shall not be required as the access is to accommodate a public transportation project.
- All costs of engineering and construction, including all necessary safety improvements will be borne by MWAA.
- All right of way, engineering, construction, and necessary safety improvements shall meet all requirements included in 23 CFR §625.
- The VDOT 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 that, pursuant to §33.2-401 of the *Code of Virginia*, *and 24 VAC 30-401-10 et seq.*, that Route 267 (DTR) and said access for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB Resolution on June 17, 2015.

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

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

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

**Public Comments/Reactions:** There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



### County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

November 23, 2020

Ms. Shirlene Cleveland Project Director - Package A Dulles Corridor Metrorail Project Metropolitan Washington Airports Authority 198 Van Buren Street, Suite 300 Herndon, Virginia 20170

Reference:

Proposed Limited Access Control Changes for Dulles Corridor Metrorail

Project (DCMP) Phase 2 -Tie Breaker Station (TBS) #6

Dear Ms. Cleveland:

The design of the Dulles Corridor Metrorail Project (DCMP) Phase 2 rail alignment and the associated train control facilities have been closely coordinated with Fairfax County. The Fairfax County Board of Supervisors has endorsed the project and its plans in accordance with the Cooperative Agreement. The County staff has received and reviewed the minimal Limited Access Control Change at TBS#6. The change is consistent with the design plans endorsed by the Board of Supervisors. As such, County staff has no issue or objections with the revisions outlined.

If you have any further questions, please call Martha Coello at (703) 877-5682.

Sincerely,

Tom Biesiadny

Director

cc:

James Van Zee, MWAA

Lindsey Averso, ATCS

Sarah Ross, MWAA

Ryan Kerstetter, MWAA

Martha Elena Coello, FCDOT

Yuqing Xiong, FCDOT

www.fairfaxcounty.gov/fcdot



November 13, 2020 6:46 AM (30 minutes ago)

From: Snider, Lori < <a href="mailto:lori.snider@vdot.virginia.gov">lori.snider@vdot.virginia.gov</a> Sent: Thursday, November 12, 2020 3:00 PM

To: Hord, Neil < <a href="mailto:neil.hord@vdot.virginia.gov">neil.hord@vdot.virginia.gov</a>>

Cc: Theron Knouse < <a href="mailto:theron.knouse@vdot.virginia.gov">theron.knouse@vdot.virginia.gov</a>>

Subject: Re: FW: Dulles Corridor Metrorail Project; Segment N08 LACC change request

Terry,

I approve of this LACC from a right of way and utilities perspective.

Lori

On Thu, Nov 12, 2020, 2:11 PM Hord, Neil < neil.hord@vdot.virginia.gov> wrote:
Lori,

Please see the attached LACC request that L&D has prepared. I have reviewed and recommend your approval. If you concur, please respond to Terry Knouse to indicate that you approve from a right of way and utilities perspective. Thanks

Neil

----- Forwarded message ------

From: Theron Knouse < theron.knouse@vdot.virginia.gov>

Date: Tue, Nov 10, 2020 at 8:15 AM

Subject: FW: Dulles Corridor Metrorail Project; Segment N08 LACC change

request

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil – can you begin reviewing / processing this LACC request? Ellen has reviewed and provided comments, which I think can be resolved in the next 2 or 3 days.



### 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

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary Hughes Hynes

The Honorable Allison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot, Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Dulles Corridor Metrorail Extension Project in Fairfax County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0267-029-900, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer



### COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Aubrey L. Layne, Jr. Chairman

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item #1

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 17, 2015

### **MOTION**

Made By: Mr. Garczynski, Seconded By: Mr. Dyke Action: Motion Carried, Unanimously

# <u>Title: Limited Access Control Changes (LACCs), Route 267 (Dulles Toll Road), Fairfax</u> <u>County and</u> Route 267 Extended (Dulles Greenway), Loudoun County

**WHEREAS,** the Federal Aviation Administration (FAA), on behalf of the United States of America, acquired property, designed and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users; and

**WHEREAS,** the FAA specifically restricted the number and specifically determined the location of points of public access and egress for the said DAAR; and

**WHEREAS**, the United States of America, by and through the Secretary of Transportation, leased the Property for the DAAR to the Metropolitan Washington Airports Authority (MWAA), by lease dated March 2, 1987, therefore, assuming the activities formerly of the FAA; and

**WHEREAS**, the Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road (Dulles Toll Road [DTR]) along the DAAR corridor; and

WHEREAS, Route 267, between Interstate 66 and Interstate 495, in Fairfax County, was designed and built as Federal Highway Project 34-5(6) by the United States Department of

Resolution of the Board Limited Access Control Changes - Route 267 Fairfax County and Loudoun County June 17, 2015 Page Two

Transportation, FAA, and was designated as a Limited Access Highway as a design feature of the project; and

WHEREAS, the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by Resolution dated August 20, 1981, and the CTB by Resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its designation as a limited access highway in Fairfax County; and

WHEREAS, Toll Road Investors Partnership II, LP (TRIP II) owns and operates a toll road that serves as an extension of Route 267, known as the Dulles Greenway (Greenway), from Route 28 at Washington Dulles International Airport to Route 7/15 in the Town of Leesburg under the terms of the Virginia Highway Corporation Act of 1988 (the Act); and

**WHEREAS,** the CTB by Resolution dated July 20, 1989 approved the application of Toll Road Corporation of Virginia (precursor to TRIP II) to build the Dulles Greenway under the Act; and

**WHEREAS,** pursuant to the terms of the Act, a Certificate of Authority to build and operate the Greenway was issued to TRIP II by the State Corporation Commission on June 6, 1990 and is currently set to expire on December 31, 2099; and

**WHEREAS,** the CTB by Resolution dated June 21, 1991, approved the location and design features of the Greenway, including its designation as a Limited Access Highway in Loudoun County; and

WHEREAS, due to the construction of 11.4 miles extension of the Washington Metropolitan Area Transit Authority (WMATA's) Metrorail system in the Northern Virginia's Dulles Corridor from the existing Wiehle-Reston Station to a terminus near Route 772 in eastern Loudoun County, MWAA, TRIP II and VDOT have identified and requested various proposed shifts to the right of way and/or limited access control along Route 267 (DTR and Greenway) as shown on the plan drawings for said Project and specifically described as:

Route 267 (Dulles Toll Road), DRAWING FIG-N07-R-004, being a proposed southerly shift of the limited access control along the northern side of Route 267 (DTR) westbound, beginning at a point 156.46 feet opposite Station 447+08.27 (WB DIAAH baseline) and tying into the existing limited access control at a point 156.51 feet opposite station 449+09.85 to accommodate the construction of the proposed Traction Power Substation (TPSS) #12; and

Route 267 (Dulles Toll Road), DRAWING FIG-N08-R-002, being a proposed southerly shift of the limited access control along the southern side of Route 267 (DTR)

Resolution of the Board Limited Access Control Changes - Route 267 Fairfax County and Loudoun County June 17, 2015 Page Three

eastbound, beginning at a point 285.33 feet opposite Station 485+87.84 (EB DIAAH baseline) and tying into the existing limited access control at a point 192.85 feet opposite Station 491+47.43, to accommodate the location of the proposed Tie Breaker Station (TBS) #6 and the Storm Water Management (SWM) Pond #2-4A; and

Route 267 (Dulles Toll Road), DRAWING FIG-N09-R-003, being a proposed northerly shift of the limited access control along the southern side of Route 267 (DTR) eastbound, beginning at a point 202.52 feet opposite Station 590+02.86 (EB DIAAH baseline) and tying into the existing limited access control at a point 158.50 feet opposite Station 596+60.26, to accommodate the location of the proposed TPSS #14 and the SWM Ponds #2-6C and #2-6C2; and

Route 267 (Dulles Greenway), DRAWING FIG-N96-R-005, FIG-N97-R-001, FIG-N97-R-002, FIG-N97-R-003, being a proposed southerly shift of the limited access control along the southern side of the Greenway eastbound, beginning at a point 67.58 feet opposite Station 108+40.24 (EB Greenway baseline) and tying into the existing limited access control at a point 79.46 feet opposite Station 135+09.05, to accommodate future widening of the Greenway and construction of the piers for the Guideway straddle bents; and

**WHEREAS,** the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax and Loudoun County's Comprehensive Plans, and VDOT's SYIP, and does not preclude any planned improvements; and

**WHEREAS**, VDOT will review the plans provided by the consultant to ensure that the said proposed access from within limited access controlled right of way, as aforesaid, to include any safety improvements, as required, is appropriate from a design, safety and traffic control standpoint subject to further review and approval; and

WHEREAS, VDOT has determined that the requirements for a global traffic analysis, locality support, environmental and air quality conformity review, and public notices separate from those made for the said Metrorail Project, as set forth in Title 24, Section 30, Chapter 401 of the Virginia Administrative Code, were documented in the Amended Record of Decision issued by the Federal Transit Administration dated November, 2006; and furthermore, the proposed limited access control changes contained herein do not significantly impact the operations of the DATR and the Greenway; and

**WHEREAS,** VDOT has determined that the requirements for the compensation in consideration of the said proposed access shall not be required as the access is to accommodate a public transportation project; and

**WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all requirements included in 23CFR 625; and

Resolution of the Board Limited Access Control Changes - Route 267 Fairfax County and Loudoun County June 17, 2015 Page Four

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

**WHEREAS,** the said proposed access is in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and

**WHEREAS**, upon completion and acceptance of the said proposed access by VDOT, all work, roadway construction, improvements and equipment will remain the property of the Commonwealth or become the property of the FAA, as appropriate, with land rights and maintenance responsibilities within Route 267 remaining as previously defined.

**NOW, THEREFORE, BE IT RESOLVED,** in accordance with the provisions of Sections 33.2-310 and 33.2-401 of the *Code of Virginia* the CTB hereby finds and concurs with the determinations set forth herein and approves the said access for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, pending the approval of same by MWAA, and subject to the above referred to conditions and restrictions.

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

####

### MINUTES

OF

### MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

August 20, 1981

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on August 20, 1981, at 10 a.m. The Chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Hassell, Hooper, Mohr, Delmer Robinson, William Robinson, Vaughan, Watkins and Wrench.

The Chairman introduced Mr. T. George Vaughan, Jr., who was appointed to the Commission to represent the Salem District.

On motion of Mr. Wm. Robinson, seconded by Mr. Wohr, the minutes of the meeting of July 16, 1981, were approved.

On motion of Mr. Wm. Robinson, seconded by Mr. Mohr, permits issued from July 16, 1981, to August 19, 1981, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Wm. Robinson, seconded by Mr. Mohr, that cancellation of permits from July 16, 1981, to August 19, 1981, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission approve additions to the Secondary System from July 16, 1981, to August 19, 1981, inclusive, as shown by records of the Department. Motion carried.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on bids received July 21, 1981, on the following projects:

### Route 95 (Richmond-Petersburg Turnpike), Project 9-A-81

Plant Mix Overlay, Various Locations, Chesterfield County and City of Colonial Heights. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid \$485,885.18
Engineering and contingencies 76,927.85
Amount chargeable to project 583,813.03
\$563,813.03 to be financed from the Richmond-Petersburg Turnpike Maintenance Replacement Funds.

### Route 81, Project R081-095-706, M-400

Plant Mix Overlay, Rte. 11 - 0.1 Mi. N. Rte. 91, Washington County. Award of contract to low bidder, Maymead Lime Company, Mountain City, Tennessee.

### Route 81, Project R081-098-703, M-400

Plant Mix Overlay - 0.14 Mi. N. Smyth C.L. - Rte. 666, Wythe County. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilbowie, Virginia.

Bid \$507,396.85 Engineering and contingencies 80,168.70 Amount chargeable to project 587,565.55 \$587,565.55 to be financed 76.8% FHWA 3R Funds and 23.2% Virginia Construction Funds.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action rejecting bids received July 21, 1981, on the following project, and authorize readvertisement:

### Route 220, Project 0220-033-705, M-400

0.23 Mi. N. Int. 919 (M.P. 3.07) - 0.20 Mi. E. Int. 220 Bus. (M.P. 10.92), Franklin County. Low bid - 11% over estimate.

### MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, Route 60 in Cumberland County has been altered and reconstructed as shown on plans for Project 0060-024-103, C-501; and

WHEREAS, the construction of Route 60 necessitates alterations on sections of Route 45, two sections of existing Route 45 are no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and one section is 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, 0.21 mile of old Route 45, shown in yellow and designated as Sections 1 and 3 on the plat dated May 7, 1981, Project 0060-024-103, 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, 0.05 mile of old Route 45, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

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

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

WHEREAS, the City of Hampton has requested the Virginia Department of Highways and Transportation to transfer certain "Other Streets" mileage to Primary Route Extensions in accordance with the new Commission Policy adopted by the Highway and Transportation Commission on July 17, 1980, and upon receipt of Commission action approving these transfers, these streets will be assigned the appropriate State Primary Route Numbers;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the additional mileage for payment on the Primary Route Extensions within the City of Hampton be approved as described on attached tabulation sheet No. 1, dated July 1, 1980, effective retroactive to July 1, 1980, for the quarterly payment due after September 30, 1980.

The Primary Extension mileage, due to this transfer of "Other Streets" mileage, of 6.85 miles, will increase the total Primary Extension mileage in the City of Hampton from 49.14 miles to 55.99 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for deletions subject to payment on "Other Streets" to the City of Hampton be approved as described on attached tabulation sheet No. 2, dated July 1, 1980, effective retroactive to July 1, 1980, for the quarterly payment due after September 30, 1980.

The "Other Streets" deletions of 6.85 miles, due to the transfer of mileage to the Primary Route Extensions, will decrease the "Other Streets" mileage in the City of Hampton from 320.67 miles to 313.82 miles of approved streets subject to payment.

# Mathematic and septembers, as entirenged strategies, and septembers and septembers of the septembers o

APPAR PEATURE HAMPTON PRIENSION TOTAL ADDITIONAL CENTENTIAL BRITAGE REGULSO PROTATE PARTICLE OF THE STENSION OF THE STATE OF STENSION OF THE STATE OF THE

SUPPLIED BY THE CHANGE TOWN One 4/17/813 CHERED BY THEFT OF BEGINNASS SAFERER ONE 5/24/1

	10.20	. 10,60	3.76		. !	· ·	
Spender of production	LAUES	<del>.</del>	ं • <b>च ध</b> •	· · · · · · · · · · · · · · · · · ·			
	Plant Mix	Plant Mix	Plant Rix Stant	:			A Parallel
112	6" Stone	Stone Stone	61 44 52 67 63 67 6367				The state of the s
PARISNO PRODURTED Vec et No. 1.	Yes	Yes	YES				7.7 /4K.
FN = ROR7 	Yes	Yes	Yes				G. C.
LENGTH	2.55	2.65	96.0				dikos
HANTH Serie Act	2	9	24-24				
H/H WILHER	8	20-60	80-90				
TO TO I I I I I I I I I I I I I I I I I	25s) S/E to Pembroke srcury Blvd Ave. (Rte 351)	East to Lake- Shore Drive	30' East of Collscum Drive East then South to ercury 31vd.				Other Streets
FROM 15 willles and	(Rte 25s) W. Mercury Blvd	Newport News City Line	Lakashore Br.		- 1		Policiale of Address of Cologness (Princels Tytemen of Tuther Streets)
NAME OF STREET	W. Queen Street W. Mercury Blvd Ave. (Rte 351)	Todds Lane	Cunningham Br. Ouncingham Er.				(AD) a Delegie of All States of Pri

SECTIONS 33,4 31 and 33,154 pg. 175 x 126.

OF VIRGINIA, 1979 AMENITYS RC

ANTONICHEN EBT "OTHER STREETS" ---

6.85 TOTAL APPORTANCE OF STREETS STREETS

TOTAL AMERICAN TARRESHIRAGE SPECIAL

27.40

SUBMITH U.B. THE CHY OR TOWN (Date 4/17/81) CHECKID BY PAPT, OF HIGHWAYS ENGINEER ONC. 5.7-11.)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.20		3,78	2.84	ļ	 	 		ŀ	İ	<b>[</b>		İ
Number of modelle for		4	4	· •	i i					<u> </u>			
TYPE OF SPREACT	Plant Mix	Plant Six	Plant XX	41					]				Dept. of Harways' Engineer
TYPE OF DASE	g. Store	Stone	07 1.7 2.4 2.75.1	# 11 11 12 13		- ·		   	; 		-		of Highwa
FARITED POST IN THE PARTY IN TH	٤	/es	3	1/1 (3) (1)				}				3. n. 1 /44/2	tkp.
PARKERS PER PER PER PER PER PER PER PER PER PER	Yes	es.	Yes	200								¥ n.	
FENGTH MR ES	2,55	2,65	\$.0	0,71						<u> </u>	<del>                                     </del>	SIGNED	
HARB SURLAGE WHITH	C\$	40	24-24	ŭ,	,			i · ·-					
R/W WIDTH	8	09-05	26-08	្ត ដ	•	! !	-	· ~-				:	
10M TO TO THE EACH CHANGE!	S/E to Pembroke Ave. (Rte 351)	East to Jake- Shore Drive	30' East of Collseum Dr.	East them snuth, to "encury, \$175								hei Situeta"	
PROM Of widths was I	(Rtc 258) W. Mercury Blvd	Newport News City Line	۳. ۲.	our tast of Coliseum Dr.								Indicate at Addition of Defection Indicate if Printary External or "Other Streets"	
NAME OF STREET	4. Queen Street W. Mercury Blvd	Todd's Lane	Cupatngham Or.	Curningham Sr.								NOTE: Indicate at Addition or Infection	•

Moved by Mr. Wm. Robinson, seconded by Mr. Wohr, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Harrisonburg on additional streets, totaling 1.21 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1981, for quarterly payment due after September 30, 1981. The additional streets and mileage eligible for payments are described on attached tabulation sheet numbered 1, dated July 1, 1981.

These "Other Streets" additions, totaling 1.21 miles, increase the total "Other Streets" mileage in the City of Harrisonburg from 54.89 miles to 56.10 miles of approved streets subject to payment.

### MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Hopewell on additional streets, totaling 4.05 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1981, for quarterly payment due after September 30, 1981. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 3, dated July 1, 1981.

These "Other Streets" additions, totaling 4.05 miles, increase the total "Other Streets" mileage in the City of Hopewell from 93.80 miles to 97.85 miles of approved streets subject to payment.

Page 1 of 1 July 1, 1981

# ADDITIONS TO DITHER STREET MILEAGES CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500 SECTION 33,1,43 OF THE CODE OF VIRCINIA, 1972 AMENDMENT

MUNICIPALITY HATTIBONDUTS, Va.
2,422
TOTAL ADDITIONAL MILEAGE REQUESTED 7,434 Lane Hiles

SUBMITTED BY THE CITY OR TOWN (Date 2/2/2/2) CHECKED BY DEPT, OF HIGHWAYS ENGINEER (Date \_\_\_\_

NAME OF STREET	FROM TO	170	HARD	HENCLH	PARKING PROSILIMTED	NC TEN	TYPE	TYPE	Number of Lanes
	(if widths vary list each change)	WIDTH	SUKFACE WIDTH	- MILES	RT.     (Yes or No)	N. LT.	BASE	SURFACE	peak bour Traffic
Broadview Dr.	Starcrest Dr. to 1180 ft, North	50 ft.	34 Et.	.22¥	2	Жо	21-A	Double Sur, treat.	at. 2
Country Club Ct	Country Club Rd. to South	50 ft.	*	0.14	ڃ	윷	21-A	S-5	
Dutch Mill Ct.	350 ft. East of Reservoir St. to dead end	50 ft.	34 ft.	,07K	No.	Ϋ́	21-A	Double Sur, treat	t, 2
Readowlark Dr.	Starcest Dr. to Vine St.	50 ft.	34 ft.	9.13 * <del>128</del>	윷	No	ł	Triple Sur, treat,	
Mountain View D.	Cantrell Avenue to	50 ft.	34 ft.	,12%	ş	.,₽	21-A	S-5	2
Mosby Court	West Hosby Road to South	50 ft.	34 ft,	91.0 781;	No.	No	21A B-3	\$ <del>-</del> 5	- 2
Red Wing Court	Broadview Drive to East	50 ft.	34 ft.	0.05 :046	No	*	21-A	Double Sur. treat.	r. 2
Sumter Court	7th Street to Worth	50 ft.	34 ft.	160°	£	Ño	21-A	Double Sur, tredt,	t. 2
Vina Street	Meadowlark Drive to Furnace Road	60 ft.	38 ft.	.110	Š	Мо	21-A	Triple Sur. trest	t. 2
Wekefield Place	Southempton Drive to South	50 ft,	34 Ft.	,09k	Ж	Жa	21-A	Double Bur, treat	r. 2
			- "	121	76				2.42 4/m
					!				
					1				

SIGNED LIFE CENTRY S. COD LICES

Form U-1 (7-1-72)

# CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500 SECTION 33.1-43 OF THE CODE OF VIRCINIA, 1972 AMENDMENT

Sheet 1 of 3 July 1, 1981

MUNICIPALITY HOSewell

814F18/10 TOTAL ADDITIONAL MILEAGE REQUESTED ACTOR TOTAL ADDITIONAL MILEAGE REQUESTED ACTOR TOTAL ADDITIONAL MILEAGE REQUESTED ACTOR SUBMITTED BY THE CITY OR TOWN (Date \$16-81.) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \$13,221.)

peak hour Traffic Number of Lanes 9 8 슝 8 ¥ នុ 46 8 ₽. 은. 8 7 8 evailable for N 2 W • N N N 2 ø CŲ. SUREACE 돍유 23 8 Ş 너 S S 감 S 얈 넒 ᅜ S ᇙ TYPE OF IASE stone PARKING PROHIBITED RT. LT. (Yes or No) v. Ş Ź 10 1/0 10 A 10 15 S 7, Š \$ Ź V 10 Z 20 LENGTH MILES S 윉 :12 8 इ 2 -83 앉 2 8 쳥 នុ SURFACE HARD WIDTH E 34. 答 Ħ Ġ ਲ 젊 8 ぉ \* ጽ R 8 MIDTH 5 2 S ය 8 S 엾 엾 8 ŝ င္တ S င္တ mile pavement ä - .20 mi W. of Libby 2 Jackson Farm Rd. - White Dak 23 mi N WDD Sac (If widths vary list each change) Έ de sac Ŗ orth .20 · Oxford Dr. Creekwood Dr. - cul de Pinoak Dr. - Libby Ave. - Dead End - Dead End Dead End Libby Ave. - Dead End ú Or. - Cul ı ı Gravewood Ave. White Oak Or. r Atwater Rd. Jordan St. Queen Anne Libby Ave. Oxford Dr. Oak Oak FO ž Cabin Creek Dr. NAME OF STREET Creekwood Dr. (orkshire P). Cambridge Pl. Woodside Ct. White Oak Dr Ivystone Ct. Pleasant Dr. Oak Dr. Oak Ct. Pinoak Dr. Cameron Rd. Ltbby Ave. 쮼 ջ

\*Streets established prior to July 1, 1950.

SIGNED C. G. Hong The

Bent, of Highways' Engineer

Form U-1 (7-1-72)

# ADDITIONS TO OTHER STREET MILEAGES CTITES AND YOWNS WITH POPULATIONS IN EXCESS OF 3,500 SECTION 33,1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

Sheet 2 of 3 July 1, 1981

MUNICIPALITY Hopewell

TOTAL ADDITIONAL MILEAGE REQUESTED 4-09 4.05 Inch I and though Mileage Requested: 4-09 4.05 Inch I and the city or town (Date 6-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-23-82)

NAME OF STREET	FROM TO	R∕¥	HARD SURFACE	LENGTH	PARKING PROHIBITED RT	ING ITED IT	TYPE	TYPE	Nutriber of 1	Number of Lanes
	(if widths vary list each change)	WIDTH	WIDTH		(Yes or No)	r No)	TASE	SURFACE	peak ho	peak hour Traffic
Callindale Dr.	Grovewood Ave Kippæx Dr.	2Q	34	.18	140	do	stone	īs	2	36.
Pembroke St.	Grovewood Ave Dead End.	90	34	.08	No	7/1	stone	ST	2	.16
Collindate Ct.	Collindale Or cul de sac	20	34	8.	94	7/4	stone	ST	2	g.
Serienz Ct.	talena fir cut de sac	09	34	-04		(	stona_	SI	1.20	10.00 d
					10	16			-	; ;
Yorktown Dr.	Cabin Creek Dr Perrymont Ave.	50	34	.25	110	160	stone	\$5	2	8;
Cabin Creek Dr.	Cabin Creek Dr. Yorktown Dr Gloucester Dr.	50	34	.13	Nº.	46	stone	3.5	8	.26
Gloucester Dr.	Cabin Creek Dr Perrymont Ave.	50	34	.22	14.	M	Stone	SS	~	4.
Bolling Dr.	Gloucester Dr Yorktown Dr.	50	34	.04	16,	17	stone	S5	2	8.
Perrymont Ave.	Williamsburg Dr Oaklawn Blvd.	95	34	₽.	100	4/2	stane	35	2	&
Grovewood Rd.	Perrymont - Cabin Creek Dr.	05	30	.22	No	1/2	stone	ST	61	3
Brandywine Dr.	Old Iron Rd Dead End	50	ਡ	01,	160	No	stone	SS	~	.20
Bolling Dr.	Kippax Dr05 mi south	20	34	.05	×2°	16	stone	ĬS	2	٠. ا
Perrymont Ave.	Grovewood Ave05 ml south	8	훘	190	77	10	stone	ST	2	위

SIGNED CA. Lena II Bo. Engineer

Form U-1 (7-1-72)

# 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

Sheet 3 of 3 July 1, 1981

MUNICIPALITY Hopewell

4.05 TOTAL ADDITIONAL MILEACE REQUESTED #107

SUBMITTED BY THE CITY OR TOWN (Date 6-16-81) CHECKED BY DEPT. OF HICHWAYS ENCINEER (Date 4:32-22) Requested: 6:15-8.70

									i	
NAME OF STREET	FROM TO	5	HARD		PARKING	SEC	TYPE	TYPE	Number of Lanes	f Lanes
	(if widths vary list each change)	WIDTH	WIDTH	MILES	RT. (Yes or No)	r No)	DASE	OF SURFACE	evenience for prok how Traffic	Traffic
St. Thomas Rd.	Brandywine - Spring Rd.	P0	34	.13	37	Ne	stone	S5	2	.26
Spring Rd.	St. Thomas Rd Old Iron	50	34	50.	No	Ne	stone	SS	2	.10
Queen Anne Dr.	Cambridge Pl. – E .03 mi	29	31	.03	1/0	No	stone	SS	2	90.
Oxford Rd.	Cambridge Pl cul de sac	20	34	۲۱,	40	do	stone	ST	2	.34
				:		· .				
						1 - 1				
				-						
			•							ļ
		:								
:										
			-							

SICNED C. A. Pana T. Ba. Then T. Ban Ingliner

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

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 a certain street within the corporate limits of the City of Newport News for such payments; and

WHEREAS, the City of Newport News has requested the Virginia Department of Highways and Transportation to transfer a certain "Other Streets" mileage to a Primary Route Extension in accordance with the new Commission Policy adopted by the Highway and Transportation Commission on July 17, 1980, and upon receipt of Commission action approving this transfer, this street will be assigned the appropriate State Primary Route Number:

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the additional mileage for payment on the Primary Route Extension within the City of Newport News be approved as described on attached tabulation sheet No. 1, dated July 1, 1980, effective retroactive to July 1, 1980, for the quarterly payment due after September 30, 1980.

The Primary Extension mileage, due to this transfer of an "Other Streets" mileage, of 0.43 mile, will increase the total Primary Extension mileage in the City of Newport News from 60.34 miles to 60.77 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for a deletion subject to payment on "Other Streets" to the City of Newport News be approved as described on attached tabulation sheet No. 2, dated July 1, 1980, effective retroactive to July 1, 1980, for the quarterly payment due after September 30, 1980.

The "Other Streets" deletion of 0.43 mile, due to the transfer of mileage to a Primary Route Extension, will decrease the "Other Streets" mileage in the City of Newport News from 345.78 miles to 345.35 miles of approved streets subject to payment.

# ADDITIONS TO PRIMARY 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 Newport News

TOTAL ADDITIONAL MILEAGE REQUESTED ACTUAL Miles: .43

SUBMITTED BY THE CITY OR TOWN (Date 4/28/81) CHECKED BY DEPT. OF HICHWAYS ENGINEER (Date 5-7-8/1)

NAME OF STREET	FROM TO	200	HARD	LENGTH	PARKING	ING	34,41	TYPE	Number of Lanc.
	(if widths vary list each change)	WIDTH	WIDTH	Miles	AT. (Yes or No)	r No)	BASE	SURFACE	peak liour Traffe
Main Street	Jefferson Ave Maney Drive	108	44,	7251	Yes	Yes	10" B-3	5-S	x4=.56
Main Street	Maney Drive - Beach Drive	601	40,	1200'	Yes	Yes	10" B-3	5-\$	E.B. lane x2=.45
									M.B. lane x1=.25
Main Street	Beach Drive - East City Limit	•09	441	300	Yes	Yes	10" - B-3	1½" 5-5	x4=.24
				:	:				
				<b></b>					:
	•								
							·		
		Act	Actual Miles:	÷.	Girven 30 /Lu.	14.41.	13	Lane Miles:	1.49
				Ä		Š	t, of Highwa	Dept. of Highways' Englacer	

Form (3-1-72)

# DELETIONS. 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 CLTY OF Newport News.

TOTAL ADDITIONAL MILEAGE REQUESTED ACTUS! Miles: 1.49

SUBMITTED BY THE CITY OR TOWN (Date 4/28/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5.7-81.)

NAME OF STREET	FROM TO (if widths vary list each change)	R/W WIDTH	HARD SURFACE WIDTH	LENGTH	PARKING PROHIBITED RT, J LT (Yes or No)	PARKING PROJUBITED (Yes or No)	TYPE ÓF BASE	TYPE OF SURFACE	Number of Law available for peak hour Traite
Main Street	Jefferson Ave Maney Drive	08	ı	725'	_	Yes	10" B-3	1½"   \$-\$	x4=.56
Main Street	Maney Drive - Beach Drive	Se		1200'	Yes	Yes	10" B-3	5-5 11 <sup>7</sup> 5	E.B. lane x2=.46
									W.B. lane xl=.23
Main Street	Beech Drive - East City Limit	.09	- 44	300	Yes	Yes	10" B-5	1½" 5-5	x4=.24
		<u> </u>							
		_							
									ļ
		Act	Actual Miles+	+ .45	40	A 19. 18.48	3	Lane Miles:	1,49

Dept. of Highways' Engineer

SIGNED & P. Halle

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, with respect to the forthcoming completion of construction of the route on new location bypassing the central sector of the Town of Pearisburg in Giles County, beginning at a point on present U. S. Route 460 east of Pearisburg and extending approximately 3.8 miles to a point on present U. S. Route 460 west of Pearisburg, and in accordance with recommendations by our Highway and Transportation engineers, it is deemed necessary to establish the route marker designations preparatory for signing; and

WHEREAS, said engineers recommended that the heretofore described new routing be designated U. S. Route 460 and that the present location between points of intersection with the new routing be designated U. S. Route Business 460; and

WHEREAS, application pertaining to the designations, as recommended, was submitted to the American Association of State Highway and Transportation Officials and was acted upon favorably by their Executive Committee at their meeting of June 26, 1981;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission does hereby concur in the action taken by the Executive Committee of the American Association of State Highway and Transportation Officials at said meeting pertaining to the route designations as presented herein.

# MOTION CARRIED

The attached listing of committee assignments was confirmed. The Chairman changed the name of the Prequalification and Escalation Clause committee to the Contract Administration committee and broadened its scope to include all matters pertaining to contract administration. The Internal Audit committee is to review reports prepared by the Management Services Division, specifically the internal audit unit, determine if adequate corrective action has been taken, and provide suggestions and direction for future audits. The Special Activities committee will have the responsibility of planning special meetings of the Commission, as well as those scheduled in locations other than Richmond. The Chairman asked this committee to make a report at the September meeting.

COMPLESION COURTTEES

	Permit	S180	Toll Hond	Industriel Internal	Intotnul Audit	Contract Administration	Subdivieton Standards	Special Activition
Kukano M. Jana	ಬ							×
Richard G. Brydgas	×		æ					
T. Hay Massell, [1]	Ħ		O				×	
Charles S. Hooper, Jr.			×	ບ	ပ			
WIFTIam F. Nohr		H				Ų		×
1. beloor Aubinson, Jr.		Ü						×
William T. Robinson				×	ĸ		D	
T. Courge Vaughan, Jr.					×	×		
William R. Wathfins		×				<b>H</b>		
Tilliam B. Wrench				×			×	ט

C - demotes Chatrens

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Wytheville on additional streets, totaling 0.70 mile, and meeting required standards under the aforementioned section of the Code, effective July 1, 1981, for the quarterly payments due after September 30, 1981. The additional streets and mileage eligible for payments are described as follows:

Lakeview Drive - From Sherwood Forest Road South thence
East to Dead End 0.39 Mile
Arrow Lane - From End of Existing Arrow Lane to
Lakeview Drive 0.16 Mile
Eagle Drive - From Arrow Lane East to Dead End 0.08 Mile
Jackson Street - From 2nd Street to Church Street 0.07 Mile

These "Other Streets" additions, totaling 0.70 mile, increase the total "Other Streets" mileage in the Town of Wytheville from 53.65 miles to 54.35 miles of approved streets subject to payment.

# MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, by proper resolution, the Board of Supervisors of Dinwiddie 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, HE 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:

Dinwiddle County - Sections 2 and 11 of old location Route 605 between Station 151+75 and Station 230+95, Project 0605-026-163, C-502 0.25 Mile

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action on bids received July 21 and August 3, 1981, on the following projects:

# Route 664, Project MR-3-81

Maintenance Restoration (Spot Work) - Route 151 - Wintergreen Entrance, Nelson County. Award of contract to low bidder, APAC-Virginia, Inc., Danville, Virginia.

Bid \$44,866.30 Engineering and contingencies 7,088.87 Amount chargeable to project 51,955.17 \$51,955.17 to be financed from Nelson County Secondary Maintenance Replacement Funds.

# Project WR-4-81

Maintenance Restoration - Various Locations, Buchanan County. Award of contract to low bidder, Adams Construction Co. & Sub., Roanoke, Virginia.

Bid \$348,729.06 Engineering and contingencies 55,099.19 Amount chargeable to project 403,828.25 Accounts Receivable - \$403,828.25 - Buchanan County (Coal Severance Tax).

# Project 1-Q-1

Plant Mix Overlay, Various Locations, Bristol District. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilhowie, Virginia.

Bid \$368,289.29
Engineering and contingencies 55,393.39
Amount chargeable to project 424,682.68
Accounts Receivable - \$424,682.68 - Dickenson County (Coal Severance Tax).

# Project P-5A-81

Clean & Paint Bridge Structural Steel, Various Locations, Suffolk District. Award of contract to low bidder, Roussos Painting Co., Inc., White Marsh, Maryland.

Bid S108,860.00 Engineering and contingencies 17,199.88 Amount chargeable to project 126,059.88 \$126,059.88 to be financed from the Suffolk District Primary and Interstate Maintenance Replacement Funds.

# Project P-5B-81

Clean & Paint Bridge Structural Steel, Rte. 64 over Southern Branch Elizabeth River, City of Chesapeake. Award of contract to low bidder, Roussos Painting Co., Inc., White Marsh, Maryland.

Bid \$184,100.00
Engineering and contingencies 29,087.80
Amount chargeable to project 213,187.80
\$213,187.80 to be financed from the Suffolk District Interstate Maintenance Replacement Funds.

# Project UBI-1-81

Underwater Bridge Inspection, Various Locations, Fredericksburg and Suffolk Districts. Award of contract to low bidder, J. S. Sutton Construction Co., Virginia Beach, Virginia.

Bid \$6,418.00 Engineering and contingencies 1.014.04 Amount chargeable to project 7,432.04 \$7,432.04 to be financed from the Fredericksburg & Suffolk Districts Bridge Inspection Funds.

# Route 81, Project R081-081-705, M-400

Plant Mix Overlay - 0.5 Mi. N. Buffalo Creek - Route 11 (Timber Ridge), Rockbridge County. Award of contract to low bidder, Lone Jack Limestone Co., Inc., Lynchburg, Virginia.

Bid \$410,509.50 Engineering and contingencies 64,860.50 Amount chargeable to project 475,370.00 \$475,370.00 to be financed 76.8% FHWA 3R Funds and 23.2% Virginia Construction Funds.

# Route 95, Project R095-076-715, M-400

Guardrail Adjustment SBL - From Int. 619 To 5.05 Mi. N. Int. 619 and From 7.30 Mi. N. Int. 619 To Fairfax C.L., Prince William County. Award of contract to low bidder, Makco, Incorporated, Charlottesville, Virginia.

Bid \$256,731.40 Engineering and contingencies 40,563.56 Amount chargeable to project 297,294.96 -\$297,294.96 to be financed 76.8% FHWA 3R Funds and 23.2% Virginia Construction Funds.

# Witchduck Road, Project 0000-134-109, C-501, FS-702

0.482 Mi. S. Int. Virginia Beach Blvd. (Rte. 58) - 1.630 Mi. N. Int. Virginia Beach Blvd. (Rte. 58), City of Virginia Beach. Award of contract to low bidder, Suburban Grading & Utilities, Inc., Norfolk, Virginia.

\$4,648,494.89 Bid 734,462.19 Engineering and contingencies 24,318.00 Work by State Forces 17,100.00 **Utilities** 78,740.00 Railroad 5,503,115.08 Amount chargeable to project Accounts Receivable City of Virginia Beach (Utility) \$5,315.63 Accounts Receivable Chesapeake & Potomac Telephone Company of Virginia \$6,925.42 City of Virginia Beach \$814,922.88 \$274,177.08 to be provided in Future Urban Construction Allocations.

# Route 17, Project 0017-121-105, C-502; 0017-046-102, C-503, S-901

North & South Approaches to James River Bridge and Signs, Signals & Lighting on James River Bridge, City of Newport News and Isle of Wight County. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Virginia.

Bid	\$617,661.93
Engineering and contingencies	97,590.58
Work by State Forces	9,231.58
Amount chargeable to project	724,484.09

# Route 29, Project 0029-002-1062, SR01

Bridge Repairs - Rte. 29 NBL over South Fork Rivanna River, Albemarle County. Award of contract to low bidder, Central Contracting Co., Inc., Farmville, Virginia.

Bid \$66,764.00 Engineering and contingencies 10,548.71 Amount chargeable to project 77,312.71 \$77,312.71 to be financed from the Culpeper District Primary Maintenance Replacement Funds (02-029-1062 Act. 401)

# Route 64, Project 0064-027-2900, SR02

Bridge Repair - WBL Rte. 64 South Approach Bridge to Hampton Roads Tunnel, City of Hampton. Award of contract to low bidder. Century Concrete Services, Inc., Virginia Beach, Virginia.

Bid \$167,720.75 Engineering and contingencies 26,499.87 Amount chargeable to project 194,220.62 \$194,220.62 to be financed from the Suffolk District Interstate Maintenance Replacement Funds.

# Route 66, Project 0066-029-2063, SR01

Repairs to Bridge over Rte. 495 SBL, Fairfax County. Award of contract to low bidder, Ramco Construction Co., Inc., Frankfort, Kentucky.

Bid \$ 98,257.68

Engineering and contingencies 15,524.71

Amount chargeable to project 113,782.39
\$113,782.39 to be financed from the Culpeper District Interstate
Maintenance Replacement Funds.

# Route 340, Project 0340-093-1026, SR01; 701, M-600; 702, M-600

2 Bridge Replacements with Drainage Strs. & 1 Bridge Widening, Route 340 over Trib. Shenandoah River, Warren County. Award of contract to low bidder, L. F. Franklin & Sons, Inc., Stephenson, Virginia.

Bid \$111,879.00
Engineering and contingencies 17,676.88
Work by State Forces 3,647.70
Amount chargeable to project 135,203.58
\$133,203.58 to be financed from the Staunton District Primary
Maintenance Replacement Funds and Virginia Bridge Widening and
Strengthening Construction Funds.

# Route 500, Project 0600-025-T42, N-504

2.75 Mi. S. Int. 625 - 4.70 Mi. S. Int. 625, Dickenson County. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilhowie, Virginia.

Bid \$357,356.28 Engineering and contingencies 56,462.29 Amount chargeable to project 413,818.57 Accounts Receivable - \$413,818.57 - Dickenson County (Coal Severance Tax).

# Routes 606 & 628, Project 0606-052-125, C-508; 0628-052-CH6, 025; 026; 027; 028

3 New Bridge Superstructures and Abutment Widenings - From 0.195 Mi. W. Int. 628 To 0.237 Mi. E. Int. 628 and From Int. 606 To 1.05 Mi. W. Int. 606, Lee County. Award of contract to low bidder, Fort Chiswell Construction Corp., Max Meadows, Virginia.

Bid \$305,068.54 Engineering and contingencies 48,200.82 Work by State Forces 58,230.03 Amount chargeable to project 411,499.39 \$192,639.97 - C+508 (Secondary) \$218,859.42 - (16480003) - Coal-Haul

# Projects 0608-083-CH6, 105; 0628-083-CH6, 286; 0628-097-CH6, 115; 0655-097-CH6, 228; 0657-097-CH6, 227

3 Bridges; 1 Bridge Wid. & Replace 1 Bridge Superstructure, Bridges over Lick, Russell & Bull Run Creek and Money Branch, Russell & Wise Counties. Award of contract to low bidder, Fort Chiswell Construction Corp., Max Meadows, Virginia.

Eid S229,921.40 Engineering and contingencies 36,327.58 Work by State Forces 76,428.00 Amount chargeable to project 342,676.98

# Route 654, Project 0654-011-166, C-501, B-644

Int. Rte. 11 - Int. 1004, Botetourt County. Award of contract to low bidder, Wiley N. Jackson Co., Roznoke, Virginiz.

Bid \$195,619.25 Engineering and contingencies 30,907.84 Work by State Forces 4,632.00 Amount chargeable to project \$231,159.09 \$31,159.00 to be provided in future Secondary Construction Allocations.

## Route 678, Project 0678-038-7027

Bridge over Big Fox Cr. (Int. 711), Grayson County. Award of contract to low bidder, S. T. Wooten Construction Co., Inc., Wilson, North Carolina.

Bid \$80,473.70
Engineering and contingencies 12,714.84
Work by State Forces 17,370.00
Amount chargeable to project 110,558.54
\$110,558.54 to be financed from the Grayson County Secondary
Maintenance Replacement Funds.

# Route 9999, Project 9999-301-222, M-501

Int. Rte. 1 (Industrial Access) - 0.22 Mi. S. Int. Rte. 1, Town of South Hill. Award of contract to low bidder, J. A. Barker Construction, Inc., South Hill, Virginia.

Bid \$75,800.75 Engineering and contingencies 11,976.51 Amount chargeable to project 87,777.26 \$87,777.26 from 1979-1980 Industrial Access Funds, Authorization #11, dated August 3, 1981.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission confirm letter ballot action rejecting bids received July 21, 1981, and authorize readvertisement, on the following projects:

# Route 58, Project 0058-058-\$22, M-501

int. Improvement Rte. 58 & I, Mecklenburg County. Low bid 38.47 over estimate.

# Route 208, Project 0208-088-110, M-501

0.156 Mi. W. Int. 208 & 613 - 0.329 Mi. W. Int. 208 & 613, Spotsylvania County. Low bid - 9.1% over estimate.

# Route 600, Project 0600-032-124, C-501, B-613, C-502

0.230 Mi. W. Rivanna River - 0.339 Mi. E. Rivanna River, Fluvanna County. Low bid - 11.2% over estimate.

# Route 704, Project 0704-053-220, M-501

Rte. 7 Bypass - Exist. Rte. 7, Loudoun County. Low bid - 17.4% over estimate.

# MOTION CARRIED

Moved by Mr. Vaughan, seconded by Mr. Brydges, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Bedford City Council has by resolution requested industrial access funds to serve Golden West Foods, Inc., located adjacent to Orange Street in the City of Bedford, estimated to cost \$268,000; 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 \$268,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the expanding facility of Golden West Foods, Inc., located adjacent to Orange Street in the City of Bedford, Project 9999-141-180, C-501, contingent upon (1) the industry's entering into a firm contract for the expansion of its facilities, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

### MOTION CARRIED

Moved by Mr. Vaughan, seconded by Mr. Mohr, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Henry County has by resolution requested industrial access funds to serve Pannill Knitting Company, Inc., to be located off Route 825 in Henry County south of Martinsville, estimated to cost \$58,000; 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 \$59,000 from the 1981-82 industrial access fund be allocated to provide access to the new facility of Pannill Knitting Company, Inc., to be located off Route 825 in Henry County south of Martinsville, Project 0825-044-227, N-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities on the portion of present Route 825 being provided at no cost to the industrial access fund and the right of way and adjustment of utilities on the extension of Route 825 being provided at no cost to the Commonwealth.

Moved by Mr. Vaughan, seconded by Mr. Brydges, that

WHEREAS, Chapter 601, Item 640, Section D of the Acts of the General Assembly of 1981 allocated \$600,000 in fiscal year 1982 as a financial incentive to local governing bodies, transportation district commissions, or the Department for the development, implementation, and promotion of experimental mass transportation and ridesharing projects; and

WHEREAS, the City of Galax has submitted a proposal for funding a van pool project under this program; and

WHEREAS, the City has certified that, if its proposal is approved, it shall use the funds in accordance with the requirements of the appropriations act; and

WHEREAS, the staff of the Department's Public Transportation Division has evaluated the proposal with regard to need, reason-ableness, local support, implementation capability of the applicants, and potential for success and continuation; and

WHEREAS, the Commission shall approve the projects and authorize the funds designated for the program;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that \$49,700 be authorized to support eligible costs of the City of Galax for one year of operation of a ridesbaring/van pool program to assist major employers in Galax and the counties of Carroll and Grayson.

MOTION CARRIED

Moved by Mr. Vaughan, seconded by Mr. Brydges, that

WHEREAS, the Commonwealth of Virginia shall be apportioned federal aid for public transportation in nonurbanized areas of the state during FY 82 under Section 18 of the Urban Mass Transportation Act of 1964, as amended in 1978; and

WHEREAS, the Virginia Department of Highways and Transportation has been designated by the Governor as the agency to administer the Section 18 program for the Commonwealth; and WHEREAS, the Department has solicited applications from all eligible localities in the state and has received applications which have been incorporated into a State Program of Projects for FY 82; and

WHEREAS, Chapter 601, Item 640 of the Acts of the General Assembly of 1981 contains a discretionary capital allocation fund for all areas of the Commonwealth and requires authorization by the Commission before these funds can be utilized; and

WHEREAS, Chapter 601 of the Acts of the General Assembly of 1981 directs the Highway and Transportation Commission to set aside certain funds to aid regional transportation commissions or local governments in the payment of administrative costs of mass transportation; and

WHEREAS, each of the jurisdictions on the attached list operates a public transportation system and has expressed a desire, as authorized, to receive support up to nineteen percent (19%) of the total capital project cost when a federal grant is provided; and

WHEREAS; each of the jurisdictions on the attached list must agree to provide from local sources one (1) dollar for each state dollar of administrative aid out of this allocation;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission hereby requests approval of the program of projects on the attached list by the Federal Highway Administration and the Urban Mass Transportation Administration; and

BE IT FURTHER RESOLVED, that, subject to federal approval of the Section 18 grant applications, the State Highway and Transportation Commission authorizes \$78,825 in state aid for capital assistance and \$186,104 for state aid in administrative assistance from Chapter 601, Item 640 of the Acts of the General Assembly of 1981 to the local jurisdictions, listed on the attached chart; and

BE IT ALSO FURTHER RESOLVED, that the Deputy Commissioner and Chief Engineer may submit for federal approval any revisions to the Program of Projects as may be necessary during FY 82 and may obligate additional state assistance if necessary to match revisions to the Program of Projects.

SECTION 18 FY-D2 PRUGBAN

Final It and 8	Product Description	2	Adolesstrative	ve		Captel	 		Report Last	
1		Indural State	i ī	Local	Feilgrat	State	[oce	Federal	alek.	[6.0]
rige?	Tochsical Assistance	0110°011 \$		-	G	•	_	D		- 1
JAKRI (Allumerla Consty)	Administrative and operation assistance from 10/1/81 to 9/30/82	\$69*1£1\$	\$ 8,23}	\$24,693	0	=	0	Ø(6'N0 <b>\$</b>	=	14,970
Thar Tottes ville	Administrative and operating assistance from 10/1/81 to 9/30/82	\$249,50)	\$31.187	181,180	-	0		£361,9£\$	<b>•</b>	EZ6" L5f
Britis!	ducinistrative and operating assistance from 10/1/81 to 9/30/82	tzn,es 🛊	¥ 3,62∉	\$ 3,620	<b>.</b>	9	-	196'92 \$	5	196,25
James City County	Administrative and operating assistance from 10/1/81 to 9/30/82	\$ 53,225	4 6,653	\$ 6,653	-	9	•	\$ 35,460	<b>=</b>	1 35,46U
Winchestur	Abdinistrative and operating assistance from 10/1/81 to 9/30/82	\$ 45,832	\$ 6,729	\$ 5,729	Đ	۰	. =	\$170,204	0	\$120,204
Utack shury	Administrative and operating assistance from 10/1/80 to 9/30/02. Capital assistance for / buses, / farbours, i antomobile, webuilenance equipment and bus stop signs.	1 76,430	\$ 9,554	\$ d ,554	\$783,596	1786, 1 <b>0</b> 4	\$ 9,795	<del></del>	•	
Harvisonburg	Administrative and operating assistance from 10/1/01 to 9/30/82.	\$ 14,560	\$ 1,820	1,820	8	ф	=	\$ 41,875	6	\$ <b>41,</b> 1175
Staunton	Administrative and operating assistance from 10/1/41 to 9/30/82	\$ 24,760	\$4,345	\$ 4,345	-	<b>•</b>	0	\$ 61,350	٥	\$ 61,350
Colonial Heach	Administrative and operating assistance from 10/1/81 to 9/30/82.	\$ 52,264	\$ 6,533	\$ 6,533	F	5	<b>-</b>	\$ 37,100	=	1 35, 100
*Invfield	Administrative and querating essistance from 10/1/8f to 9/30/82.	\$ 6,702	\$ 817	₽£ H38	0	0	<b>o</b>	\$ 0.488	7	B8+'H 1
Clearfork Community Association (Taxament County)	Administrative and operating assistance from 10/1/8) to 9/30/62	\$ 2,465	nos.	- 30 	0	8	0	3 2,486	•	988 2
וטנא		\$736.457	478,874	062,262	965, 787, 495, 596	186,104	1 9,795	\$519,025	0	\$319,82\$

Moved by Mr. Vaughan, seconded by Mr. Brydges, that

WHEREAS, Chapter 601, Item 640 of the Acts of the General Assembly of 1981 contains a discretionary capital allocation fund for all areas of the Commonwealth and requires authorization by the Commission before these funds can be utilized; and

WHEREAS, these funds may be used to support up to nineteen percent (19%) of the total capital project cost when a federal grant is provided or up to ninety-five percent (95%) of the total capital project cost when a federal grant is not involved; and

WHEREAS, the jurisdiction listed below requires state funds in the amount shown to provide the state match for approved federal mass transit capital grants or to provide state assistance for capital grants where no federal grant is involved;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that under Chapter 601, Item 640, Paragraph C10 of the Appropriations Act, the following sum shall be made available to the Town of Colonial Beach for the purpose indicated:

Funds Authorized By
Locality This Resolution Purpose

Town of Colonial Beach \$5,798

Capital Equipment for Transit Garage

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Mohr, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the McLean High School Cafeteria in McLean, Virginia, on May 16, 1981, at 10 a.m., for the purpose of considering the proposed location and major design features of the Dulles Toll Road from 0.46 mile west of Route 28 (Sully Road) to the Intersection of Route 123 (Dolley Madison Boulevard) in Loudour and Fairfax Counties, State Project DT00-967-101, PE-101, PE-102; 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 for outer toll lanes paralleling the Dulles Airport Access Road as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

Moved by Mr. Wrench, 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 public hearing was held at two locations, the first on May 30, 1981, at 10 a.m., in the Weat Springfield High School, Springfield, Virginia, and the second on June 20, 1981, at 10 a.m., in the South Lakes High School, Reston, Virginia, for the purpose of considering the location corridor for the proposed Springfield Bypass and Extension from the intersection of Route 7 near Dranesville to the intersection of Route 1 near Fort Belvoir in Fairfax County, State Project R000-029-249, PE-101; Federal Project M-5401(133); 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 of this project be approved in accordance with the plan for Alignment A between Route 7 and Rolling Road and Alignment C between Rolling Road and Route 1 as proposed and presented at the said location public hearing by the Department's engineers.

# MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of T. Y. Lin International, Alexandria, Virginia, for Stage I (Preliminary Plans and Estimates) and Stage II (Final Plans and Estimates), for the Great Neck Road over Long Creek and Long Creek Canal structure. This work is in the City of Virginia Beach and is identified as:

Great Neck Road, Project U000-134-108, PE-101;

WHEREAS, due to the urgency of commencing, the magnitude, the specialized design, and the time to complete this design work require augmentation of the Department's design staff; and

WHEREAS, the consulting firm of T. Y. Lin International has been determined to be the best engineering firm to provide the service; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of the Memorandum of Agreement with T. Y. Lin International which establishes a lump sum fee of \$281.484.

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Parsons, Brincherhoff, Quade and Douglas of New York City, for Stage III Engineering Services during construction for the Second Downtown Tunnel between Portsmouth and Norfolk. This work is identified as:

Project 0264-122-104, PE-101 Contract T - Tunnel, Portal to Portal Contract P - Portsmouth Interchange; and

WHEREAS, due to the magnitude and the specialized construction work, this requires augmentation of the Department's staff; and

WHEREAS, the consulting firm of Parsons, Brinckerhoff, Quade and Douglas who prepared the plans has been determined to be the best engineering firm to provide the service; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of the Memorandum of Agreement with Parsons, Brinckerhoff, Quade and Douglas which establishes a maximum total compensation not to exceed \$2,125,725, including a net fee of \$212,000.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Brydges, 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 Henrico County has by resolution requested recreational access funds to provide access to Dorey Park, located off Darbytown Road in the Varina Magisterial District, estimated to cost \$200,000; 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

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

NOW, THEREFORE, BE IT RESOLVED, that \$200,000 from the 1981-82 recreational access fund be allocated to provide access to Dorsy Park, located off Darbytown Road in the Varina Magisterial District in Henrico County, Project 2513-043-140, M-501, contingent upon the necessary right of way and adjustment of utilities being furnished at no cost to the Commonwealth.

## MOTION CARRIED

Moved by Mr. Brydges, seconded by Mr. Mohr, that

WHEREAS, Section S3.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the City Council of Suffolk has by resolution requested industrial access funds to provide access to the new facility of Power Alcohol Enterprises, Inc., to be located off Milum Road in the Wilroy Industrial Park in the City of Suffolk, estimated to cost \$150,000; 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 \$150,000 from the 1981-82 industrial access fund be allocated to provide access to the new facility of Power Alcohol Enterprises, Inc., to be located off Milum Road in the Wilroy Industrial Park in the City of Suffolk, Project 1840-061-221, M-501, F8-721, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

### MOTION CARRIED

Moved by Mr. Brydges, seconded by Mr. Vaughan, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which macufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Greensville County has by resolution requested industrial access funds to provide adequate access to the expanding facility of Trego Stone Corporation, located off Route 650 in Greensville County, estimated to cost \$230.000; 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 \$230,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the expanding facility of Trego Stone Corporation, located off Route 650 in Greensville County, Project 0650-040-170. M-501, contingent upon (1) the industry's entering into a firm contract for the expansion of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (3) the industry's furnishing the project stone at its cost.

Moved by Mr. Bane, seconded by Mr. Mohr, 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 Town Council of Jonesville and the Board of Supervisors of Lee County have by resolutions requested recreational access funds to provide adequate access to the Cumberland Bowl Park, located in the Town of Jonesville, estimated to cost \$50,000; 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, HE IT RESOLVED, that \$50,000 from the 1981-82 recreational access fund be allocated to provide adequate access to the Cumberland Bowl Park, located in the Town of Jonesville in Lee County, Project 1225-245-157, N-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Giles County has by resolution requested industrial access funds to provide access to the new facility of Oxford Industries, Inc., to be located off Routs 100 south of Pearisburg in Giles County, estimated to cost \$45,000; 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 \$45,000 from the 1981-82 industrial access fund be allocated to provide access to the new facility of Oxford Industries, Inc., to be located off Route 100 south of Pearisburg in Giles County, Project 1217-035-147, M-502, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the ability to expedite Project 1217-035-147, M-501 in accordance with the Commission's contingencies for that project.

#### MOTION CARRIED

Moved by Mr. Brydges, seconded by Mr. Vaughan, 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 Sussex County has by resolution requested recreational access funds to provide access to the Southeast 4-H Educational Center to be located near the Southampton County line south of Wakefield in Sussex County, estimated to cost \$110,000; 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 \$110,000 from the 1981-82 recreational access fund be allocated to provide access to the Southeast 4-H Educational Center, to be located near the Southampton County line south of Wakefield in Sussex County, Project 0729-091-161, 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. D. Robinson, seconded by Mr. Wm. Robinson, that

WFEREAS, 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 Warren County has by resolution requested recreational access funds to serve the Northern Virginia 4-H Center, located off Route 604 in Warren County southeast of Front Royal, estimated to cost \$600,000; 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 \$200,000 from the 1981-82 recreational access fund be allocated to provide adequate access to the Northern Virginia 4-H Center, located off Route 604 in Warren County southeast of Front Royal, Project 0604-093-109, M-502, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the recreational access fund.

# MOTION CARRIED

On motion of Mr. Mohr, seconded by Mr. Hooper, the Commission voted not to return Dickerson, Inc., of Mohroe, North Carolina, to the Department's prequalified bidders' list because of their debarment in Florida until after they are reinstated by the Federal Highway Administration on January 1, 1982.

Regarding Ames & Webb, Inc., all of the items in the agreement have not been completed to the Department's satisfaction. Therefore, it was decided not to change the present debarment status.

Mr. Harold W. Worrall, Director of Financial Affairs, presented the attached analysis of 1980-81 Revenue Shortfall, Overexpenditures, and Funding Requirements.

# Virginia Department of Highways and Transportation Analysis of 1980-Sl Rovenue Shortfall, Overexpenditures, and Funding Requirements

### Motor Vehicle Fuel Tax	Revenue Shortial1:	
Other Revenues         (1,111,000.)           Total Shortfall         (22,219,527.)           Deficits (overexpenditures):         (1,474,690.)           Other State Agencies         (1,207,568.)           Administration (Salaries)         (1,062,122.)           Other overexpanditures         (1,074,907.)           Total Deficits         (4,819,287.)           Total Revenue Shortfall and Deficits         (27,038,814.)           Savings:         8,009,972.           Other Programs         1,995,781.           Total Savings         10,005,755.           Net Revenue Shortfall and Deficits         (17,053,081.)           Less \$1-32 Allocation for \$0-81 Shortfall         12,000,000           Less \$1-52 Anticipated Allo. Bal. for Storm Dumage         5,035,381	Motor Vehicle Fuel Tax	(15,321,969.)
Total Shortfall (22,219,527.)  Deficits (overexpenditures):  Other State Agencies (1,474,690.)  City Street Payments (1,207,568.)  Administration (Salaries) (1,062,122.)  Other overexpenditures (1,074,907.)  Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,972.  Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,053,051.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo. Bal. for Storm Damage 5,035,381	Sales and Use Tax	( 5,786,558.)
Deficits (overexpenditures):  Other State Agencies (1,474,690.) City Street Payments (1,207,568.)  Administration (Salaries) (1,062,122.) Other overexpenditures (1,074,907.)  Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,972. Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (1",055,061.)  Less \$1-\$2 Allocation for \$0-\$1 Shortfall 12,000,000  Less \$1-\$2 Anticipated Allo. Bal. for Storm Damage 5,035,961	Other Revenues	(1,111,000.)
Other State Agencies (1,474,690.) City Street Payments (1,207,568.) Administration (Salaries) (1,062,122.) Other overexpanditures (1,074,907.) Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings: Maintenance 8,009,972. Other Programs 1,995,781. Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,055,081.) Less S1-S2 Allocation for S0-S1 Shortfall 12,000,000 Less S1-S2 Anticipated Allo. Bal. for Storm Damage 5,035,981	Total Shortfall	(22,219,527.)
City Street Payments (1,207,568.)  Administration (Salaries) (1,062,122.)  Other overexpanditures (1,074,907.)  Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,972.  Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,055,081.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo. Bal. for Storm Pamage 5,035,981	Deficits (overexpenditures):	
Administration (Salaries) (1,062,122.) Other overexpanditures (1,074,907.) Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings: Maintenance 8,009,972. Other Programs 1,995,781. Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (1",053,061.)  Less \$1-82 Allocation for \$0-81 Shortfall 12,000,000  Less \$1-82 Anticipated Allo, Bal. for Storm Pamage 5,035,361	Other State Agencies	(1,474,690.)
Other overexpenditures (1,074,907.)  Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,972.  Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,053,061.)  Less \$1-82 Allocation for \$0-81 Shortfall 12,000,000  Less \$1-82 Anticipated Allo. Bal. for Storm Damage 5,035,361	City Street Payments	(1,207,568.)
Total Deficits (4,819,287.)  Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,972.  Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,053,061.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo. Bal. for Storm Damage 5,033,861	Administration (Salaries)	( 1,062,123.)
Total Revenue Shortfall and Deficits (27,038,814.)  Savings:  Maintenance 8,009,977.  Other Programs 1,995,781.  Total Savings 10,005,755.  Net Revenue Shortfall and Deficits (17,053,061.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo, Bal. for Storm Damage 5,035,061.	Other overexpenditures	(1,074,907.)
Savings:       8,009,972.         Other Programs       1,995,781.         Total Savings       10,005,755.         Net Revenue Shortfall and Deficits       (1",053,061.)         Less 81-82 Allocation for 80-81 Shortfall       12,000,000         Less 81-82 Anticipated Allo. Bal. for Storm Damage       5,035,061	Total Deficits	( 4,819,267.)
Maintenance       8,009,972.         Other Programs       1,995,781.         Total Savings       10,005,755.         Net Revenue Shortfall and Deficits       (17,053,051.)         Less 81-82 Allocation for 80-81 Shortfall       12,000,000         Less 81-82 Anticipated Allo, Bal. for Storm Damage       5,035,061	Total Revenue Shortfall and Deficits	(27,038,814.)
Other Programs         1,995,781.           Total Savings         10,005,753.           Net Revenue Shortfall and Deficits         (17,053,061.)           Less 81-82 Allocation for 80-81 Shortfall         12,000,000           less 81-82 Anticipated Allo. Bal. for Storm Damage         5,035,061	Savings:	
Net Revenue Shortfall and Deficits (17,053,061.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo. Bal. for Storm Damage 5,033,061	Maintenance	8,009,972.
Net Revenue Shortfall and Deficits (1",053,061.)  Less 81-82 Allocation for 80-81 Shortfall 12,000,000  Less 81-82 Anticipated Allo. Bal. for Storm Damage 5,035,061	Other Programs	1,995,781.
Less \$1-82 Allocation for \$0-81 Shortfall 12,000,000  Less \$1-82 Anticipated Allo. Bal. for Storm Dumage 5,033,061	Total Savings	10,005,755.
Less \$1-82 Allocation for \$0-81 Shortfall 12,000,000  Less \$1-82 Anticipated Allo. Bal. for Storm Dumage 5,033,061		
Less 81-82 Anticipated Allo. Bal. for Storm Damage	Net Revenue Shortfall and Deficits	(17,053,061.)
· · · · · · · · · · · · · · · · · · ·	Less \$1-82 Allocation for \$0-81 Shortfall	12,000,000
Net Balance	Less 81-82 Anticipated Allo, Bal. for Storm Dumage	5,035,061
	Net Balance	-0-

Moved by Mr. Hooper, seconded by Mr. Mohr,

that

WHEREAS, in connection with its Bicentennial Celebration in October of 1981, the County of Gloucester desires to improve the public recreational facilities at the terminum of Route 1208 near Gloucester Point on the York River; and towards accomplishing this, county officials have requested that a portion of undeveloped right of way be declared surplus and conveyed to the county; and

WHEREAS, the right of way involved was originally acquired by the department for the relocation of Route 1208 (Project 413-B) from the County of Gloucester by deed dated November 16, 1925, recorded in Deed Book 50, Page 310 and from the John Farinholt Estate by instrument dated December 28, 1925; and

WHEREAS, the right of way so acquired was never developed and the original location of Route 1208 has remained in use; and

WHEREAS, an agreement has been reached which calls for an exchange of lands to include an acquisition of 0.25 acre from the County and a 0.42 acre conveyance to the County; and

WHEREAS, the proposal will have no adverse affect on the continued operation of the adjacent boat ramp and parking facilities under lease to the Commission of Game and Inland Fisheries; and

WHEREAS, a right of access will be reserved across a portion of the lands to be conveyed for access to the Virginia Institute of Marine Science's Franklin Marine Center located on the northwest side of the George P. Coleman Bridge; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the approximate 0.42 acre of land located on the southeast side of Route 17 (George P. Coleman Bridge) and comprising a portion of undeveloped Route 1208 lying on either side of the proposed centerline of the right of way acquired under Project 413-B and shown on the plans for Route 17, Project 2036-02, extending from a point on the northwest right of way line approximately 25 feet opposite approximate Station 5+12 to

a point on the southeast right of way line approximately 25 feet opposite approximate Station 11+02 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 Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the County of Gloucester in exchange for other lands, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Mohr,

that

WHEREAS, in commection with Route 666, State Highway Project 1380-05-06, the Commonwealth acquired certain lands from Ida Wesver Martin, et al. by Certificate Nn. C-3823 dated May 6, 1952, case for which has been settled, recorded in the Office of the Clerk of the Circuit Court of Roanske County; and

WHEREAS, Route 666 was relocated in a southeastern direction from a point opposite approximate Station II+20 to a point opposite approximate Station 20+35; 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, at the regular meeting of the Board of Supervisors of Roanoke County held on November 28, 1978, a resolution was passed abandoning old Route 666, which action was approved effective July 7, 1981; and

WHEREAS, in order to more fully develop his property, the owner of the lands adjacent to the abandoned portion of Route 666 has requested that any excess land lying outside the normal right of way limits of present Route 666 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land commissing of

0.52 acre, more or less, and lying northwest of and adjacent to the northwest normal right of way limits of Route 666 from a point approximately 25 feet opposite approximate Station 11+20 (centerline Route 666) to a point approximately 25 feet opposite approximate Station 18+23 (centerline Route 666) 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 parcel of land in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), 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 to the adjoining landowner of record, at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Mohr,

that

WHEREAS, in connection with Route 56, State Highway Project 0058-041-103, RW-201, the Communealth acquired certain lands from Caleb S. McCommick and Audrey D. McCommick by deed dated January 31, 1967, recorded in Deed Book 329, Page 125 in the Office of the Clerk of the Circuit Court of Halifax County;

WHEREAS, in order to more fully develop their lands, the adjoining landswares have requested that the excess land be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying between the northeast proposed right of way line of Route 58 and the northeast normal right of way limits of Route 58, from a point approximately 55 feet opposite approximate Station 134+42 (WEL centerline Route 58) to a point approximately 55 feet opposite approximate Station 137+12 (WEL centerline Route 58) and containing 0.40 zere, more or less, 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.

NGV, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as smended, the conveyance of the land, so certified is approved and the State Highway and Transportation Commissioner is hereby authorized to. execute deeds, without warranty, conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Mohr,

that

WHEREAS, in connection with Route 753, State Highway Project 1317-13, the Componwealth acquired certain lands from R. E. L. Quesenberry and Eliz Quesenberry by deed dated May 13, 1957 and recorded in Deed Book 113, Page 89 in the Office of the Clerk of the Circuit Court of Carroll County; and

WHEREAS, the adjoining landboner has requested that the Commonwealth convey to him the sucess right of way lying between the south normal right of way limits of Route 753 and the south existing right of way line of Route 753 in order that he may more fully develop his lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising of 0.063 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 753 from a point approximately 30 feet opposite approximate Station 257+95 (office revised centerline Route 753) to a point approximately 25 feet opposite approximate Station 250+12 (office revised centerline Route 753) 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, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as anended, the conveyance of the old right of way, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed to the adjoining landowner 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. Hooper, seconded by Mr. Mohr.

that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103. RW-202, now a portion of Route 295, State Highway Project 0095-043-107, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the southeast revised proposed right of way and limited access line (3-11-76) from Ann Lewis James and William C. McChee, Executors under the last will and testament of John Gordon Durham, deceased, by deed dated December 20, 1967 and recorded in Deed Book 1335, Page 515 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, a resolution was adopted on June 17, 1976 authorizing the desartment to convey a portion of the land so acquired to Mr. Thomas A. Scott, an adjoining landowner as partial settlement for lands required from him; and

WHEREAS, settlement for the acquisition of Mr. Scott's property was concluded without the conveyance of the aforementioned land as partial settlement; and

WHEREAS, it is proposed that the same property previously approved for conveyance he offered for sale to any party or parties, including political subdivisions and agencies of the state government for a consideration satisfactory with the 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 revised proposed right of way and limited access line (3-11-76) from a point approximately 170 feet opposite approximate survey Station 217+62 (NEL centerline Route 95) to a point 105 feet opposite approximate survey Station 18+62 (NEL centerline Ramp "C") 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 Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner, is hereby authorized to execute in the name of the Commissioner without warranty, subject to such restrictions as may be deemed requisite.

AND, FURTHER, the resolution covering the sale of the property adopted on June 17, 1976 is hereby rescinded.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Mohr,

that

WHEREAS, in commection with Route 39, State Highway Project 2781-01, the Commonwealth acquired certain lands, including connections with Route 602, from Nannie Kayton and Minmie Kayton by deed dated March 2, 1951 and recorded in Deed Book 210, Page 368; and from R. B. Wade and Mary B. Wade by deed dated March 23, 1951 and recorded in Deed Book 211, Page 265. Both deeds are recorded in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, a 0.17 mile section of Route 602 from its intersection with Route 39 east to its intersection with Route 39 west was abandoned by action of the Board of Supervisors at its meeting held July 9, 1973 and approved effective July 26, 1973 by the Deputy Countsmioner; and

WHEREAS, the owners of certain land abutting a portion of the abandoned Route 602 have requested that the old road section immediately adjacent to their property be conveyed to them; and

Commissioner has certified in writing that the 0.30 acre of land, more or less, comprising former Route 602 and its connection with Route 39, the centerline of which begins at a point on the north normal right of way limits of Route 39 at a point approximately 40 feet right of approximate Station 516+00 (centerline Route 39) and extends northwesterly for a distance of approximately 215 feet, 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.

NCW, THEREFORE, the conveyance of the said land so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), 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.

The next Commission meeting will be held on September 17, 1981.

The meeting was adjourned at 11:08 a.m.

Approved:

Attested:

Chairman

Secretary

## AGENDA

# MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Natural Bridge Hotel, Natural Bridge, Virginia October 26, 1988 10:00 a.m.

- 1. Public Comment
- 2. Action on Minutes of Meetings of June 16 and July 21, 1988
- Action on Permits Issued and Canceled from September 15, 1988 to October 25, 1988
- 4. Action on Additions, Abandonments, Discontinuancs or Other Changes in the Primary System due to Relocation and Construction - Bedford County and Giles County and the Town of Glen Lyn
- 5. Action on Discontinuances from the Secondary System Henry County
- Action on Additions, Abandonments or Other Changes in the Secondary System from August 31, 1988 to September 28, 1988
- 7. Action on Bids Received September 27, 1988
- 8. Through Truck Restrictions: Route 618 (Lake Powell Road)
  James City County

Route 718 (Battle and Hornsbyville Roads York County

Route 1015 (Lendall Lane) Route 1012 (Ingleside Drive) Stafford County

9. Consultant Agreement: Route 50 and Route 608 - Fairfax County
Proj. 0050-029-122,C501
Dewberry & Davis

Engineering Services to Perform Construction Inspection Services

Consultant Agreement: Route 63 - Dickenson County

Proj. 0063-025-105,PE101 Blauvelt Engineering Company

Supplemental Agreement Number 1 for Complete

Survey, Right of Way and Construction

Plans

Consultant Agreement: Route 77 - Bland County

Proj. 0077-010-1510-000 TAMS Consultants, Inc.

Engineering Services to Perform Repair and Rehabilitation Plans for the Big Walker

and East River Mountain Tunnels

Consultant Agreement: Route 655 - Fairfax County

Proj. 0655-029+B86,C501 Sverdrup Corporation

Engineering Services to Perform Construction

Inspection Services

Consultant Agreement: Proj. U000-131-112, PE100

U000-134+123,PE100

Cities of Chesapeake and Virginia Beach

Maguire Group, Inc.

Supplemental Agreement Number 1 for Phase 1

Corridor Studies, Location Studies, Traffic Analysis, Draft and Final Environmental Impact Statement

Consultant Agreement: Fairfax County

Sidewalk Management System

Infrastructure Management Consultants, Inc. Engineering to Perform the Establishment of a Sidewalk System for the Primary and Secondary Highways in Fairfax County

10. Location Meadow Street - City of Galax

& Design: Proj. U000-113-102,C501

Fr: Int. E. Stuart Drive (Route 58) To: 0.04 Mi. S. of Old Town Street

Location Route 211 - Rappahannock County & Design: Proj. 6211-078-105,C504,C502,B604 Fr: 0.47 Mi. E. Int. Route 522

To: 2.29 Mi. E. Covington River

Location Route 267 (Dulles Toll Road Widening)

E Design: Fairfax and Loudoun Counties Proj. 0297-029-101, PE100 Fr: Route 7 (Leesburg Pike) To: Route 28 (Sully Road) Location Route 607 - Madison County & Design: Proj. 0607-056-166,M501

Fr: Int. Route 230

To: 0.08 Mi. N.E. Int. Route 625

Location Route 615 - Lancaster and Northumberland Counties

& Design: Proj. 0615-051-112,M501

Fr: Int. Route 201 To: Int. Route 609

Location Route 630 - Richmond County & Design: Proj. 0630-079-127,C501

Fr: Int. Route 3

To: 0.02 Mi. N. Int. Route 631

11. Conveyances: Route 17/50 - Frederick County

Route 29 - Arlington County Route 95 - Prince George County

Route 122 - Bedford County

Route 211 - Rappahannock County

Route 250 - Augusta County
Route 295 - Henrico County
Route 460 - Tazewell County
Route 732 - Augusta County

Route T-1022 - Town of Rich Creek

12. Industrial Access: City of Bedford

Proj. 9999-141-102,M502

Mastercraft Casket Company, Inc.

NOW

Industrial Avenue Extension

Industrial Access: City of Chesapeake

Proj. 9999-131-113,C501

Atlantic Gasohol Fuels Company

Industrial Access: City of Chesapeake

Proj. 9999-131-116,M501

Sumitomo Machinery Corporation of America

Industrial Access: Spotsylvania County

Proj. 0770-088-238,M501 The Hollinger Corporation (Leonard Industrial Park) 13. Revenue Sharing Fund Allocations

1988-89 Fiscal Year Chesterfield County

1987-88 Fiscal Year Isle of Wight County

1988-89 Fiscal Year New Kent County

1988-89 Fiscal Year Stafford County

1986-87 Fiscal Year Rockingham County

- 14. Rail Industrial Access: Louisa County City of Virginia Beach
- 15. Report of the Internal Audit Committee
- 16. New Business
- 17. Adjourn

## MINUTES

OF

# MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Natural Bridge, Virginia

October 26, 1988

The monthly meeting of the Commonwealth Transportation Board was held at the Natural Bridge Hotel, Natural Bridge, Virginia, on October 26, 1988, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Beyer, Davidson, Howlette, Kelly, Leafe, Malbon, Quicke, Smalley, and Waldman and Mrs. Kincheloe and Dr. Thomas.

Absent: Messrs. Humphreys and Musselwhite.

During the public comment portion of the meeting, Mr. W. R. Britton, Jr., County Administrator, Powhatan County, asked the Board to consider the County's request for a rehearing regarding the location decision for Project 0288-964-101, PE100, Route 288, Chesterfield, Powhatan, Goochland, and Henrico Counties.

On motion of Dr. Thomas, seconded by Mr. Davidson, the minutes of the meetings of June 16, and July 21, 1988 were approved.

On motion of Dr. Thomas, seconded by Mr. Davidson, permits issued and canceled from September 15, 1988 to October 25, 1988, were approved.

Moved by Dr. Thomas, seconded by Mr. Davidson, that

WHEREAS, Route 43 in Bedford County has been altered and reconstructed as shown on plans for Project 0043-009-507, C501; and

WHEREAS, three sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is to be transferred from the Primary System to the Secondary System; and

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.27 mile of Route 43, designated as Sections 1, 2 and 4 on the plat dated November 17, 1987, Project: 0043-009-S07, C501, be abandoned 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, 0.02 mile of Route 43, designated as Section 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 Dr. Thomas, seconded by Mr. Davidson, that

WHEREAS, Route 460 in Giles County and the Town of Glen Lyn has been altered and reconstructed as shown on plans for project 6460-035-118, C501, B625 and 6460-035-120, C502, B629; and

WHEREAS, three sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is to be transferred from the Primary System to the Secondary System within the Town of Glen Lyn;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.27 mile of Route 460, designated as Sections 1, 2 and 4 on the plat dated December 4, 1987, Project 6460-035-118, C501, B625 and 6460-035-120, C502, B629, be abandoned 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, 0.14 mile of Route 460, designated as Section 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways, within the Town of Glen Lyn.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Davidson, that

WHEREAS, by proper resolution, the Board of Supervisors of Henry 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 are discontinued as parts of the Secondary System of Highways, effective this date.

Henry County - Sections 1, 2, 3, 4, 5, 6, 7 and 8 - Route 641 - From Route 685 to Station 28 + 70; From Station 28 + 70 to Station 41 + 00; From Station 47 + 82 to Station 52 + 00; from Station 77 + 00 to Station 83 + 15; From Station 83 + 15 to Station 85 + 15; From Station 88 +62 to Station 90 + 50; From Station 90 + 50 to Station 91 + 40; From Station 91 + 40 to Station 95 + 90.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Davidson, that the Board approve additions and abandonments to the Secondary System from August 31, 1988 to September 28, 1988, as shown by the records of the Department.

Motion carried.

The bids received September 22, September 27 and October 5, 1988, were approved as noted on the attached sheets numbered 3a through 3n.

i	JOB. DES.	S, PROJECT NUMBER	7.E.	LOCRTION 8 NORK TYPE	RECOMMEND	CONTRACTOR	5 P E	BID
ł				INTERSTATE PROJECTS				
-	279-889	279-88A 0066-029-111,C501,B677	35	Int. Rte. 50 Fairfax County Construct Ramps, Signs & Br. Wid.	AUARD	SHIRNEY CONTRACTING CORP. Lorton, va	<b>=</b>	\$3, 509, 498, 50
2	231-88A	231-880 0564-121-802,8517	<b>99</b>	Tunnel Complex-Rte, 664 acrass Hampton Rds. City of Newport News Ventilation Buildings & Open Approaches North & South Islands	ALARED	GUST K. NEWBURG CONSTR. CO. CHICAGO, IL R THE HARDAWAY CO. COLUMBUS, GA	ம	\$55,527,000.00
lw3	₩ -3a-	0081-095-110,L801,L802	<b>=</b>	NBL 0.21 Mi. N. Tennessee SL AND NBL 0.66 Mi. E. Rte. 611 (Hear Abingdon) Washington County Expansion of Rest Arem Facilities	RNARD	NUGH A. CHAPMAN CONSTR. CO., INC. Sate City, va	2	\$276,400.00
4	101	0081-007-2046, SR01 0081-007-2047, SR01 0256-007-1949, SR01	쯍	Rie, 81 NBL & SBL over Rie, 250 AND Rie, 256 at Augusta/Rockingham CL Augusta County Br. Deck Reprs. & Latex Conc. Overlay	ALARD	M & M SERVICES CO., INC. PARIS, KY	<b>6</b>	\$312,642,45
r.	1026	0095-042-1036, SR06 0095-042-1037, SR06 0095-042-6128, SR01	æ	Rte. 54 over Roate 95 AND Rte. 802 over Rte. 95 Hanover Caunty Br. Repr. & Latex Conc. Dverlay	RURRD	BURIL DRK, INC. GLEN RLLEN, VR	æ	\$487,295.00

Moved by Mr. Davidson, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the INTERSTATE SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

}	JOB. 9ES.	S. PROJECT NUMBER	RTE.	LOCATION	RECONNEND	CONTRACTOR	흧뚕	<b>8</b> 10
				MORK TYPE			BEDS	
l				PRIMARY PROJECTS				
	313-686	313-88A 0143-059-505,H501	£4.	lnt, Rtes. 143 & 132 York County Rsphalt Conc. Base Course, Asphalt Top & Signals	AWARD	STAR CONTRACTOR CD., INC. HILLIAMSBURG, VA	4	\$127,271.00
8	319-88A	0123-029-519, N501 0236-029-515, N501 0236-029-513, N501 0236-029-512, N501 0243-029-502, N501	123, 236 <b>\$</b> 242	Verious Locations Fairfax County Safety Proj. Extend Exist, Tutn Lanes Improve Sight Distance & Signel Modification	RNARD	CORMAN CONSTR., INC. Jessup, Md	2	\$247,831.00
	-3b-	1001170 F70 1-10						
ריז	272-88A	6220-011-104,C501, B615,B617	022	Frow: O.681 Mi. S. Int. Rte. 11 To: Int. Rte. 11 Botetourt County Asphalt Conc. Base Course, Asphalt Top, Signals & Brs.	RUARD	H. B. RONE & CO., INC. MOUNT AIRY, NC	on	\$2,495,096,39
	323-888	323-88R 6017-030-104,C504	<b>\$</b>	From: 0,472 Ni. N. Int. Rte. 245 To: 0.611 Mi. S. Int. Rte. 66 EBL Fauquier Conty Rephalt Conc. Base Course & Entire Surf, Rephalt Top	E CENTRE CENTRE	L. F. FRANKLIN & SONS, INC. STEPHENSON, UR	eu	\$1,176,051.08

- •	JOB. DES.	s, PROJECT NUMBER	84 65 64	LUCATION  LUCATION  LUCATION	RECONNEND		중 6 등 S 등 S	
1	325-889	325-88A 0033-043-105, C501, D604, B605	Ħ	From: O.131 Mi. S. E. Int. Parham Rd. To: 1.156 Mi. M. W. Int. Parham Rd. Henrico County Asphalt Conc. Base Ceurse, Asphalt Conc. Top. Drainage Strs. & Signals	AMERICO	ASSOC. MARIDN, INC. & MARIDN CONTR. CD., INC. ASHLAND, VA	~	\$2,202,360.00
	325-88A	325-88A 0058-044-513,N501	85	From: 0,03 Mi. E. Rte. 721 To: 0.03 Mi. M. Rte. 705 Henry County Asphalt Conc. Bose Course & Entire Surf. Asphalt Top	AHARD CAMPA	APRC-VA, JMC, DANVILLE, VA	<b></b> 1	\$64, 262, 82
-	883c-	327-88A 0033-049-103,C501 	Ħ	From: 0.309 Ni, E, Int. Rte. 14 To: King & Gueen/Gloucester CL King & Gueen County Asphult Conc. Base Course & Entire Surf. Asphult Top	ANARD	POWALCO CORP. RICHMOND, UA	<b></b>	<b>51</b> , 781, 472, 25
	337-88A	337-88A 0050-081-1021, SR01	6	1.5 Mi. WCL Lexington Reckbridge County Br. Repr.	AMARD	LANFORD BROTHERS CO., INC. Roandke, ur	מש	\$187,884.00
	848	0058-095-X05, H501 0107-086-X07, H501	58 101	Various Location Washington & Smyth Ca's. Asphalt Canc, Peve,	ANARD	D & D CONSTR. CO. Chilhobie. Va	m	\$40,628.50

†	198	JOB. DES. PROJECT NUMBER	S ZIE.	LOCRTION 8. WORK TYPE	RECOMMEND	CONTRACTOR	프 유 프 프 DS	018
9	8001	0030-049-242, 6009, 5010	ន	Rte. 30 over Paaunkey River King William 8 New Kent Co's. Bridge Repolr	SWARD	TIDEWATER CONSTR. CORP. & SUB. Norfolk, va	PT .	\$86,161.00
#	1024	0015-032-106,M501	ह	Int. Rtes. 15 & 1001 AND Rte. 1001 - 0.05 Mi. M. Rte. 15 Fluvana County Remove Exist. Brs.	<b>E</b>	DCB, INC. HILLSUILLE, UR	ın	\$119,805.00
21	<b>₩</b> -3d-	6360-019-106, C501	999	From: Rie. 15 To: Rie. 360 WR. Charlotte County Asphalt Conc. Base Course & Asphalt Top	REJECT	W. T. MILAN & SONS, INC. SOUTH BOSTON, VA	-	\$302, 564, 32
13	1025	0003-023-106,N501 0692-023-131,N502	w ≈ 62	From: 0.076 Mi. W. Rte. 522  To: 0.085 Mi. E. Rte. 522  RND From: 0.038 Mi. M. Int. Rte. 603  To: 0.255 Mi. M. Int. Rte. 603  Culpeper County  Appr. Base Course & Asphalt 5.1.	REJECT	ROCK & RAINES CONSTR. CO., INC. Untonutlle, ua	~	\$232,514.50

Moved by Mr. Beyer, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the PRIMARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.

i		*****************					***************************************		!
	JOB. DES.	. PROJECT NUMBER	717. 50.	LOCATION  & 40RK TYPE	RECOMMEND	CONTRACTOR	MÖ, OF BIDS	<b>a</b>	
i -	336-88A	336-88R U000-153-102,C501	Beuleh Rd, En	URBAN PROJECTS	ALKARD	THE BROTHERS SIGNAL CO. Leesburg, un	IO.	\$56,701,75	£.
7	1027	U000-132-104, C501	₹. €.	From: int. Rte. 250 EBL To: 0.8 Mi. S. lot. Rte. 250 EBL City of Staunton Asphalt Conc. Base Ceurse & Asphalt Tep	AWARD	ECHOLS BROS., INC., A SUB. DF KOPPERS CO., INC. STRINTON, VA	:RS CD. , 1NC. 4	<b>\$</b> 495, 764, 90	용 -
PM .		119-88C 0301-013-505,M501 දුර්	301 F F 8:32	From: 0.03 Mi. S. Int. Rte. 301 & 58 To: 0.023 Mi. M. Int. Rte. 301 & 58 City of Emporia Asphalt Conc. Base Course, Asphalt Top & Signal	REJECT	ROSE BROTHERS PAVING CO., INC. Anoskie, nc	2	<b>\$3</b> 81, 185, 50	8. 8.

Moved by Mr. Beyer, seconded by Mr. Quicke, that the Board approve the bids listed above for award for the URBAN SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisemment. Motion carried.

	\$711,940,80			
	~			
	AMPAND U. C. ENGLISH, INC.	ALTRUISTA, UA		
SECONDARY PROJECTS	From: Int. Rte. 14	To: 2,335 Mi. E. Int Rte. 14	Nathews County	Cem. Treated Sel. Borrow & Asphalt S.T.
	611			
	C 0511-057-113, C501			
	109-890			

į	JOB. DES.	5. PROJECT NUMBER	875. 36.	LOCATION B B WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF 8135	018
~	243-889	243-88R 0620-029-289, C501, B690 620	<b>6</b> 29	From: 0.686 Mi. N. Int. Rte. 662 To: 0.955 Mi. N. Int. Rte. 662 Fairfax County Asphalt Conc. Base Course, Asphalt Top & Br.	AWARD	FLIPPO CONSTR. CO., INC. FORRESTUILLE, ND	~	\$883,757.19
P7	245-888	0523-033-211,N501	<b>6</b> 23	From: Int. Rte. 865 To: 0.095 Ni. E. Int. Rte. 778 Franklin County Aggr. Base Ceurse, Asphalt S.T. & Drainege Str.	AMARD	PENDLETON CONSTR. CURP. Wytheutlle, ur	m	\$715,033,20
4	-3f-	268-888 0623-008-140,M501,B615 다 나	623	Fron: 0.89 Mi. W. Int. Rte. 220 Fran: 0.76 Mi. W. Int. Rte. 220 Bath County Aggr. Base Course, Asphalt S.T. & Br.	<b>PANRED</b>	ORDERS CONSTR. CD., INC. St. Albans, Wu	₹	\$466,531,50
מט	270- <b>6</b> 8A	270-66A 0601-010-148,M501, B612,M502	601	From: 6.028 Mi. E. Int. Rte. 77 To:: 6.133 Mi. E. Int. Rte. 77 Bland County Aggr. Base Course, Asphalt S.T. & Br.	RIGHERD	C. R. MEADOR BENERAL CONTRACTOR Pulaski, ua	ια	\$103,351.65
ھ		305-88R 0631-098-P19, K501	<b>63</b>	From: Rte. 94 To: Rte. 630 Wythe County Aggr. Base Course & Rsphalt S.T.	FALERED	9, F, ROBINETTE CONTRACTOR, INC. Norton, ua	c-	\$332,648,75

# BIDS RECEIVED SEPTEMBER 27, 1988

	JOB. DES.	PROJECT NUMBER	æ. €.	LOCATION 8 4URK TYPE	RECONNEND	CONTRACTOR	NO. OF B105	B10
F-	314-BBR _	314-88R 0627-002-229,N501	<b>1</b> 29	From: Int. Rte. 708 To: O.52 Mi. S. Rtm. 727 Albemarle County Aggr. Base Course & Asphalt S.T.	ALPRO	HALEY, CHISHOLM & MORRIS, INC. Chrrlottesville, va	fi.)	\$765,598.00
<b>6</b> 0	315-88A	0662-002-230,N501	299	Fram: 1.0 Mi. W. Rte. 560 To: 0.15 Mi. W. Rte. 650 Albemarle Caunty Aggr. Base Course & Asphoit 5,T.	AURRO	HALEY, CHISKELM & MORRIS, INC. Charlottesville, va	<b>&amp;</b>	\$223,367.50
en	- 8 -3g-	316-888 0674-002-231,N501,B654	574	Fram: 0.25 Mi. W. Rte. 673 Ta: H. Int. Rte. 810 Albemarle County Aggr. Base Course, Asphalt S.T. & Br.	PURRO	ECHOLS BROS, INC., A. SUB. OF KOPPERS CO., INC. Staunton, va	un . i	\$357,974,50
•	320-8BR	10 320-88R 0636-029-28B,C501,D889	929	Fram: 0.393 Mi. M. Int. Rte. 611 To: 0.708 Mi. N. Int. Rte. 611 Fairfax County Asphalt Conc. Base Course, Asphalt Top 8 Dreinage Str.	AMARD	U, C. ENGLISH, INC. Altruistr, Va	<b>\$</b>	\$631,135,30
=	324-888	0695-038-P42, N501	\$63	From: Rte. 654 To: Rte, 654 Grayson County Aggr. Base Course & Asphait S.T.	RIARD	W. P. LAWS, INC. BRISTDL, UR	ம	\$411,047.75

JOB. DES.	ES. PROJECT NUMBER	73 50.	LOCATION \$ UDRX TYPE	RECOMMEND	CONTRACTOR	818 818	<u> </u>
12 331-88	331-88A 0642-076-226,C501	<b>642</b>	From: 1.025 Mi, N. W. Int. Rte. 1-95 To: int. Rte. 640 (Davis Ford Rd.) Prince William County Asphalt Conc. Base Course, Estire Surf. Asphalt Tap & Signals	S RNA	FAUGHT COMSTR. CO., INC. Mooderides, va	4	\$1,628,438.75
334-88	13 334-88A 1219-092-330,N501	1219	From: 1st. Rte. 19 To: 0.52 Mi. S. Rte. 19 Tazevil County Asphalt Canc. Base Course & Asphalt Top	RWARD	CLECO CORP. Sucros creek, ur	IO.	\$355,259.50
\$ -3h-	1095-080-243, N501 1158-080-244, N501 0843-080-245, N501 1527-080-246, N501 WING COMMANDER DR. GRAPE TREE LA.	Var.	Various Lecations Roanoke County Brade, Drain, Stabilize, Asphalt S.T. & Asphalt Overlay	AWARD	ROBERTSON-FOWLER CO., INC. Buchanam, ua		\$215,000.05
15 1014	0641-056-P70,N501	641	Frem: Rte, 609 To: 0.185 Ni. M. Rte,721 Madison County Aggr. Base Course & Asphalt S.T.	AWARD	GENERAL EXCRUBTION, INC. Luray, ur	₹	\$255,703.00
16 1016	0535-088-148, H501	635	From: 2.35 Mi. N. Rte. 39 To: 0.85 Mi. S. Rte. 639 Sath County Grade, Drain, Stabilize & Rephalt S.T.	ANARD	BURNS CONSTR. CO.	n.	\$253,741.40

CONTRACTOR NG, BID OF 0F BIDS	₩.	D.S.HASH CONSTR.CD.& D.S.NASH & MARION D.NASH 10 \$168,188.00 Apponantox, ua	45TR, CO., INC. 10 \$64,730.00	NC. 6 \$110,127,85	
	ABARO GENERAL EXCANATION, INC.	AWARD D.S.MASH CONSTR.CO.B D. Rpponattox, ur	AHARD J. E. EVANS & SON CONSTR. CO., INC. Apponattox, va	AMARD CRUMP CONSTR. CD., INC. Farmuille, ur	AHARD D.S.NASH CONSTR.CO.8 D.S.NASH & MARION D.NASH.
LUCHTUN KELUMPEND SELUMPEND  From: Rte. 537 To: End of State Maintenance Facquier County Aggs. Base Caurse & Asphalt S.T.	From: lat. Rte. 565 To: lat. Rte. 519 Amberst County Grade, Drain, Stabilize & Asphalt S.T.	From: Int. Rte. 604 To: Dead End Amherst County Aggr. Base Course & Asphalt S.T.	From: 1.0 Mi. S. of M. int. Rte. 45 To: Deed End Cumberland County Aggr. Base Course & Asphalt S.T.	From: Int. Rte. 151 To: Deed End	
73. 13.	292	735	744	E	750
DES. PROJECT NUMBER	0795-030-652,N501	0735-005-183,4501	0744-005-P96,N501	0633-024-P39,N502	0760-005-P01,N501
30B. BE	101 1	18 1018	6505 65 65 65	20 1020	21 1022

BID	\$574, 360, 15	<b>\$315</b> , 264, B0	\$221,096,90	\$410, 977. 83
55. 9F 810S	רט	м	-	64
CONTRACTOR	EDNIN O'DELL & CO. Pulrski, va	BISHOP & SETTLE CONSTR. CO., INC. Alberta, ua	CLECO CORP. Suords creek, ua	R. L. RIDER 8 CO. Uarrenton, ua
RECONNEND	RURRD	RIPE	REJECT	REJECT
LOCATION  AURK TYPE	From: Int. Rte. 619 To: Int. Rte. 654 Pulaski Comty Aggr. Base Course & Asphalt S.T.	From: 0.357 Mi. S. Rte. 610 To: 0.838 Mi. S. Rte. 610 Stafford County Brain, Stabilize & Rsphalt S.T.	From: 0.23 Mi. W. Rte. BO1 To: 0.05 Mi. E. Rte. BO1 Asphalt Conc. Base Course & Entire Surf. Asphalt Top	From: 0.002 Mi. E. lat. Rte. 806 To: 0.233 Mi. E. Int. Rte. 806 Fauguier County Aggr. Base Course.Asphalt Top & Drainage Str.
85. 85.	613	<b>35</b>	343 24	<b>813</b>
ES. PROJECT NUMBER	0613-079-P73, K501	0751-089-P91,N501	24 228-888 0646-097-721,N501	25 322-88A 0611-030-202,C501, C502,D625
108, DES.	1023	1028	-3j-2	322-889
İ	22	E3	25	22

_	JOB. DES, PROJECT ALIMBER	55 57 57 57	LOCATION 3 4URK TYPE	RECOMMEND	CONTRACTOR	NO. OF B10S	
26 1015	26 1015 0663-081-P00,N501	193	From: 2.0 Mi, S. Rte, 501 To: Rte, 501 Rackbridge County Grading, Drainage & Asphalt S.T.	REJECT	EJECT ROBERTSON-FOWLER CO., INC. Buchanan, ua	ריז	\$549, 932. 08
27 1021	1420-187-282, N501 1426-187-283, N501	1470 8 1426	From: Int. Rte. 654 To: End of Curb & Butter Chathem County Grading, Drainage, Stabilize, Curb & Gutter & Asphalt Top	REJECT	DLB, INC. HILLSVILLE, UA	-	\$199, 187, 00
-3k							

Moved by Dr. Howlette, seconded by Mr. Beyer, that the Board approve the bids listed above for award for the SECONDARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.

		MISCELLENEOUS PROJECTS				
<b>BK-45</b> -88	92	Parking Deck over [-66	PAPEC	PAKARD CORMAN CONSTR., INC.	m	\$157,130.00
		Arlington County		JESSUP, MD		
		Parking Deck Column Reprs. & Bracing System				

1 877

	JOB. DES.	PROJECT AUMBER	돌	LOCATION 8 Nork Type	RECONNEND	CONTRACTOR	- 19	810
ian	716	68-7-88	2	Rte. 64 EBL & WBL aver Stockton Cr. AND Rte, 64 EBL & WBL over Mechums Cr. Albemarle County Br. Repr. & Polymer Conc. Overlay	ALBRO	LANFORD BROTHERS CO., INC. ROBHOKE, UA	4	\$215,440,16
<b>#</b>	<b>88</b> 52	PCR-7-88	Ver.	Varieus Locatiens Culpeper County Pipe Colvert Rehabilitation	RAMRED	INSITUTORM ERST, INC. LANDOVER, ND	<del>-</del>	\$508,402,20
യ്ക് ചാന്ഥ	ጅ-3F- S	802-83	Var.	Various Lecations Fairfax County Repr. of Sidewalk, Curb & Butter	AWARD	PITO'S CONSTR, CD., INC. BEAUER HEIGHTS, ND	ம	\$921,000.00
_ ≅	-d 6001	P-8A-88	ear.	Various Locations Staunton District Prepare & Paint Exist, Structures	ALTERO	ORFANOS CONTRACTORS, INC. Britikore, ko	רע	\$107,000.00
<u> </u>	25 0101	SCG-A6-88	Uar.	Various Locations - Area OS Fairfax County Reprs. & Replacement of Sidewalk, Curb & Gutter & Entrance	AWARD	FAUGHT CONSTR. CO., INC. Woodbridge, va	LD.	\$1,290,938.00

	- 19 19 19	JOB. DES.	PROJECT NUMBER	RTE.	LOCATION 8 8 TYPE	RECONMEND	CONTRACTOR	AG. PF BIDS	
-	1012	6 1 1	88-88- 13-88-88	퓹	From: M.P. 263.93 To: M.P. 324.24 (West Va. SL) Staunton District Fertilizer Application	AWARD	L. F. FRANKLÍN & SONS, ÍNC. STEPNENSON, VR	2	\$55,674.00
<b>60</b>	1013		FE- <b>8</b> -88	Var.	Various Locations Shenandoah & Frederick Co's. Fence installation & Repr.	RWARD	R & R FENCING, INC. Fairfield, ua	כיו	\$56, 337, 50
•	55 -3m-	Ę	FE-2-88	퓹	From: 4.0 Mi. S. Rte. 11 (M.P. 8.41) - Boteteurt Co.; Rte. 112 (M.P. 6.83) - Roenoke Co. To: Rte. 11 (M.P. 12.41) - Botetourt Co.; 1.29 Mi. N. Rte. 419 - Roenoke Co. Botetourt & Roenoke Co. Removal & Replacement of RAM Fence	GRAND	J & P FENCE CD. WEYERS CRIVE, UA	<b>1</b> 0	\$99,463.00
읔	1030	Ş	X0-1-88	2	For Big Walker Mountain Tunnel & East River Mountain Tunnel Bland County Permanent Maintenance Cross-poers	AVARD	APAC-UA, INC. Danuille, ua	נט	\$168,955.19

Moved by Mr. Beyer, seconded by Mr. Waldman, that the Board approve the bids listed above for award for the MISCELLANEOUS PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

JOB. DES.	JOB, DES. PROJECT NUMBER RTE. No.	27 E.	LOCATION 8 MORK TYPE	RECONNEND	CONTRACTOR	8 9 19 8	C18
			EMERGEMCY CONTRACT SEPTEMBER 22, 1988 4 OCTOBER 5, 1988				) ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;
1 * E003	11-0081-7134-002	<b>=</b>	Bridges over James River Batetourt County Structural Steel Repair	AWARD	FAIRFIELD BRIDGE CO., INC. SUB. OF KOPPERS CO., INC. FISHERSUILLE, UR	m	\$777,650.00
2 * 6004	0495-029-242, A095	495	interioop 495 & 235 Fairfax County Repair Br. Substracture and Roadway	ANARD	THE LANE CONSTR. CORP. Neriden, CT	ى	\$231,370.00

1\* - Moved by Mr. Davidson, seconded by Mr. Quicke, that the Board approve the bid listed above for award for the emergency contract and authorize execution of contract by the Deputy Commissioner or Chief Engineer. Motion carried.

2\* - Moved by Mr. Davidson, seconded by Mr. Waldman, that the Board approve the bid listed above for award for the emergency contract and authorize execution of contract by the Deputy Commissioner or Chief Engineer. Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, in response to a formal request by the James City County Board of Supervisors that Route 618 (Lake Powell Road) between Route 682 (Neck-O-Land Road) and Route 617 (Treasure Island Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.1-171.2 of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the route in question traverses a predominately residential neighborhood; and

WHEREAS, a restriction on the proposed route would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Route 618 (Lake Powell Road) between Route 682 (Neck-O-Land Road) and Route 617 (Treasure Island Road) be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

Motion carried.

Moved by Mr. Malbon, seconded by Mr. Smalley, that

WHEREAS, in response to a formal request by the York County Board of Supervisors that Route 718 (Battle Road and Hornsbyville Road) between Route 17 (George Washington Memorial Highway) and Route 173 (Goodwin Neck Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.1-171.2 of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the route in question traverses a predominately residential neighborhood; and

WHEREAS, a restriction on the proposed route would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Route 718 (Battle Road and Hornsbyville Road) between Route 17 (George Washington Memorial Highway) and Route 173 (Goodwin Neck road) be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Beyer, that

WHEREAS, in response to a formal request by the Stafford County Board of Supervisors that Route 1015 (Lendall Lane) and Route 1012 (Ingleside Drive) between Route 17 Business (Warrenton Road) and Route 1001 (Washington Street) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.1-171.2 of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the routes in question traverse predominately residential neighborhoods; and

WHEREAS, a restriction on the proposed routes would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate route and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Route 1015 (Lendall Lane) and Route 1012 (Ingleside Drive) between Route 17 Business (Warrenton Road) and Route 1001 (Washington Street) be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia. Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives it is necessary to supplement the Northern Virginia District staff to provide construction inspection services on project:

Intersection of Route 50 and Route 608 in Fairfax Co.
 From: 0.276 Mile E. Int. West Ox Road
 To: 0.673 Miles W. Int. West Ox Road
 0050-029-122, C-501

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Dewberry and Davis for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Dewberry and Davis which establishes a compensation of \$777,448.00 for services and expenses, plus a net fee of \$74,552.00 making the maximum total compensation not to exceed \$852,000.00.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Blauvelt Engineering Company, and it has been determined that a change in the scope of services is necessary due to additional survey and a hydrologic analysis for project:

0063-025-105, PE-101

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 1;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorized the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$792,397.00.

This Supplemental Agreement No. 1 is in the amount of \$22,694.00 for services and expenses plus a net fee of \$960.00 making the total for this supplement \$23,654.00. The total maximum compensation of the agreement including this and all prior supplements is now \$816,051.00.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, in accordance with its needs and schedules for implementing its programs objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for preparation of Repair and Rehabilitation Plans for the Big Walker and East River Mountain Tunnels on project:

## 0077-010-1510-000

located in Bland County, it is necessary to supplement its Structure and Bridge Division staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from TAMS Consultants, Inc.

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of TAMS Consultants, Inc. which establishes a compensation of \$1,047,881 for services and expenses plus a net fee of \$69,560 making the maximum total compensation not to exceed \$1,117,441.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives it is necessary to supplement the Northern Virginia District staff to provide construction inspection services on project:

Route 655 in Fairfax County From: Int. of Blake Lane and Jermantown Road To: Int. of Lee Highway (Route 29) 0655-029-B86, C-501

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Sverdrup Corporation for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Sverdrup Corporation, which establishes a compensation of \$854,540.00 for services and expenses, plus a net fee of \$98,077.00 making the maximum total compensation not to exceed \$952,617.00.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Maguire Group, Inc., and it has been determined that a change in the scope of services is necessary to include the study efforts associated with an additional 32 miles of Candidate Build Alternatives for Phase I for project:

U000-131-112, PE-100; and U000-134-123, PE-100 Southeastern Expressway; in the cities of Chesapeake and Virginia Beach from Intersection of I-64 and I-464 to Route 44 (Norfolk-Virginia Beach Toll Road); and,

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 1 for Phase 1;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorized the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$2,767,984.07.

This Supplemental Agreement No. 1 for Phase 1 is in the amount of \$506,671.35 for services and expenses plus a net fee of \$15,586.17 making the total for this supplement \$522,257.52. The total maximum compensation of the agreement including this and all prior supplements is now \$3,290,241.59.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Thomas, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for the establishment of a sidewalk management system consisting of inventory, condition survey, mapping and prioritization of repairs on all Department maintained sidewalks on the primary and secondary highways located in Northern Virginia District, Fairfax county, it is necessary to supplement the District staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures, a firm proposal has been received from Infrastructure Management Consultant, Inc.; for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Infrastructure Management Consultants, Inc., which establishes a compensation of \$347,307.72 for services and expenses, plus a net fee of \$32,758.28 making the maximum total compensation not to exceed \$380,066.00.

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Davidson, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Council Chambers of the Galax Municipal Building on June 14, 1988, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Meadow Street from the intersection of East Stuart Drive (Route 58) to 0.04 mile south of Old Town Street, in the City of Galax, State Project U000-113-102, C-501; 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 plans as proposed and presented at the said location and design public hearing by the Department's Engineers with provisions for shifting the proposed Meadow Street-East Stuart Drive intersection about 65 feet to the west to mitigate the concerns of abutting property owners and businesses.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Bacon, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location and design public hearing was held in the Rappahannock Elementary School on July 21, 1988, at 7:00 p.m., for the purpose of considering the proposed location and design of Route 211 from 0.47 mile east of the intersection of Route 522 to 2.29 miles east of the Covington River in Rappahannock County, State Project 6211-078-105, C-504, C-502, B-604; Federal Project F-096-1(); 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 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 with further study regarding the placement of crossovers and other access facilities.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Herndon High School on June 29, 1988, at 7:00 p.m., for the purpose of considering the proposed widening of the Dulles Toll Road (Route 267) from Route 7 (Leesburg Pike) to Route 28 (Sully Road) in Fairfax and Loudoun Counties, State Project 0267-029-101, PE-100; 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 with provisions for applying appropriate High-Occupancy-Vehicle restrictions on the facility when necessary.

Motion carried.

Moved by Dr. Howlette, seconded by Dr. Thomas, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Madison County Extension Office on August 10, 1988, at 7:30 p.m., for the purpose of considering the proposed location and design of Route 607 from the intersection of Route 230 to 0.08 mile northeast of the intersection of Route 625 in Madison County, State Project 0607-056-166, M-501; Federal Project RS-855 (); 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 with modifications to drainage features near the intersection of Route 230 to minimize potential damages to a private water supply.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Smalley that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a combined Location and Design Public Hearing was held in Ira Hinton's Store located at Brown's Store in Northumberland County on June 22, 1988, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 615 from the intersection of Route 201 to the intersection of Route 609 in Lancaster and Northumberland Counties, State Project 0615-051-112, M-501; 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 with provisions for the widening to be on the north side of the existing roadway between stations 104 and 155 and elimination of drainage pipes at stations 26 and 46 to mitigate the concerns of abutting property owners.

Motion carried.

Moved by Mr. Smalley, seconded by Dr. Thomas, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Richmond County Administration Building on July 25, 1988, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 630 from the intersection of Route 3 to 0.02 mile north of the intersection of Route 631 in Richmond County, State Project 0630-079-127, C-501; Federal Project RS-1713 ( ): 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 with minor design changes to be made during the final design of the project to minimize impacts on a business property (Sanders Tire).

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 732, State Highway Project 0732-007-210, C-501, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Luck Stone Corporation by deed dated December 17, 1985, recorded in Deed Book 858, Page 402; from James H. Allen, et al, by deed dated January 24, 1986, recorded in Deed Book 860, Page 715; and by Omnibus deed dated August 13, 1965, recorded in Deed Book 510, Page 469. These deeds are recorded in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, the Commonwealth is the apparent owner of old Route 732; and

WHEREAS, under Project 0732-007-210, C-501, Route 732 was relocated in a southeasterly direction and the new location serves the same citizens as the old location and has been approved by the Commonwealth Transportation Commissioner; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess lands, so acquired, lying north of the north normal right of way limits of present Route 732; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing approximately 0.48 acre, more or less, and lying north of the north normal right of way limits of present Route 732, from a point approximately 40 feet opposite approximate Station 105+20 (Route 732 field revised centerline) to a point approximately 47 feet opposite approximate Station 111+60 (Route 732 field revised 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 Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds without warranty and/or quitclaim deeds conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite, pending the abandonment of old Route 732.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 460, State Highway Project 0460-092-101, RW-201, the Commonwealth acquired certain lands from Heirs at Law of P. L. Fleming, deceased, by instrument dated September 30, 1965, case for which has been concluded, recorded in Deed Book 322, Page 103 in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.41 acre, more or less, and lying west of and adjacent to the west normal right of way limits of Route 460, from a point approximately 60 feet opposite approximate Station 1355+48 (office revised centerline) to a point approximately 60 feet opposite approximate Station 1361+75 (office revised 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, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 122, State Highway Project 0122-009-101, RW-201, the Commonwealth acquired certain lands from J. R. McDaniel and Rachel H. McDaniel by instrument dated April 8, 1965, case for which has been concluded, recorded in Deed Book 325, Page 505 in the Office of the Clerk of the Circuit Court of Bedford County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to develop the adjacent property, it is proposed that the land, so acquired, be sold to the adjacent landowner; and

WHEREAS, on May 9, 1966, the Bedford County Board of Supervisors passed a resolution which was confirmed by the State Highway and Transportation Commission July 21, 1966, abandoning the old location of Route 122, west of the new location, from the new location at Station 272+80 north 0.08 mile to the new location at Station 275+50; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.40 acre, more or less, and lying north of the north normal right of way limits of Route 122, from a point approximately 55 feet opposite approximate Station 273+25 (Route 122 centerline) to a point approximately 55 feet opposite approximate Station 275+25 (Route 122 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, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed without warranty conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 95, State Highway Project 0095-074-004, RW-201, the Commonwealth acquired certain lands from Roy Lee Mattox and Lois W. Mattox by instrument dated July 5, 1968, case for which has been concluded, recorded in Deed Book 197, Page 411 in the Office of the Clerk of the Circuit Court of Prince George County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.06 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 631, from a point approximately 40 feet opposite approximate Station 34+65 (connection Route 631 centerline) to a point approximately 40 feet opposite approximate Station 35+65 (connection Route 631 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, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, the Commonwealth is the apparent owner of Route 50 in Frederick County; and

WHEREAS, a portion of old Route 50 right of way is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, a portion of old Route 50 at the intersection with Route 17, was abandoned by action of the Commonwealth Transportation Board at their meeting of September 15, 1988; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying north of the north normal right of way limits of Route 17, from a point approximately 30 feet opposite approximate Station 60+08 (survey and WBL centerline) to a point approximately 30 feet opposite approximate Station 61+12 (survey and WBL centerline), containing 0.039 acre, more or less, 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 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a quitclaim deed conveying same to the adjacent landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 211, State Highway Project 0211-078-102, C-501, the Commonwealth acquired certain lands from Wade H. Massie, III and Grace W. Massie by instrument dated May 17, 1965, case for which has been concluded, recorded in Deed Book 83, Page 426; and in connection with State Highway Project S-272, from Wade H. Massie and Lizzie N. Massie by deed dated May 9, 1923, recorded in Deed Book 31, Page 455. These instruments are recorded in the Office of the Clerk of the Circuit Court of Rappahannock County; and

WHEREAS, the old location of Route 211, south of the new location, from the old location of Route 522 easterly 0.39 mile to the new location at Station 571+30 was discontinued by action of the Board of Supervisors of Rappahannock County at its meeting held March 3, 1967 and confirmed effective March 23, 1967; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess land, so acquired, lying adjacent to his property be conveyed to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 1.45 acres, more or less, and lying south of the south normal right of way limits of Route 211, from a point approximately 150 feet east of the intersection of Route 522 and Route 211 opposite approximate Station 532+20 (Route 522 centerline) to a point approximately 56 feet opposite approximate Station 570+10 (Route 211 office revised EBL 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, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed

without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite, pending the abandonment of old Route 211 roadbed.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 250, State Highway Project 0250-007-106, RW-203, the Commonwealth acquired certain lands from A. B. Simmons, Jr. by deed dated February 19, 1982, recorded in Deed Book 776, Page 247 in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjacent landowner has requested that the excess right of way lying outside the normal right of way limits be conveyed to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 2,821 square feet, more or less, and lying south of the south normal right of way limits of Route 608, from a point approximately 56 feet opposite approximate Station 354+48 (Route 608 office revised centerline) to a point approximately 37 feet opposite approximate Station 353+74 (Route 608 office revised 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, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed without warranty conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 29, State Highway Project 0029-000-009, RW-201, the Commonwealth acquired certain lands from Corinne Easton Simpkins by deed dated September 21, 1972, recorded in Deed Book 1800, Page 622 in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 6,042 square feet, more or less, and lying south of and adjacent to the south normal right of way limits of Route 29, from a point approximately 65 feet opposite approximate Station 494+23 (median centerline Route 29) to a point approximately 68 feet opposite approximate Station 495+20 (median centerline Route 29) 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 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103, RW-203, the Commonwealth acquired certain lands from DeWayne Bush and Queen E. Bush by deed dated October 4, 1977, recorded in Deed Book 1733, Page 262; Joseph P. Thompkins and Minnie C. Thompkins by deed dated October 3, 1977, recorded in Deed Book 1732, Page 1398; Walter F. Proffitt, Jr., et al by instrument dated December 20, 1982, recorded in Deed Book 1865, Page 48, case for which has been concluded; and from

Walter F. Proffitt, Jr., et al by instrument dated December 20, 1982, recorded in Deed Book 1865, Page 45, case for which has been concluded. These instruments are recorded in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, in order to more fully develop the adjacent lands, the County of Henrico is requesting on behalf of the developer at Innsbrook Corporation, approval on the relocation of Sadler Road in an easterly direction; and

WHEREAS, the County proposes the abandonment of the current location and the land exchange with the developer for the proposed location; and

WHEREAS, this conveyance would enhance the development of the adjacent property (Innsbrook Corporation) and the new location will provide a better and safer means of access for the public; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land comprising a portion of Route 714 lying south of and adjacent to the south normal right of way limits of Route 695 (Nuckols Road), from a point approximately 65 feet opposite approximate Station 11+21.28 (Route 695 Nuckols Road centerline) to a point at approximate Station 18+35 (Route 714 Sadler Road centerline), containing 1.302 acres, more or less, 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 Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, conveying same for a consideration satisfactory to the Department, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas

that

WHEREAS, in connection with Route T-1022, State Highway Project 1022-289-136, C-501, the Commonwealth acquired certain lands from Industrial Development Authority of Giles County by deed dated July 31, 1974, recorded in Deed Book 136, Page 210 in the Office of the Clerk of the Circuit Court of Giles County; and

WHEREAS, the aforesaid lands were acquired for an industrial access project for ELMAC Corporation; and

WHEREAS, Giles County has requested that the 0.08 mile portion of abandoned Route T-1022 be conveyed to it; and

WHEREAS, at meetings of the Giles County Board of Supervisors, resolutions dated November 4, 1987 and December 15, 1987 were passed abandoning a portion of Route T-1022 and confirmed by the Commonwealth Transportation Board, effective June 15, 1988; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the abandoned 0.08 mile of Route T-1022, from 0.05 mile north of Route T-1010 to 0.13 mile north of Route T-1010 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, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same to Giles County for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Bacon, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Board 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 to publicly owned airports; ..."; and

WHEREAS, on March 17, 1988, the Commonwealth Transportation Board, pursuant to a formal request of the Bedford City Council, allocated \$60,650 from the Industrial Access Fund to assist in providing adequate access to the Mastercraft Casket Company, Inc. facilities as then proposed to be located adjacent to an extension of Industrial Avenue in the City of Bedford, Project 9999-141-102, M-502, subject to certain contingencies; and

WHEREAS, the City of Bedford subsequently advised that the industry had canceled its plans to locate its manufacturing facilities adjacent to this project; and

WHEREAS, the Bedford City Council has now, by resolution, requested industrial access funds to construct this project under the bonding procedures of Section 33.1-221 of the Code of Virginia; and

WHEREAS, this latest request appears to fall within the intent of Section 33.1-221 and has complied with the applicable provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that this Board's action of March 17, 1988, approving a \$60,650 allocation from the Industrial Access Fund to provide access to Mastercraft Casket Company, Inc., Project 9999-141-102, M-502, is hereby rescinded.

BE IT FURTHER RESOLVED, that this allocation (\$60,650) is hereby returned to the Industrial Access Fund for use on other projects as may be subsequently approved.

BE IT STILL FURTHER RESOLVED, that \$110,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed industrial area located adjacent to an extension of Industrial Avenue in the City of Bedford, Project 9999-141-102, M-502, contingent upon:

- all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
- the execution of an appropriate contractual 2. agreement, with surety, between the City of Bedford and VDOT for reimbursement to VDOT of all costs it incurs in the project's construction in excess of 10% of the total eligible capital outlay of the qualified industrial development that is in operation or under firm contract to locate adjacent to this project on or before October 26, Eligibility of the industry, its qualified capital outlay, and elements of the access project eligible for industrial access funds shall be determined by VDOT in accordance with current policy and procedures.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Malbon, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial 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 to publicly owned airports; ...."; and

WHEREAS, on July 17, 1980, the Commonwealth Transportation Board allocated \$150,000 to provide access to the facility of Atlantic Gasohol Fuels Company, Project 9999-131-113, C501, subject to certain contingencies; and

10/25/88

WHEREAS, it has been determined that all the contingencies of this allocation cannot be met; and

WHEREAS, notwithstanding efforts by the staff ofw[ the Department, the City has not provided certification/documentation to permit consideration for reimbursement of costs incurred in the construction of this project; and

WHEREAS, it is deemed the administration of the Industrial Access Program can best be served by the return of this allocation to the Industrial Access Fund.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board's action of July 17, 1980, is hereby rescinded.

BE IT FURTHER RESOLVED, that the \$150,000 allocation to Project 9999-131-113, C501, is hereby returned to the Industrial Access Fund.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Board 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 to publicly owned airports; ....; and

WHEREAS, on November 19, 1987, the Commonwealth Transportation Board allocated \$30,000 to provide access to the facility of the Sumitomo Machinery Corporation of America, Project 9999-131-116, M501, subject to certain contingencies; and

WHEREAS, the City elected to proceed with the construction of this project prior to the contingencies of this allocation being satisfied, and

WHEREAS, it has been determined that all the contingencies of this allocation cannot now be met; and

WHEREAS, it is deemed the administration of the Industrial Access Program can best be served by the return of this allocation to the Industrial Access Fund;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board's action of November 19, 1987, is hereby rescinded.

BE IT FURTHER RESOLVED, that the \$30,000 allocation to Project 9999-131-116, M-501, is hereby returned to the Industrial Access Fund.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Malbon, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Board 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 to publicly owned airports; ... " and

WHEREAS, the Spotsylvania County Board of Supervisors has, be resolution, requested industrial access funds to serve the proposed facilities of the Hollinger Corporation located off Frontage Road Route 696 (Route 17 Bypass), and said access is estimated to cost \$110,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$110,000 of the 1988-89 fiscal year Industrial Access Fund be allocated to provide adequate access to the proposed manufacturing facilities of The Hollinger Corporation located in the Leonard Industrial Park in Spotsylvania County, Project 0770-088-238, M501, contingent upon:

- all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
- documentary evidence being provided that the industry's facilities, with a total eligible capital outlay of not less than \$1,100,000, are constructed or under firm contract for construction and operation at this site.

Motion carried.

Moved by Dr. Howlette, seconded by Dr. Thomas, that

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account know as "... county primary and secondary road fund"; and

WHEREAS, the Chesterfield County Board of Supervisors has advised of its desire to participate in this program for fiscal year 1988-89; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of the funds available under this program for fiscal year 1988-89 including \$1,000,000 for financing eligible items of work within Chesterfield County; and

WHEREAS, the Chesterfield County Board of Supervisors and the Department have now recommended the assignment of these funds to assist in financing the design of the portion of Route 288 situated in Chesterfield County (from the Powhite Parkway Extension to the Powhatan County Line); and

WHEREAS, it appears that this request falls within the intent of the applicable statute and guidelines for administering the "... county primary and secondary road fund";

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the assignment of the \$1,000,000 allocation of such funds for the design of the portion of Project 0288-964-101, PE-100, situated within Chesterfield County.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account know as "... county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1987-88 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 16, 1987, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including a \$200,000 allocation to Route 8000, budget item 5603 - Isle of Wight County; and

WHEREAS, the Isle of Wight County Board of Supervisors has subsequently advised of its desire to reassign these funds to other qualified improvements to the Secondary System in the County; and

WHEREAS, it appears this request falls within the intent of the applicable statute and guidelines for administering the "... county primary and secondary road fund.";

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 16, 1987, by rescinding approval of the \$200,000 allocation to the Isle of Wight County Secondary Road Fund (Route 8000, Budget Item 5603).

BE IT FURTHER RESOLVED, that the \$200,000 be reassigned to the following projects as indicated:

Project Number

#### Allocation

0641-046-S35,	FS709	\$65,000
1701-046-S36,	FS710	\$65,000
0665-046-224.	M501	\$70,000

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Malbon, that

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account know as "... county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including a \$34,000 allocation to Route 800, budget item 5603 - New Kent County; and

WHEREAS, New Kent County has subsequently advised that further consideration of its request has resulted in a determination that it would be inappropriate to assign the funds as previously proposed; and

WHEREAS, New Kent County has now indicated its desire to withdraw from participation in this program for fiscal year 1988-89;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, by rescinding approval of the \$34,000 allocation to the New Kent County Secondary Road Fund (Route 8000, budget item 5603).

BE IT FURTHER RESOLVED, that the \$17,000 of state matching funds previously assigned to this item be returned to the Department's unassigned account for such matching funds.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Davidson, that

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account known as "... county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including an \$80,000 allocation to Route 654, budget item 5004 - Stafford County; and

WHEREAS, the Stafford County Board of Supervisors has subsequently advised that due to changes in the status of certain of the improvements proposed to be funded under this program, it desires to amend its earlier request whereby the allocation to Route 654, budget item 5004 would be canceled and its \$80,000 allocation be reassigned to Route 8000 - budget item 5603 as a supplemental allocation to the \$164,550 earlier allocated to this item; and

WHEREAS, it appears that this request falls within the intent of the applicable statute and guidelines for administering the "... county primary and secondary road fund";

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, rescinding its approval of the \$80,000 allocation to the Stafford County Secondary Road Fund (Route 654 - budget item 5004).

BE IT FURTHER RESOLVED, that the \$80,000 be reassigned as a supplemental allocation to Route 8000, budget item 5603 — Stafford County.

Motion carried.

Moved by Mr. Smalley, seconded by Dr. Thomas, that

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account know as "... county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1986-87 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, the approved allocation of such funds for fiscal year 1986-87 included a \$60,000 allocation to Route 11, Project 0011-082-105, N501 - Rockingham County; and

WHEREAS, this improvement has now been completed and a \$12,615.91 balance remains in this project's account; and

WHEREAS, the Rockingham County Board of Supervisors has requested this balance be allocated to project 0794-082-195, C501; and

WHEREAS, it appears this request falls within the intent of applicable statute and guidelines for administering the "... county primary and secondary road fund."

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the transfer of \$12,615.91 from project 0011-082-105, N501 to project 0794-082-195, C501.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the Louisa County Board of Supervisors has, by resolution, requested \$185,919 in Industrial Access Railroad Track Funds to serve Klockner-Pentaplast of America, Inc.; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$186,000 of the Industrial Access Railroad Track funds be provided to construct and improve track to serve Klockner-Pentaplast of America, Inc., located in Louisa County, contingent upon:

- All necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
- 2. All costs above \$186,000, which is allocated herein as the industrial rail access grant, being borne by Klockner-Pentaplast of America, Inc.; and
- Execution of an agreement acceptable to the Department.

Motion carried; Mr. Waldman disqualified himself from participation on this access request.

Moved by Mr. Kelly, seconded by Mr. Beyer, that

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the City Council of Virginia Beach has, by resolution, requested \$200,000 in Industrial Access Railroad Track Funds to serve the Dynaric, Inc., plant; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$200,000 of the Industrial Access Railroad Track Funds be provided to construct new track to serve Dynaric, Inc., located in Virginia Beach, contingent upon:

- all necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
- all costs above \$200,000, which is allocated herein as the industrial rail access grant, being borne by the Eastern Shore Railroad.
- execution of an agreement acceptable to the Department.

Motion carried.

Mr. Quicke, Chairman of the Internal Audit Committee, presented a report on the Committee's meeting of September 14, 1988. On motion of Mr. Quicke, seconded by Mr. Smalley, the Board adopted the report, as follows:

"The Commonwealth Transportation Board's Internal Audit Committee met on September 14, 1988, with members of the Internal Audit Division and reviewed the Audit report on Maintenance, Construction, and General Ledger Accounting Systems. Follow-up information on the Urban Division, Construction Division, Federal aid Billing System, Inventory, and Petty Cash Reports was also presented. The committee accepts as adequate the action taken, or to be taken on these reports."

Moved by Mrs. Kincheloe, seconded by Mr. Waldman, that

WHEREAS, in accordance with the provisions of Section 33.1-46.2 of the Code of Virginia, the Commonwealth Transportation Board may designate one or more lanes of any highway in the Interstate, Primary or Secondary Systems as commuter lanes for the exclusive use of buses and motor vehicles transporting multiple occupants to facilitate the rapid and orderly movement of traffic to and from urban areas during peak periods; and

WHEREAS, the reversible/express lanes on I-95/I-395 (Shirley Highway) from their beginning just south of the Springfield interchange to the 14th Street Bridge were originally established for the exclusive use, at all times, by emergency vehicles, buses and vanpools/carpools carrying four or more persons; and the interim lanes (diamond lanes) from the end of the reversible lanes south of Springfield to their terminus at Woodbridge were established for the use of emergency vehicles, buses and vanpools/carpools carrying four or more persons during peak commuter periods; and

WHEREAS, on September 30, 1988, the Congress of the United States repealed Section 147 of Public Law 100-17 which had required the U.S. Secretary of Transportation to withhold funds apportioned to the State of Virginia should the Commonwealth Transportation Board use its authority under Section 33.1-46.2 of the Code of Virginia to modify the hours of operation and/or the occupancy restrictions for the Shirley Highway; and

WHEREAS, the Virginia Department of Transportation has monitored the vehicle and passenger counts to document the current and future needs for modifying the operating restrictions associated with the high occupancy vehicle lanes for the Shirley Highway; and

WHEREAS, the conventional lanes are operating at a level of service F, the HOV reversible/express lanes at level of service C, and the HOV diamond lanes at level of service D; and

WHEREAS, current research reflects that a two step level of service differential in HOV lanes over abutting conventional lane operation represents a reasonable operating strategy; and

WHEREAS, current data does indicate to the Commonwealth Transportation Board that a change in occupancy restrictions from HOV-4 to HOV-3 will increase the person-carrying ability of the Shirley Highway; and

WHEREAS, current information indicates that on the Shirley Highway diamond lanes between Woodbridge and Springfield there is excessive violation of the occupancy restriction during peak commuting hours, and

WHEREAS, in order to improve compliance with the occupancy restrictions, a public awareness campaign, supplemented by a public participation program similar to the State of Washington's HERO program, is being developed and is expected to be instituted on or before January 9, 1989;

NOW, THEREFORE, BE IT RESOLVED, that under the authority granted through the repeal of Section 147, this Board directs the Virginia Department of Transportation to begin, concurrent with the implementation of the public awareness and participation program, an experiment of at least six months, during which the Shirley Highway restricted lanes between Woodbridge and the 14th Street Bridge will be operated as HOV-3 lanes northbound between the hours of 6:00 a.m. and 9:00 a.m. and southbound between the hours of 3:30 p.m. and 6:00 p.m. on Monday through Friday, exclusive of holidays, and

BE IT FURTHER RESOLVED, that during this experiment, the Board will require the Virginia Department of Transportation to closely monitor vehicle and passenger counts and level of service differentials in order to document at what future date additional physical improvements will need to be made or the operating restrictions modified to allow the Shirley Highway high occupancy lanes to operate at an adequate level of service; and

BE IT FURTHER RESOLVED, that it is also the intent of this Board to leave Ramp G open until such time as it has a detrimental effect on the operation of the conventional and/or express lanes of the Shirley Highway; and

BE IT FURTHER RESOLVED, that all necessary signing be implemented to properly advise the public of the new regulation.

Motion carried.

Mr. Pethtel offered a general outline of the procedures to be followed in the consideration of a rehearing of the location decision on Project 0288-964-101, PE-100, Route 288, Chesterfield, Powhatan, Goochland and Henrico Counties. On motion of Mr. Quicke, seconded by Dr. Howlette, the Board agreed to the outlined procedures and to hear the applications for a rehearing on the location decision for this project.

The meeting was adjourned at 12:15 p.m.

The next meeting will be held at the Virginia Polytechnic Institute and State University, Blacksburg, Virginia, on November 19, 1988.

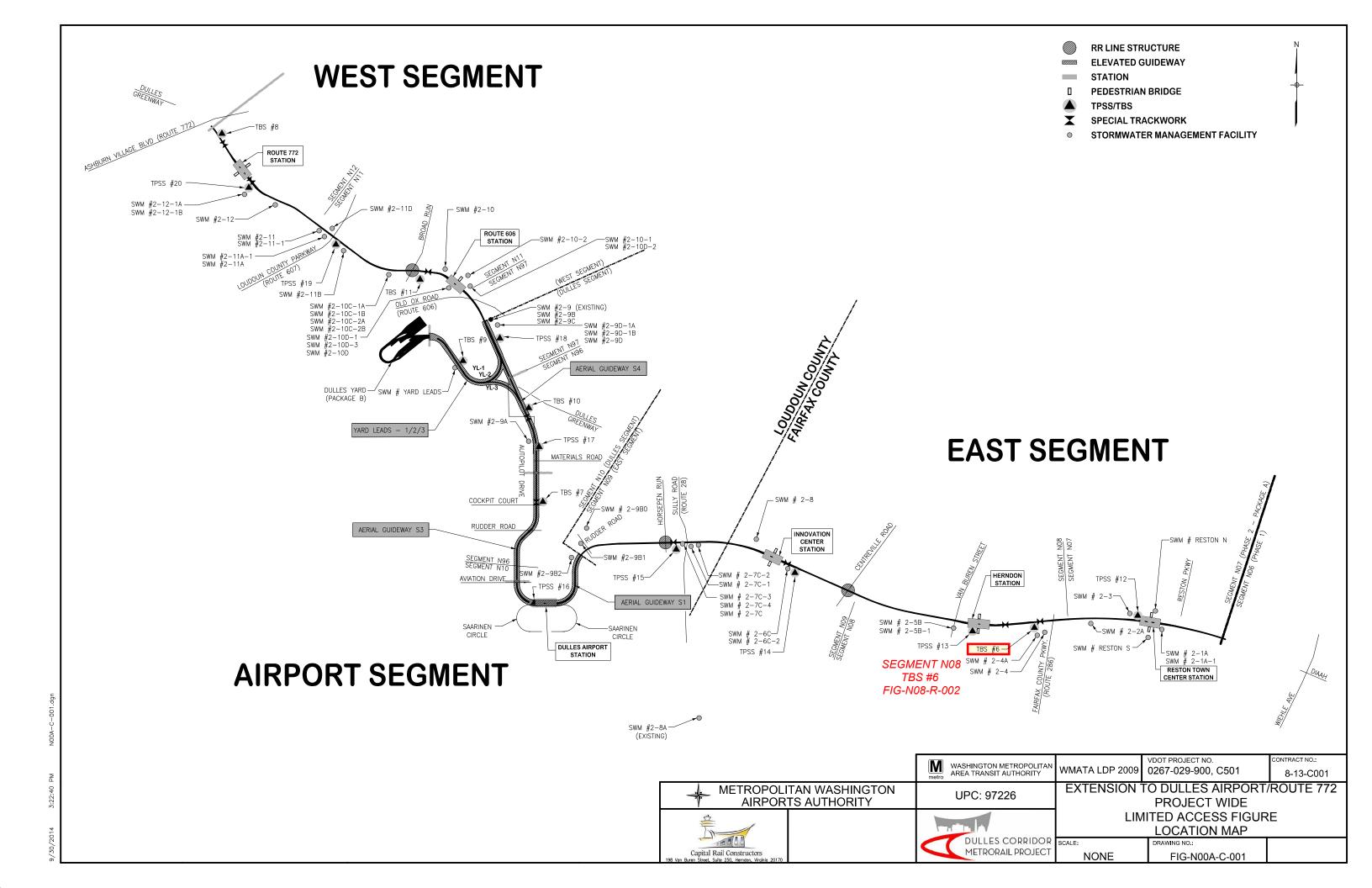
Approved:

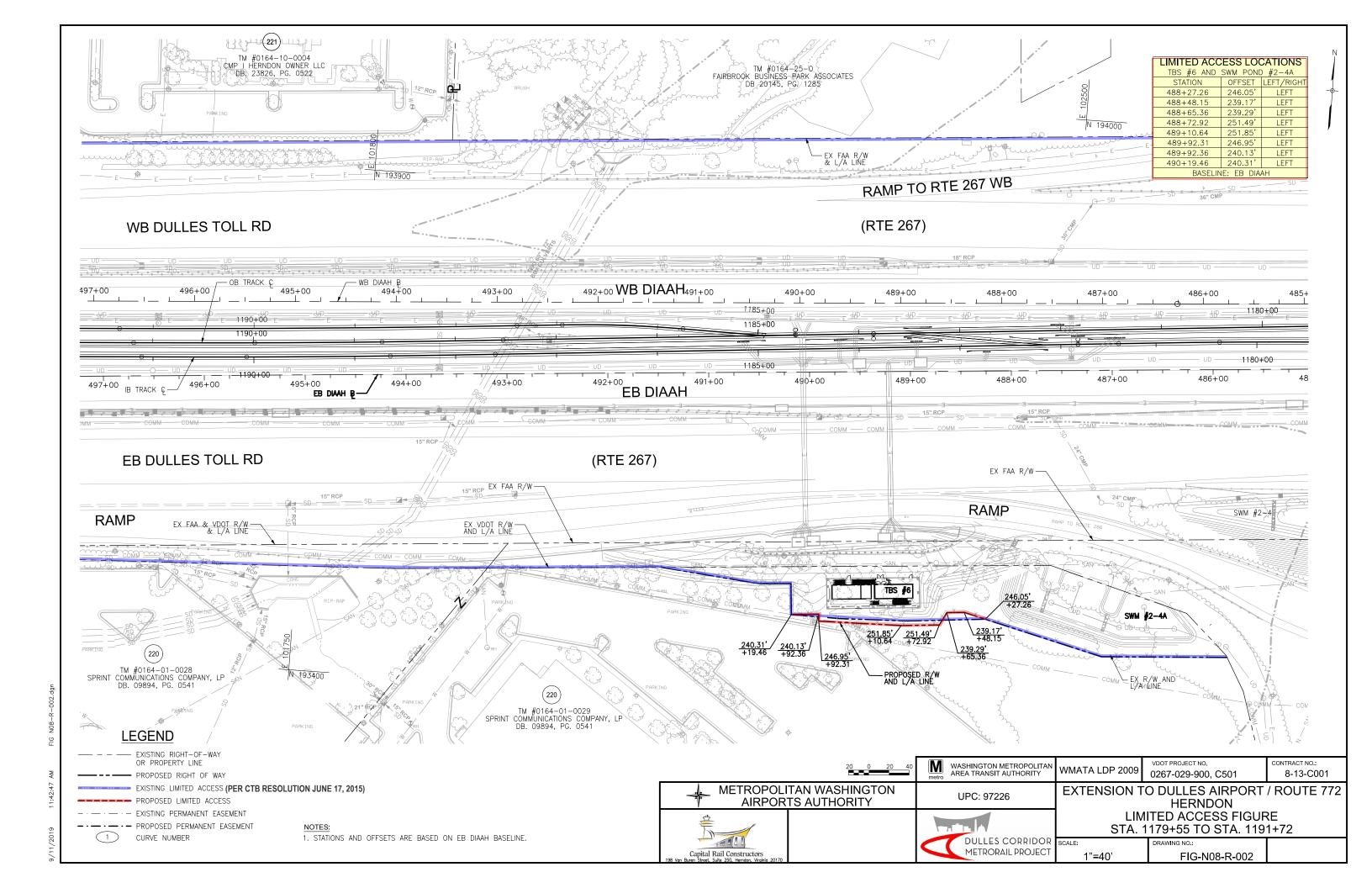
Chairmag

Attested:

Secretary







LIMITED ACCESS LOCATIONS				
TBS #6 AND SWM POND #2-4A				
STATION	OFFSET	LEFT/RIGHT		
488+27.26	246.05	LEFT		
488+48.15	239.17	LEFT		
488+65.36	239.29	LEFT		
488+72.92	251.49	LEFT		
489+10.64	251.85	LEFT		
489+92.31	246.95	LEFT		
489+92.36	240.13	LEFT		
490+19.46	240.31	LEFT		
BASELINE: EB DIAAH				



# COMMONWEALTH of VIRGINIA

# Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item # 13

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

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

<u>Title: Limited Access Control Changes (LACCs) for the Interstate 95 Express Lanes</u>

<u>Fredericksburg Extension ("FredEx")</u>

Stafford County

**WHEREAS,** on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, State Highway Project 0095-089-739, P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D649, D650, D651, D652, D653 (UPC#s 110527 and 114620) provides for the extension of the I-95 Express Lanes FredEx approximately 10 miles south of Exit 143 (Route 610 Garrisonville Road) to Exit 133 (Route 17 Warrenton Road) (the "Project"). Two reversible high-occupancy toll lanes will be constructed in the existing median of I-95. The lanes will connect the I-95 Southbound Rappahannock River Crossing project and the I-95 Northbound Rappahannock River Crossing project, and provide new access points at/near Exit 133 (Route 17 Warrenton Road) and Exit 140 (Route 630 Courthouse Road) interchanges in Stafford, and at Exit 148 (Russell Road) interchange near the Quantico Marine Corp Base in Prince William County. I-95 overpasses on Route 652 (Truslow Road) and Route 628 (American Legion Road) in Stafford County will be replaced with

Resolution of the Board Proposed Limited Access Control Change (LACCs) Interstate 95 Express Lanes Fredericksburg Extension ("FredEx") Stafford County December 9, 2020 Page 2 of 4

new overpasses, and new bridges will be constructed to accommodate the two reversible Express Lanes in the I-95 median. These improvements will reduce congestion and accommodate travel demand more efficiently, and provide greater reliability of travel times on the I-95 Express Lanes, and expand travel choices by increasing attractiveness and utility of ridership and transit usage, while also providing an option for single and double-occupant vehicles to bypass congested conditions; and

WHEREAS, the extension of the I-95 Express Lanes FredEx requires minor outward shifts of the limited access line to accommodate new stormwater management facilities, new overpasses at Route 652 (Truslow Road) and Route 628 (American Legion Road), and the new flyovers and access points at Exit 133 (Route 17 Warrenton Road) and Exit 148 (Russell Road), as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) posted a Notice of Willingness for Public Comment ("Willingness") on October 1, 2020, and October 8, 2020, in *The Washington Post, Local Living Section*, and *The Free Lance-Star*, and on October 2, 2020, and October 9, 2020, in the *El Tiempo Latino* for the proposed LACC's for the Project, including current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on October 15, 2020, 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**, the VDOT Fredericksburg District Office, VDOT Central Office, and the Federal Highway Administration (FHWA) have reviewed and approved the Interchange Justification Report on April 20, 2018, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and an Environmental Assessment (EA) was prepared under an agreement between VDOT and the FHWA. A Finding of No Significant Impact (FONSI) was issued by the FHWA in 2011 based on the EA. However, on February 5, 2018, VDOT requested approval from the FHWA of the Revised FONSI, which included the Revised EA. The FHWA provided approval of the Revised FONSI on March 19, 2018; and

Resolution of the Board Proposed Limited Access Control Change (LACCs) Interstate 95 Express Lanes Fredericksburg Extension ("FredEx") Stafford County December 9, 2020 Page 3 of 4

**WHEREAS**, the Project is located within an attainment area for all National Ambient Air Quality Standards. An Air Quality Technical Report was completed by VDOT in cooperation with the FHWA in August 2017, and it was determined that the Project will not have an adverse impact on air quality; and

**WHEREAS,** the Project is in Stafford County and is supported by a Resolution from the Board of Supervisors dated November 21, 2017, and the LACCs are supported by letter from the Deputy County Administrator dated October 19, 2020; and

**WHEREAS,** the FHWA provided approval for State Highway Project 0095-089-739 P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D649, D650, D651, D652, D653 (UPC#s 110527 and 114620) and the proposed LACCs on November 13, 2020; and

**WHEREAS**, the VDOT 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 VDOT made herein, and directs that the I-95 corridor in Stafford County, within which the I-95 Express Lanes FredEx are located, continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

Resolution of the Board Proposed Limited Access Control Change (LACCs) Interstate 95 Express Lanes Fredericksburg Extension ("FredEx") Stafford County December 9, 2020 Page 4 of 4

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

####

#### **CTB Decision Brief**

#### **Proposed Limited Access Control Changes (LACCs)**

**Interstate 95 Express Lanes Fredericksburg Extension ("FredEx")** 

# $\underline{0095\text{-}089\text{-}739}, \underline{P101}, \underline{R201}, \underline{C501}, \underline{B656}, \underline{B657}, \underline{B658}, \underline{B659}, \underline{B660}, \underline{B661}, \underline{B662}, \underline{D644}, \underline{D645}, \underline{D64$

<u>D646, D647, D648, D649, D650, D651, D652, D653</u> <u>UPC#s 110527 and 114620</u>

### **Stafford County**

**Issues:** The area designated as limited access previously approved for the I-95 corridor needs to be modified to accommodate the extension of the I-95 Express Lanes FredEx approximately 10 miles south of Exit 143 (Route 610 Garrisonville Road) to Exit 133 (Route 17 Warrenton Road) in Stafford County. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq*.

#### **Facts:**

- Limited Access Control for I-95 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the Commonwealth Transportation Board CTB, designated the Interstate Highway System, including I-95, to be Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."
- State Highway Project 0095-089-739, P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D649, D650, D651, D652, D653 (UPC#s 110527 and 114620) provides for extension of the I-95 Express Lanes FredEx from their current termination south of Exit 143 (Garrisonville Road) to Exit 133 (Route 17 Warrenton Road). Two reversible high-occupancy toll lanes will be constructed in the existing median of I-95. The lanes will connect the I-95 Southbound Rappahannock River Crossing project and the I-95 Northbound Rappahannock River Crossing project, and provide new access points at/near Exit 133 (Route 17 Warrenton Road) and Exit 140 (Route 630 Courthouse Road) interchanges in Stafford, and at Exit 148 (Russell Road) interchange near the Ouantico Marine Corp Base in Prince William County. I-95 overpasses on Route 652 (Truslow Road) and Route 628 (American Legion Road) in Stafford County will be replaced with new overpasses, and new bridges will be constructed to accommodate the two reversible Express Lanes in the I-95 median. improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) posted a Notice of Willingness for Public Comment ("Willingness") on October 1, 2020, and October 8, 2020, in *The Washington Post, Local Living Section*, and *The Free Lance-Star*, and on October 2, 2020, and October 9, 2020, in the *El Tiempo Latino* for the proposed LACC's for the Project, including current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 95 Express Lanes Fredericksburg Extension ("FredEx")
Stafford County
December 9, 2020
Page 2 of 3

Willingness expired on October 15, 2020, with no comments or other input from the public.

- 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 Fredericksburg District Office, VDOT Central Office, and the Federal Highway Administration (FHWA) have reviewed and approved the Interchange Justification Report on April 20, 2018, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and an Environmental Assessment (EA) was prepared under an agreement between VDOT and the FHWA. A Finding of No Significant Impact (FONSI) was issued by the FHWA in 2011 based on the EA. However, on February 5, 2018, VDOT requested approval from the FHWA of the Revised FONSI, which included the Revised EA. The FHWA provided approval of the Revised FONSI on March 19, 2018.
- The Project is located within an attainment area for all National Ambient Air Quality Standards. An Air Quality Technical Report was completed by VDOT in cooperation with the FHWA in August 2017, and it was determined that the Project will not have an adverse impact on air quality.
- The Project is in Stafford County and is supported by a Resolution from the Board of Supervisors dated November 21, 2017, and the LACCs are supported by letter from the Deputy County Administrator dated October 19, 2020.
- The FHWA provided the approval for State Highway Project 0095-089-739 P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D649, D650, D651, D652, D653 (UPC#s 110527 and 114620) and the proposed LACCs on November 13, 2020.
- The VDOT 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 I-95 corridor in Stafford County continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 95 Express Lanes Fredericksburg Extension ("FredEx")
Stafford County
December 9, 2020
Page 3 of 3

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 4, 1956.

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

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-95 Express Lanes FredEx Project will move forward.

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

**Public Comments/Reactions:** There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



## **Board of Supervisors**

Meg Bohmke, Chairman Thomas C. Coen, Vice Chairman Finesha Allen L. Mark Dudenhefer Cindy C. Shelton Gary F. Snellings Crystal L. Vanuch

> Frederick J. Presley County Administrator

October 19, 2020

Bill Arel, P.E. Virginia Department of Transportation Fredericksburg District 87 Deacon Road Fredericksburg, VA 22405

Dear Mr. Arel:

I'm writing to confirm that Stafford County supports the I-95 Express Lanes - Fredericksburg Extension, as originally expressed in a November 21, 2017 resolution from the Stafford County Board of Supervisors.

Stafford County further understands that adjustments to the limited access right of way will be required along the corridor. The approximate location of the associated Right of Way takings shared with the public on September 25, 2017 and a Willingness for Public Comment on the Limited Access changes was posted on October 1, 2020.

If you need any additional information or have any questions, please feel free to call me at 540-658-4894.

Sincerely,

Michael T. Smith

Deputy County Administrator



# 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

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary Hughes Hynes

The Honorable Allison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot, Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the I-95 Express Lanes Fredericksburg Extension ("FredEx") in Stafford County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0095-089-739, P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D649, D650, D651, D652, D653 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer

#### DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive Fairfax, Virginia 22030

Stephen C. Brich, P.E. Commissioner

October 27, 2020

Mr. Thomas Nelson Jr., P.E. Division Administrator Federal Highway Administration P.O. Box 10249 400 N. 8<sup>th</sup> Street Room 750 Richmond, Virginia 23240-0249

Attn: Ms. Janice L. Williams

Interstate I-95

I-95 Express Lanes Extension (FREDEX)

Project #: 0095-089-739, P101, R201, C501, B656, B657, B658, B659, B660, B661, B662,

D644, D645, D646, D647, D648, D649, D650, D651, D652, D653

Federal Project #: NHPP-000S(345)

UPC's 110527 & 114620

Prince William & Stafford Counties Request for Modified Limited Access

Dear Mr. Nelson,

As you are aware, the Virginia Department of Transportation (VDOT) is developing plans for the extension of the I-95 Express Lanes from the current southern terminus of the Express Lanes just south of Exit 143 to Exit 133. Two reversible high-occupancy toll lanes will be constructed in the existing median of I-95 and the lanes will connect the I-95 Southbound Rappahannock River Crossing project and the I-95 Northbound Rappahannock River Crossing project. The project will also provide new access points at/near Exit 133 (Route 17 Warrenton Road) and Exit 140 (Route 630 Courthouse Road) interchanges in Stafford, and at Exit 148 (Russell Road) interchange near the Quantico Marine Corp Base in Prince William County.

As a result of the design of this project, the Limited Access will need to be modified along this section of I-95 to encompass the proposed construction improvements.

I-95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

The Project is in compliance with National Environmental Policy Act requirements and an Environmental Assessment (EA) was prepared under an agreement between VDOT and the FHWA. A Finding of No Significant Impact (FONSI) was issued by the FHWA in 2011 based on the EA. However, on February 5, 2018, VDOT requested approval from the FHWA of the Revised FONSI, which included the Revised EA. The FHWA provided approval of the Revised FONSI on March 19, 2018.

Therefore, VDOT is requesting your concurrence for the proposed modifications to the existing limited access lines along I-95 as shown on the attached exhibits and the control point table.

Attached for your review, please find a copy of the Title Sheet for the project, Limited Access Resolution, Limited Access Decision Brief, Limited Access Exhibits, and the Limited Access Point Tables.

VDOT approves of the Limited Access Control Changes as shown in the Limited Access Exhibits and the Limited Access Point Tables. Please review the attached documents and provide your acceptance of the proposed Limited Access Changes.

If you need additional information, please contact Mr. Terry Knouse at (804)840-1295 or Theron.Knouse@vdot.virginia.gov.

Respectfully,			
	Susan H. Keen, P.E. State Location and Design Engineer		
	Approved:	Date:	

Enclosure Exhibits

VirginiaDOT.org WE KEEP VIRGINIA MOVING

# Minutes of the Meeting of the State Highway Countesion of Virginia, held in Richmond Cotober 4, 1988

The Commission set in the Central Office Building, Richard, Virginia, at 9:00 A.K., Thursday, October 4, 1956. The following members were presents Nessrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wa. A. Wright and J. A. Anderson.

The mosting was called to order by the Chairman.

The Chairman read a latter from Mr. Howard C. Regard stating that he would not be able to attend because of illness.

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

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 8-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

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

Moved by Senator Melson, seconded by Senator Wright, that the Countesion confirm sward of contract on bids received August 15 for the construction of Project 1887-15-16, Route 615, Bridge and Approaches Three Creek, Southempton County, to the low hidder, Morfolk Contracting Co., Morfolk, Va., at the bid of \$102,949.41, that 105 additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Counting sion confirm sward of contract on bids received August 15 for the construction of Project 1307-24, Route 600, 3. End of Bridge over Claytons Mill Cresh-0.864 Mile M. Rochbridge County Line, Augusta County, to the low bidier, Echols Brothers, Inc., Staunton, Ya., at the bid of \$67,455.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargesble to this project; to be financed 50/50 State and Federal. Notion carried.

Moved by Mr. Barrow, seconded by Mr. Plythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pissaro)-Franklin County Mine, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Nount, Va., at the bid of \$127,856.70, that 105 additional be set asks to cover the cost of engineering and additional work and \$1,225.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Notice carried.

Moved by Mr. Flythe, seconded by Senator Welson, that, Whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, as emeried, request is made by City of Warnick for payment at the base rate of 500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warnick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Hoved by Mr. Flyths, seconded by Senator Helson, that, Whereas, under authority of Section 58-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Vaynesboro for payment at the base rate of 9500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Notion carried.

Noved by Mr. Flythe, seconded by Senator Helson, that, Whereas, under authority of Sentien 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Nile annually on additional streets meeting the required standards; New, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Nile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, affective beginning the second quarter, October 1, 1956. Notion carried.

Moved by Mr. Flythe, seconded by Senator Malson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the Mational System of Interstate and Dafeness Righways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of scress to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virgimia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, atc., are here and now designated Limited Access Highways, pursuant to Article 5, Chapter 1, Title 35, of the Code of Virginia of 1950, as amended, Notion parried.

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

¥

## BOARD OF SUPERVISORS COUNTY OF STAFFORD STAFFORD, VIRGINIA

## RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 21<sup>st</sup> day of November, 2017:

MEMBERS:		<u>VOTE</u> :
Paul V. Milde, III, Chairman	Children Array Carron	Yes
Meg Bohmke, Vice Chairman		Yes
Jack R. Cavalier		Yes
Wendy E. Maurer		Yes
Laura A. Sellers		Yes
Gary F. Snellings		Yes
Robert "Bob" Thomas, Jr.		Yes

On motion of Mrs. Maurer, seconded by Ms. Bohmke, which carried by a vote of 7 to 0, the following was adopted:

A RESOLUTION OF SUPPORT FOR THE VIRGINIA DEPARTMENT OF TRANSPORTATION I-95 EXPRESS LANES FREDERICKSBURG EXTENSION PROJECT

WHEREAS, the Virginia Department of Transportation (VDOT) has requested a resolution of support for the I-95 Express Lanes Fredericksburg Extension (Fred Ex) project (Project); and

WHEREAS, Fred Ex was included in the Atlantic Gateway grant application, a \$1.4 billion package of highway, transit, and rail projects along the I-95 corridor, that VDOT submitted and was awarded approximately \$165 million in FASTLANE grant funds from the U.S. Department of Transportation in 2016; and

WHEREAS, Fred Ex would extend the I-95 Express Lanes approximately 10 miles south of Route 610 (Garrisonville Road) to the vicinity of US Route 17 (Warrenton Road) providing additional capacity to the I-95 corridor and include multiple points of access to these new express lanes; and

WHEREAS, Fred Ex would reduce daily congestion, accommodate travel demand, provide greater reliability, and expand travel choices for Stafford County residents;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors, on this the 21<sup>st</sup> day of November, 2017, that it be and hereby does support the I-95 Express Lanes Fredericksburg Extension Project; and

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

A Copy, teste:

Thomas C. Foley
County Administrator

TCF:KCD:cjh:tbm

Snider, Lori
Thu, Oct 29,
11:45 AM

to Neil, me

I approve of this LACC from a Right of Way & Utilities perspective.

Lori

On Thu, Oct 29, 2020, 11:00 AM Hord, Neil < neil.hord@vdot.virginia.gov > wrote: Lori,

Please see the attached LACC item being presented by L&D. I have reviewed and recommend your approval from a Right of Way and Utilities perspective. If you concur, please let George Rogerson know with an email. thank you

Neil

----- Forwarded message ------

From: Rogerson, George < george.rogerson@vdot.virginia.gov >

Date: Fri, Oct 23, 2020 at 11:15 AM

Subject: Fwd: LACC FOR I-95 EXPRESS LANES FREDEX (UPC 110527 and 114620)

To: Hord, Neil < neil.hord@vdot.virginia.gov >

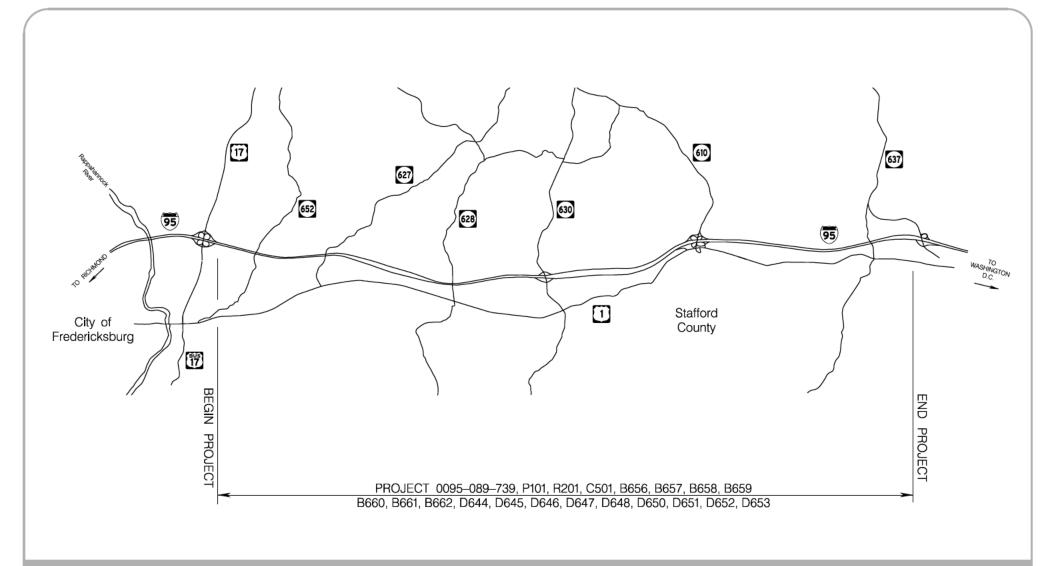
Neil.

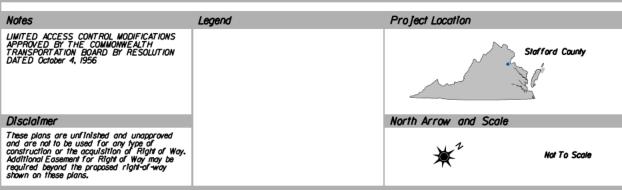
I have attached the LACC documents for the above-mentioned project for your review and comments for the **December 9 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. **Please respond by the COB November 4.** 

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

Thank you,

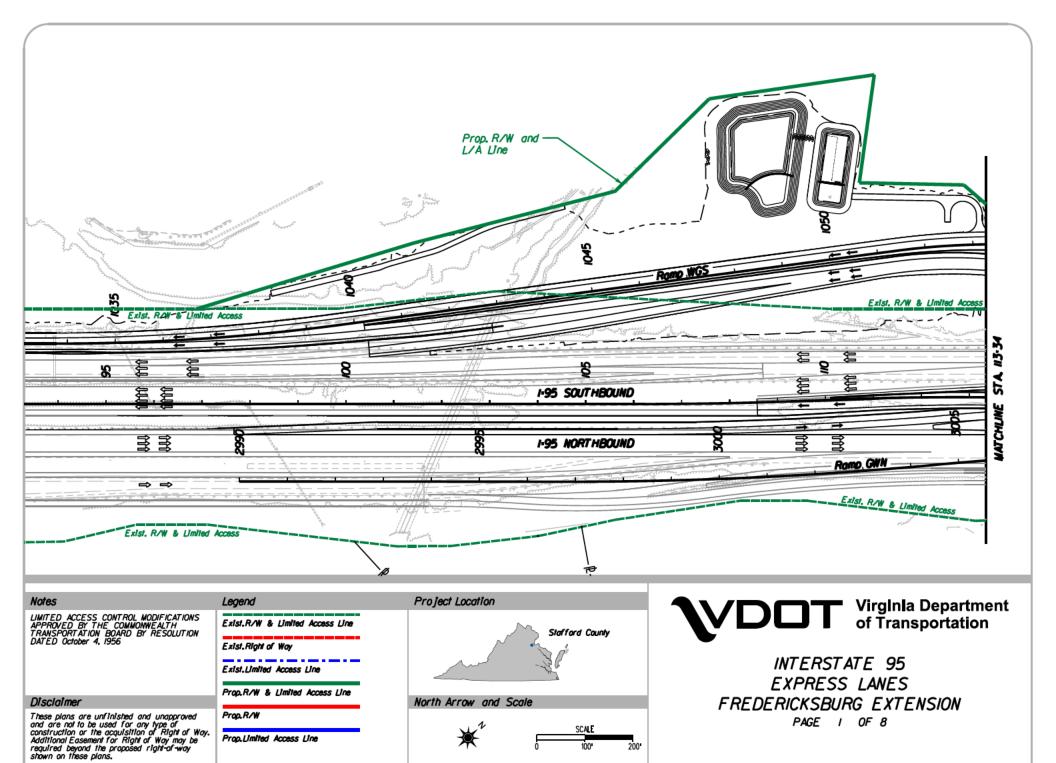
George 804-350-1571 (cell)





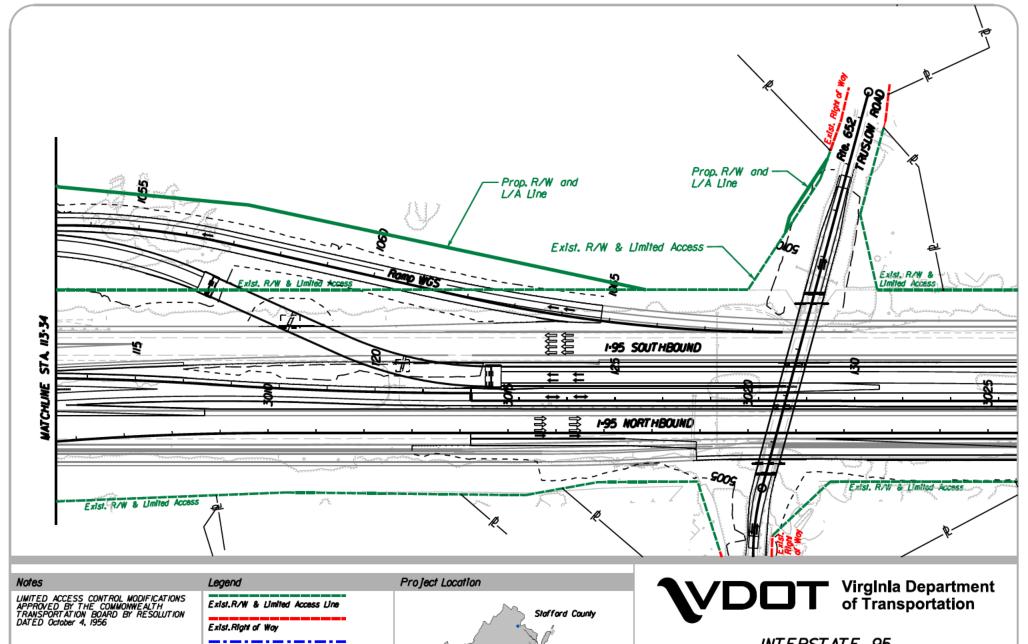


INTERSTATE 95
EXPRESS LANES
FREDERICKSBURG EXTENSION

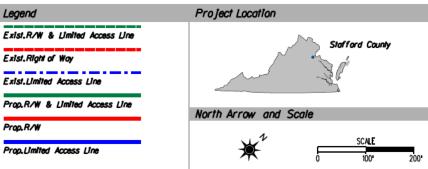


STATE PROJECT 0095-089-739, P101, R201, C501, B656, B657, B658, B659, B660, B661, B662, D644, D645, D646, D647, D648, D650, D651, D652, D653 - UPC 110527, 114620

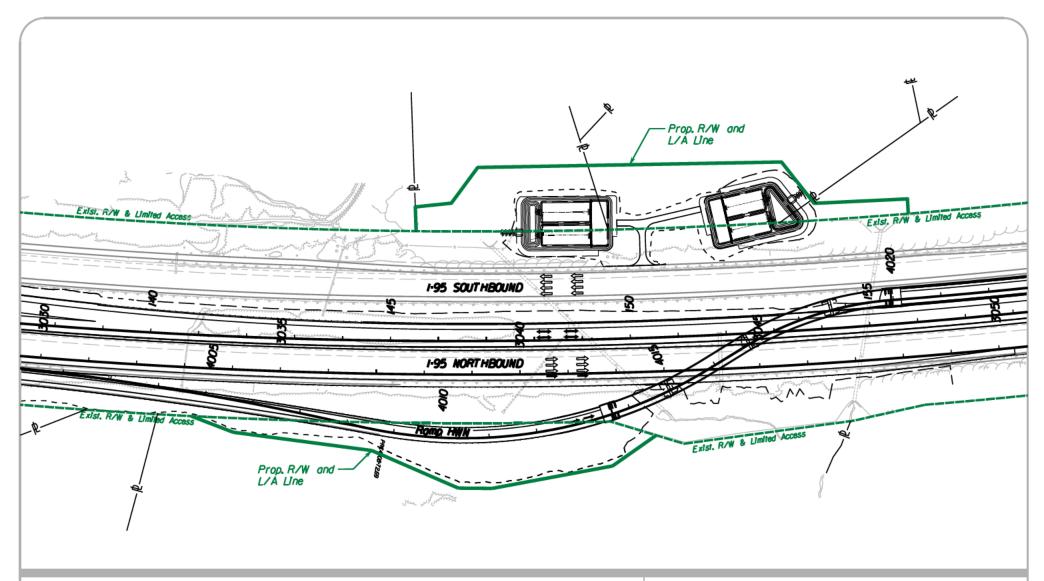
Prop.Limited Access Line

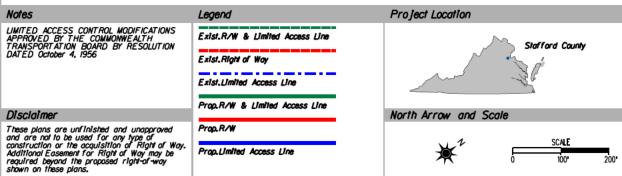






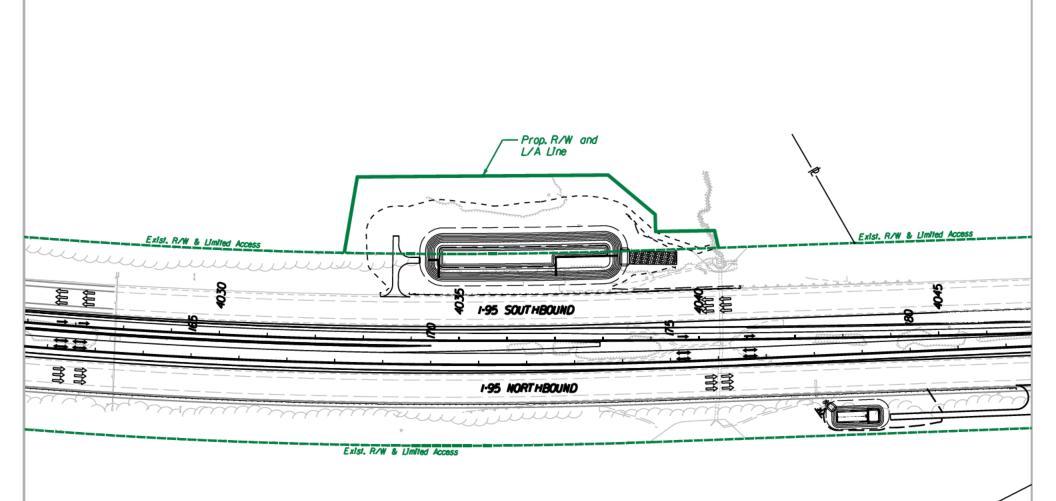
INTERSTATE 95
EXPRESS LANES
FREDERICKSBURG EXTENSION
PAGE 2 OF 8

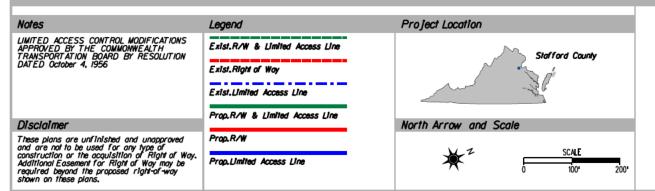






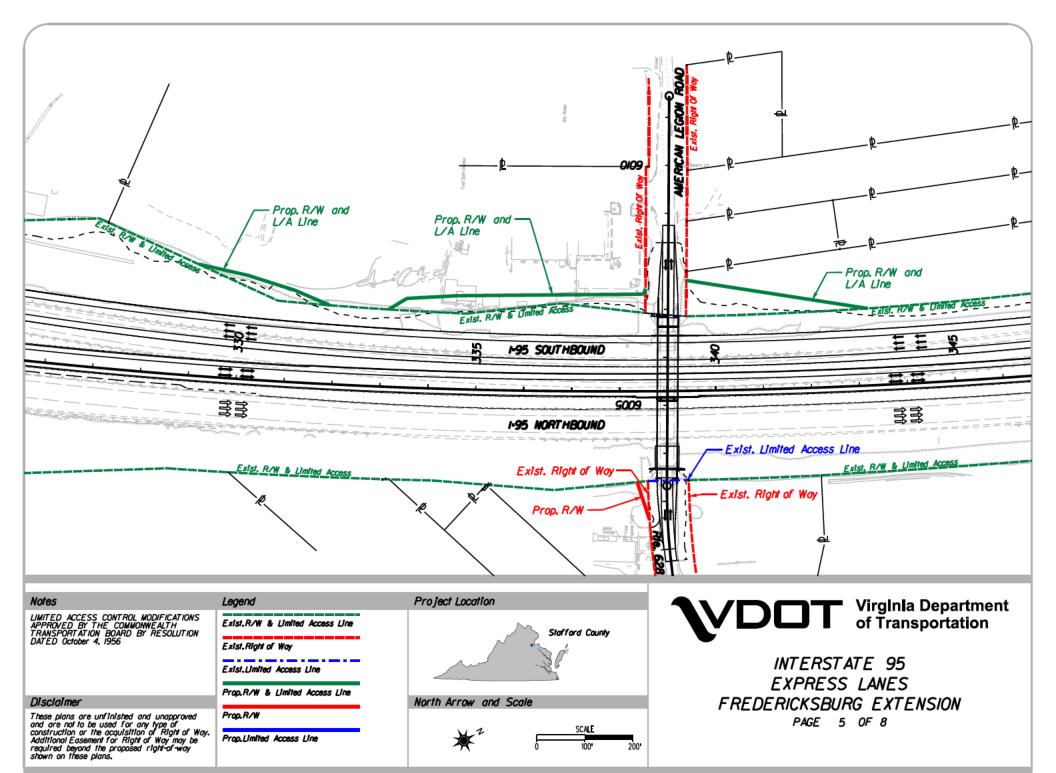
INTERSTATE 95
EXPRESS LANES
FREDERICKSBURG EXTENSION
PAGE 3 OF 8

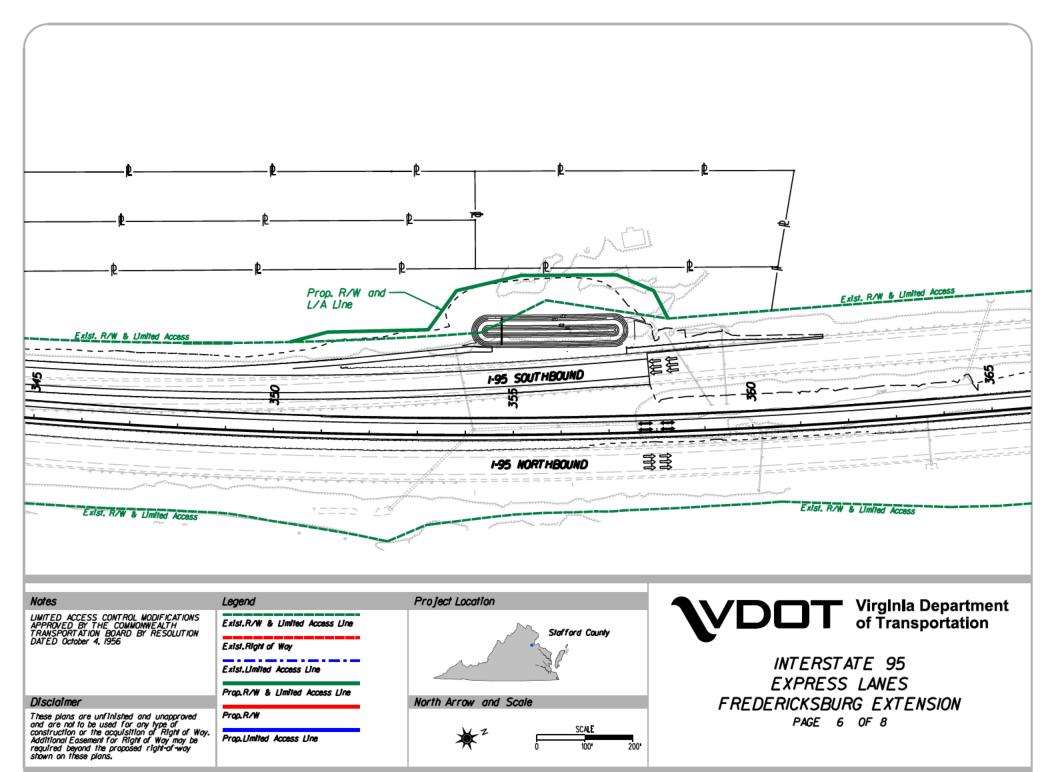


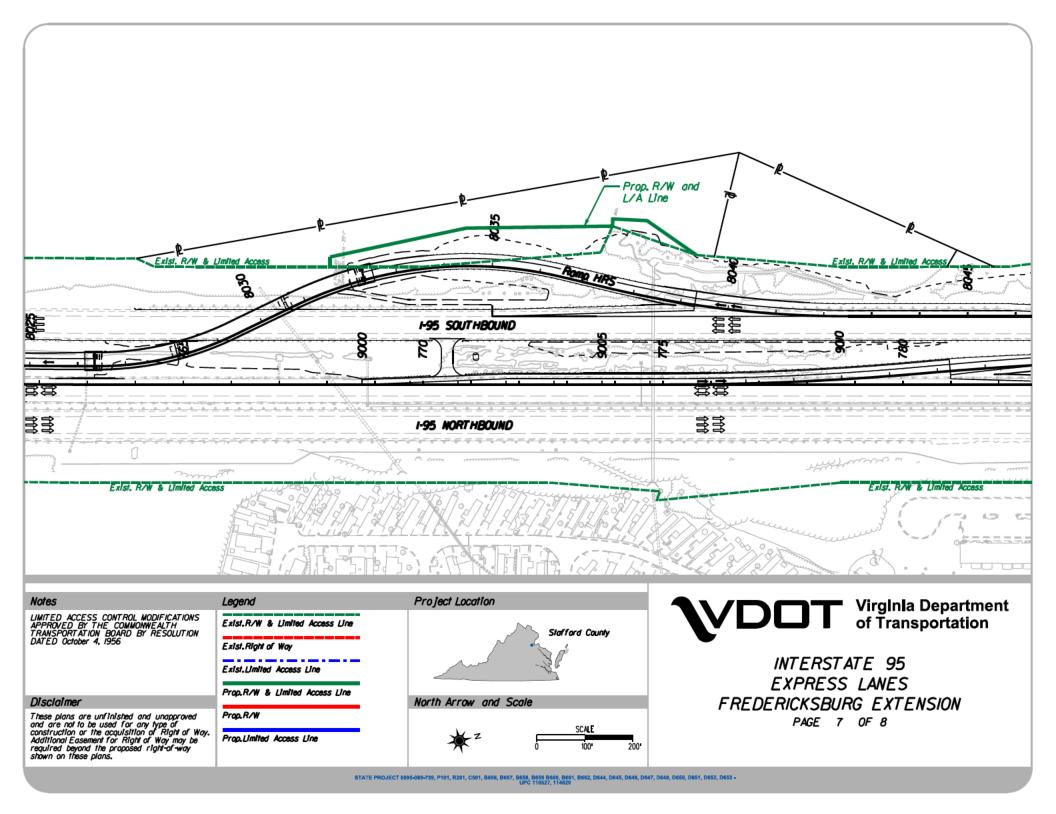


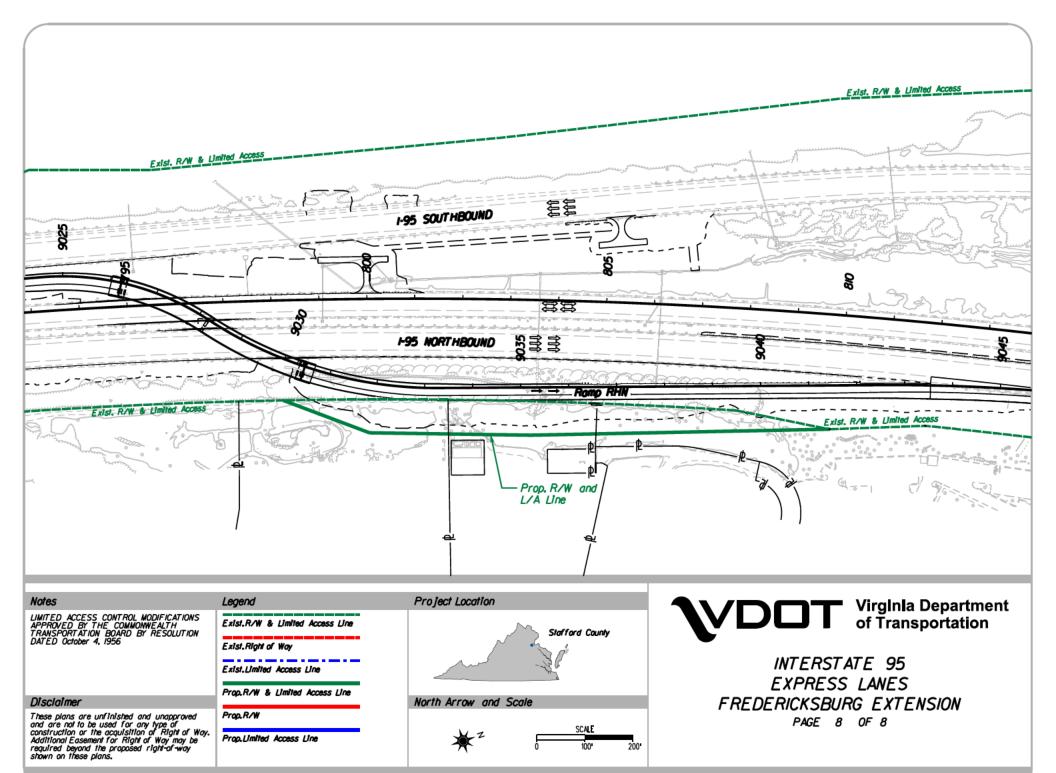


INTERSTATE 95 EXPRESS LANES FREDERICKSBURG EXTENSION PAGE 4 OF 8









### I-95 Express Lanes Fredericksburg Extension Proposed Right of Way and Limited Access

### Commonwealth Transportation Board Meeting April XX, 2020

Points shown romanized are subject to Early Acquisition By VDOT Proj. 0095-089-739, P101, R201, C501, B656, B657, B658, B659 B660, B661, B662, D644, D645, D646, D647, D648, D650, D651, D652, D653 - UPC 110527, 114620

Points shown in italics are subject to final design by the design builder

Corresponding Page			unes are suc				
Number on CTB Exhibits	A1:	Chatian	044	: <b>.</b>	D = -1: (f4)	Discreticus	T
	Alignment	Station	Off		Radius (ft)	Direction	Туре
	Ramp WGS	1036+73.74	62.79		-		Proposed Right of Way and Limited Access
	Ramp WGS	1041+45.74	149.10		-		Proposed Right of Way and Limited Access
	Ramp WGS	1045+75.47	200.34		-	-	Proposed Right of Way and Limited Access
1	Ramp WGS	1047+95.36	365.52		-	-	Proposed Right of Way and Limited Access
1	Ramp WGS	1051+41.27	369.51	LT	-	-	Proposed Right of Way and Limited Access
1	Ramp WGS	1050+81.98	150.52	LT	-	-	Proposed Right of Way and Limited Access
1	Ramp WGS	1052+85.33	125.08	LT	-	-	Proposed Right of Way and Limited Access
	Ramp WGS	1053+31.75	80.49		-		Proposed Right of Way and Limited Access
	Ramp WGS	1057+12.82	87.71		_	_	Proposed Right of Way and Limited Access
	Ramp WGS	1065+69.64	66.68		_	_	Proposed Right of Way and Limited Access
	Nump WG5	1003103.04	00.00	<u>- 1</u>			Troposed right of way and Elimited Access
2	Rte. 652	5010+29.06	91.11	Lт	ı	I	Proposed Right of Way and Limited Access
	Rte. 652	5010+63.10	91.42		-	-	
					-		Proposed Right of Way and Limited Access
	Rte. 652	5012+00.40	46.47	LI	-	-	Proposed Right of Way and Limited Access
		1		T	,	•	
	Ramp HWN	4004+78.72	48.71		-	-	Proposed Right of Way and Limited Access
3	Ramp HWN	4005+71.64	66.33	RT	-	-	Proposed Right of Way and Limited Access
3	Ramp HWN	4008+62.50	43.91	RT	-	-	Proposed Right of Way and Limited Access
3	Ramp HWN	4010+36.95	104.23	RT	-	-	Proposed Right of Way and Limited Access
3	Ramp HWN	4011+00.64	106.16		-	=	Proposed Right of Way and Limited Access
	Ramp HWN	4013+31.44	103.40		-		Proposed Right of Way and Limited Access
	Ramp HWN	4014+29.62	73.52		-	_	Proposed Right of Way and Limited Access
<u> </u>	Indin't ITVIN	7014123.02	73.32	1.7.1			Troposed hight of way and chinical Access
2	1.05.74	4.45 . 54 . 74	220.70	l. <del>-</del>	ı	I	December 1971 to 1971 to 1971
	I-95 XL	145+51.71	228.78	L I	-	-	Proposed Right of Way and Limited Access
	I-95 XL	145+49.46	279.19		-	-	Proposed Right of Way and Limited Access
	I-95 XL	146+26.55	287.45		-		Proposed Right of Way and Limited Access
	I-95 XL	146+83.36	361.77		-	-	Proposed Right of Way and Limited Access
3	I-95 XL	149+20.29	362.62		-	-	Proposed Right of Way and Limited Access
3	I-95 XL	153+36.25	352.81	LT	-	-	Proposed Right of Way and Limited Access
3	I-95 XL	153+95.43	269.90	LT	-	-	Proposed Right of Way and Limited Access
	I-95 XL	154+00.63	262.54		-	-	Proposed Right of Way and Limited Access
	I-95 XL	155+99.65	257.65		-	_	Proposed Right of Way and Limited Access
	I-95 XL	155+98.63	226.77		_	_	Proposed Right of Way and Limited Access
J	1 33 AL	133 - 36.63	220.77				Troposed Hight of Way and Emitted Access
	T .	168+14.18	229.74	lт	T	I	Proposed Right of Way and Limited Access
	II 05 VI			L I		_	Proposed Right of Way and Limited Access
	I-95 XL			I.T.			Drangered Dight of May and Limited Assess
4	I-95 XL	168+37.99	388.67		-		Proposed Right of Way and Limited Access
4	I-95 XL I-95 XL	168+37.99 173+78.48	388.67 392.59	LT	-		Proposed Right of Way and Limited Access
4 4 4	I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29	388.67 392.59 307.85	LT LT	- -		Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4	I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04	388.67 392.59 307.85 272.39	LT LT LT	-	- - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4	I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29	388.67 392.59 307.85	LT LT LT	- - - -	- - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4	I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04	388.67 392.59 307.85 272.39	LT LT LT LT		- - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78	388.67 392.59 307.85 272.39 270.13	LT LT LT LT		- - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78	388.67 392.59 307.85 272.39 270.13 233.88	LT LT LT LT LT			Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39	388.67 392.59 307.85 272.39 270.13 233.88	LT LT LT LT LT LT			Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78	LT LT LT LT LT LT LT LT LT LT LT LT	- - - - -		Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56				Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78		-		Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56		-		Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48				Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48		- - - - - - - -		Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85		- - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48		- - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.29 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57		- - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57		- - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+42.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17		- - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+42.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+42.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - -	- - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+60.50 343+23.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - - -	- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+60.50 343+23.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17 37.87 160.75	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - - - - - -	- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+60.50 343+23.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - - - - - -	- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+60.50 343+23.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17 37.87 160.75	LT LT LT LT LT LT LT LT LT LT LT LT LT L	- - - - - - - - - - - - - - - - - - -	- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+60.50 343+23.98	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17 37.87 160.75	LT LT LT LT LT LT LT LT LT LT LT LT LT L		- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I-95 XL Rte. 628 I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+49.54 334+55.70 338+51.19 6007+42.98 6007+60.50 343+23.98 338+35.81 6002+62.62	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17 37.87 160.75	LT LT LT LT LT LT LT LT LT LT LT LT LT L		- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access
4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 6 6 6	I-95 XL I-95 XL	168+37.99 173+78.48 174+77.04 176+02.78 176+09.39 329+04.99 330+10.13 331+11.74 331+86.63 333+11.83 333+49.54 334+55.70 338+51.19 6007+42.98 6007+60.50 343+23.98 338+35.81 6002+62.62	388.67 392.59 307.85 272.39 270.13 233.88 232.45 216.78 191.56 164.48 161.25 185.85 194.83 202.57 47.17 37.87 160.75	LT LT LT LT LT LT LT LT LT LT LT LT LT L		- - - - - - - - - - - -	Proposed Right of Way and Limited Access Proposed Right of Way and Limited Access

### I-95 Express Lanes Fredericksburg Extension Proposed Right of Way and Limited Access

### Commonwealth Transportation Board Meeting April XX, 2020

Points shown romanized are subject to Early Acquisition By VDOT Proj. 0095-089-739, P101, R201, C501, B656, B657, B658, B659 B660, B661, B662, D644, D645, D645, D646, D647, D648, D650, D651, D652, D653 - UPC 110527, 114620

Points shown in italics are subject to final design by the design builder

Corresponding Page							
Number on CTB Exhibits	Alignment	Station	Offset		Radius (ft)	Direction	Туре
6	I-95 XL	355+19.85	332.12	LT	-	-	Proposed Right of Way and Limited Access
6	I-95 XL	357+24.90	329.70	LT	-	-	Proposed Right of Way and Limited Access
6	I-95 XL	358+02.74	294.54	LT	-	-	Proposed Right of Way and Limited Access
6	I-95 XL	358+31.21	235.56	LT	-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8031+72.62	46.97	LT	-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8031+79.04	66.58	LT	-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8034+46.24	79.28	LT	-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8037+25.21	127.61 LT		-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8037+21.54	142.40 LT		-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8037+95.93	154.97 LT		-	-	Proposed Right of Way and Limited Access
7	Ramp HRS	8039+17.44	103.29 LT -		-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9030+26.98	81.20	RT	-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9031+99.21	103.58	RT	-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9033+48.95	95.99	RT	-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9035+19.80	99.58	RT	-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9036+56.16	97.75	RT	-	-	Proposed Right of Way and Limited Access
8	Ramp RHN	9041+43.16	91.23	RT	-	-	Proposed Right of Way and Limited Access



Commonwealth Transportation Board

Shannon Valentine 1401 East Broad Street
Chairperson Richmond, Virginia 23219

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

Agenda item # 14

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

## **MOTION**

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

<u>Title: Limited Access Control Changes for Intersection Improvements at Prince</u>

<u>William Parkway and University Boulevard (Quadrant Road Intersection)</u>

Prince William County

**WHEREAS,** on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 234 (formerly Manassas Bypass, now Prince William Parkway) between Route 619 at Limstrong and Routes 29/211 in Prince William County to be a limited access highway in accordance with then Article 4, Chapter 1, Title 33 of the *Code of Virginia*, which is now § 33.2-401; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), from 0.23 miles north of Interstate 66 to 3.91 miles east of Route 28 in Prince William County, State Highway Project 6234-076-112, C-501, C502, C-503, C-504; including the design of the Route 234/Route 28 interchange, the plans for which include the boundaries of the limited access control area, and also specifically prohibited, among other potential uses, pedestrian and bicycle use of Route 234; and

WHEREAS, on November 15, 1993, the CTB approved the major design features of Route 234 (Manassas Bypass), from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of Manassas, State Highway Project 6234-076-F12, PE101, the plans for which include the boundaries of the limited access control area; and resolved that the major design features as

Resolution of the Board
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 2 of 5

approved by the CTB resolution dated June 20, 1991, be amended and approved for the proposed project and also permitted interim bicycle use on paved shoulders until final design; and

**WHEREAS**, in support of proposed LACCs along Route 234, the CTB approved major design features for Route 234 on November 15, 1993, under State Highway Project 6234-076-F12, PE 101 included the limited access control boundaries, as defined in the plans, for the Route 674 (Wellington Road) realignment, for which the abandonment and addition of the new alignment to the secondary state highway system effective in January 27, 2000, State Highway Project 6234-076-F12, C501, C502, C505; and

WHEREAS, in further support of proposed LACCs along Route 234, additional limited access changes have been approved by the CTB on Route 234 in recent years including State Highway Project 6234-076-112, RW205 at the Route 234 and Sudley Manor Drive intersection on December 15, 2005, and a project for modification to the limited access line along Route 234 (Dumfries Road) to accommodate the extension of a shared-use path on June 19, 2008. Additionally, a limited access change was approved on April 19, 2017, for State Highway Project 0028-155-270, P101, R201, C501 at the interchange of Routes 234 and 28, for the widening of Route 28; and

WHEREAS, Prince William County-administered Project SPR2020-00019 (the "Project") provides intersection improvements at Route 234 (Prince William Parkway) and Route 840 (University Boulevard) to address safety issues and increase operational performance by eliminating and rerouting left turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road extending Discovery Boulevard, from University Boulevard up to Prince William Parkway, with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard, addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared-use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard; and

**WHEREAS**, the construction of the quadrant road intersection at Route 234 (Prince William Parkway) and Discovery Boulevard requires a control change in the limited access line along eastbound Prince William Parkway to accommodate the quadrant connector road;

Resolution of the Board
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 3 of 5

and a minor inward shift, towards the roadway, of the limited access line to accommodate a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a public information meeting was held for the Project at its preliminary stage on May 20, 2019, between 6:30 pm and 8:30 pm at Sweeney Barn, 9310 Discovery Boulevard, Manassas, Virginia 20109, for the Project's major design features and noted the proposed LACCs required, and allowed public input to be collected concerning the Project; additionally, a public hearing was held for the Project by the Board of County Supervisors on February 18, 2020 at 2:00 pm, at the James J. McCoart Administration Building, 1 County Complex Court, Woodbridge, Virginia 22192, to endorse the final design of the intersection improvements, including the proposed LACCs, and allow for public input to be collected concerning the Project; and

**WHEREAS**, a Notice of Willingness for Public Comment ("Willingness") was posted on September 3, 2020, in *The Washington Post*, and on September 4, 2020, in the *Bull Run Observer* and *El Tiempo Latino* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on September 21, 2020; and

**WHEREAS**, proper notice of the public information meeting, hearing, and Willingness were given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, their statements being duly recorded; and

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

**WHEREAS**, VDOT's Northern Virginia District reviewed the traffic analysis report completed on February 6, 2020, approved the report for the Project on August 18, 2020, and found that it adequately addresses the impacts from the project and the proposed LACCs; and

Resolution of the Board
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 4 of 5

**WHEREAS**, the Project is in compliance with the local environmental review process requirements and an Environmental Assessment (EA), Form EQ-112, was prepared on March 27, 2020, and approved by VDOT on June 11, 2020; and

**WHEREAS**, the Project is located within a non-attainment area for ozone; the local environmental review process was completed on July 9, 2019, and it was determined that the project will not have an adverse impact on air quality; and

**WHEREAS,** the Prince William County Board of Supervisors, by resolution No. 20-215 dated February 18, 2020, endorsed the major design features of the Project. The Prince William County Director of Transportation endorsed the changes in limited access control in a letter dated November 12, 2020; 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.

**NOW, THEREFORE, BE IT RESOLVED,** in accordance with § 33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the intersection of Prince William Parkway and University Boulevard (Quadrant Road Intersection) 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.

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

Resolution of the Board
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 5 of 5

####

## CTB Decision Brief

## **Proposed Limited Access Control Changes**

## Intersection Improvements at Prince William Parkway and University Boulevard

(Quadrant Road Intersection)
Project SPR2020-00019
Prince William County

**Issues:** The construction of the quadrant road intersection at Prince William Parkway and Discovery Boulevard requires a control change in the limited access line along eastbound Prince William Parkway to accommodate the quadrant connector road and a minor inward shift, towards the roadway, of the limited access line to accommodate a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

### **Facts:**

- On April 17, 1980, the State Highway Commission, predecessor to the CTB, designated Route 234 (formerly Manassas Bypass, now Prince William Parkway), between Route 619 at Limstrong and Routes 29/211 in Prince William County, to be a limited access highway in accordance with then Article 4, Chapter 1, Title 33 of the Code of Virginia of 1950, which is now § 33.2-401 of the *Code of Virginia*.
- On June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), from 0.23 miles north of Interstate 66 to 3.91 miles east of Route 28 (formerly Dumfries Road, now Nokesville Road) in Prince William County, State Highway Project 6234-076-112, C-501, C502, C-503, C-504; including the design of the Route 234/Route 28 interchange, the plans for which include the boundaries of the limited access control area, and also specifically prohibited, among other potential uses, pedestrian and bicycle use of Route 234.
- On November 15, 1993, the CTB approved the major design features of Route 234 (Manassas Bypass), from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of Manassas, State Highway Project 6234-076-F12, PE101, the plans for which include the boundaries of the limited access control area; and resolved that the major design features as approved by the CTB Resolution dated June 20, 1991, be amended and approved for the proposed project and also permitted interim bicycle use on paved shoulders until final design.
- In support of proposed LACCs along Route 234, major design features the CTB approved for Route 234 in November 15, 1993 under State Highway Project 6234-076-F12, PE 101 included the limited access control boundaries, as defined in the plans, for the Route 674 (Wellington Road) realignment, for which the abandonment and the addition of the new alignment to the Secondary System of State Highways

CTB Decision Brief
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 2 of 4

became effective on January 27, 2000, State Highway Project 6234-076-F12, C501, C502, C505.

- In further support of proposed LACCs along Route 234, additional LACCs were approved by the CTB on Route 234 in recent years including State Highway Project 6234-076-112, RW205 at the Route 234 and Sudley Manor Drive intersection on December 15, 2005, and a project for modification to the limited access line along Route 234 (Dumfries Road) to accommodate the extension of a shared-use path on June 19, 2008. Additionally, a limited access change was approved on April 19, 2017, for State Highway Project 0028-155-270, P101, R201, C501 at the interchange of Routes 234 and 28, for the widening of Route 28.
- Prince William County Project SPR2020-00019 (the "Project") provides intersection improvements at Route 234 (Prince William Parkway) and Rte. 840 (University Boulevard) to address safety issues and increase operational performance by eliminating and rerouting left turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road extending Discovery Boulevard, from University Boulevard up to Prince William Parkway, with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard; addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These improvements will impact the existing limited access lines on Prince William Parkway, requiring limited access control changes (LACCS), as shown on the Limited Access Line Exhibits, which include Stations and Offsets (attached).
- A public information meeting was held for the Project at its preliminary stage on May 20, 2019, between 6:30 pm and 8:30 pm, at Sweeney Barn, 9310 Discovery Boulevard, Manassas, Virginia 20109, for the Project's major design features and noted proposed LACCs required, and allowed public input to be collected concerning the Project. Additionally, a public hearing was held for the Project by the Board of County Supervisors on February 18, 2020, at 2:00 pm, at the James J. McCoart Administration Building, 1 County Complex Court, Woodbridge, Virginia 22192, to endorse the final design of the intersection improvements, including the proposed LACCs, and allow for public input to be collected concerning the Project.
- A Notice of Willingness for Public Comment ("Willingness") was posted on September 3, 2020, in *The Washington Post* and September 4, 2020, in the *Bull Run Observer* and the *El Tiempo Latino* for the proposed LACCs for the Project,

CTB Decision Brief
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 3 of 4

including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on September 21, 2020.

- Proper notice of the public information meeting, public hearing, and Willingness were given in advance, and all were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- VDOT's Northern Virginia District reviewed the traffic analysis report completed on February 6, 2020, approved the report for the Project on August 18, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with the local environmental review process requirements and an Environmental Assessment, Form EQ-112, was prepared on March 27, 2020, and approved by VDOT on June 11, 2020.
- The Project is located within a non-attainment area for ozone; the local environmental review process was completed on July 9, 2019, and it was determined that the project will not have an adverse impact on air quality.
- The Prince William County Board of Supervisors, by resolution No. 20-215 dated February 18, 2020, endorsed the Project and approved the major design features of the Project, which included changes in the limited access boundaries. The Prince William County Director of Transportation endorsed the changes in limited access control in a letter dated November 12, 2020.
- 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 polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

CTB Decision Brief
Proposed Limited Access Control Changes
Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)
Prince William County
December 9, 2020
Page 4 of 4

**Recommendations:** It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) 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 April 17, 1980.

**Action Required by CTB:** The *Code of Virginia* § 3.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* 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 proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection) Project will move forward.

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

**Public Comments/Reactions:** Forty-two (42) citizens that attended the public information meeting per the sign in sheets. There were nine (9) written comments against the Project received at the meeting held on May 20, 2019. No comments were received during the public hearing held on February 18, 2020. Additionally, no comments were receiving during the posting for Willingness period held between September 4, 2020 and September 21, 2020.



## COMMONWEALTH of VIRGINIA

# Commonwealth Transportation Board

Aubrey L. Layne, Jr. Chairman

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item # 4

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**April 19, 2017** 

## **MOTION**

Made By: Ms. Hynes, Seconded By: Mr. Garczynski Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs)
Route 28 and Route 234 Interchange
City of Manassas

WHEREAS, on April 17, 1980, the State Highway Commission (Commission), predecessor to the Commonwealth Transportation Board (CTB), designated Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 to be a Limited Access Highway in accordance with what is now §33.2-401 of the *Code of Virginia*; and

WHEREAS, the CTB approved the major design features of Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C502, C-503, C-504, including the design of the Route 234/Route 28 interchange, the plans for which include the boundaries of the limited access control area, and also specifically prohibited, among other potential uses, pedestrian and bicycle use of Route 234 with their resolution of June 20, 1991; and

WHEREAS, the design of the Route 234/Route 28 Interchange was further considered in a Resolution of the CTB dated November 15, 1993 that required that the design of the interchange meet then current design criteria; and

WHEREAS, the City of Manassas held a Design Public Hearing at the Department of Public Works at 8500 Public Work Drive, Manassas, Virginia 20110 on July 27, 2016, between 6:00 pm and 8:00 pm for the purpose of considering the proposed Route 28 Widening, State Highway Project 0028-155-270, P101, R-201, C-501 ("Project"); and

Resolution of the Board Limited Access Control Changes Route 28 and Route 234 Interchange City of Manassas April 19, 2017 Page Two

WHEREAS, the proposed Project provides for the widening of Route 28 from four to six lanes from 0.145 mile south of Pennsylvania Avenue to 0.163 mile north of Godwin Drive to include curb and gutter, intersection improvements, and construction of a shared use path along Route 28; and

WHEREAS, the expansion of Route 28 requires a minor outward shift of the limited access line from Station 13+78.73 to Station 14+46.73 and from Station 14+82.22 to Station 16+76.72 on the westbound side and an adjustment in the limited access end points to Station 11+52.36 and Station 46+09.91 on the eastbound side of Route 28; and

WHEREAS, the construction of a shared use path allowing pedestrian and bicycle access is inconsistent with the action of the CTB in 1991 and requires the CTB to authorize the construction and maintenance of the shared use path inside the area designated as limited access and to authorize pedestrian and bicycle access on the shared use path within and through the area designated as limited access; and

**WHEREAS,** a Notice of Willingness for Public Comment for the LACC was posted on March 27, 2017, with the comment period closing on April 5, 2017, and no requests for a hearing or other comments were received; and

**WHEREAS**, the Northern Virginia District has reviewed and approved the traffic analysis report completed December 2016 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, the Project is in a non-attainment area for ozone, an Interagency Consultation for Conformity was conducted, and the project will not have an adverse impact on air quality; and

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

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

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

**WHEREAS,** the proposed Project has been in the City of Manassas Capital Improvement Program since 2004 and is supported by City Council by resolution dated February 27, 2017; and

Resolution of the Board Limited Access Control Changes Route 28 and Route 234 Interchange City of Manassas April 19, 2017 Page Three

**WHEREAS,** the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 28 and Route 234 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 follows:

Along the eastbound side of Route 28 near Pennsylvania Avenue the new end of Limited Access Control will be at Station 11+52.36 and 83.67' right of the baseline for Route 28; and along the eastbound side of Route 28 near Godwin Drive the new end of Limited Access Control will be at Station 46+09.91 and 80.00' right of the baseline for Route 28; and along the westbound side of Route 28 the new end of Limited Access Control will be at Station 13+78.73 and 76.00' left of the baseline for Route 28 with an adjustment to Station 16+76.72 and 87.92' left of the baseline for Route 28.

**BE IT FURTHER RESOLVED**, the location of the shared use path within the area designated as limited access and its construction and maintenance is approved as proposed and presented in the plans for the Project as presented to the public by the City of Manassas, as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians and bicyclists are authorized to use the proposed shared use path along Route 28, within and through the areas designated as limited access.

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

####

## MINUTES:

OF

# MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street Richmond, Virginia February 17, 2000 10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Department of Transportation in Richmond, Virginia, on February 17, 2000, at 10:00 a.m. The Chair, Shirley J. Ybarra, presided.

\*\*\*

Present: Messrs, Nottingham, Bevon, Byrd, Grubb, Humphreys, Klinge, Komblau, Martin, Mitchel, Myers, Prettyman and White and Mrs. Weish.

Absent: Messrs. Folkes and Porter (due to serious illness of wife) and Mrs. Lionberger.

\*\*\*

## Item 2:

Moved by Mr. Grubb, seconded by Mr. White, that the Board approve Additions, Abandonments or Other Changes in the Secondary System from January 1, 2000, through January 31, 2000, as shown on the attached sheets numbered 1 A through 1 l.

Motion carried.

\*\*\*

System Change	Project/Subdivision	Street Name	Route	Dir.	From	То	Length Miles	Date BOS Resolution	Effective
Addition	Stoneleigh, Phase 2	Stoneleigh Drive	1330	SN	Route 1333	Rontes 1332/1333	0.48	9/29/1999	1/13/2000
Addition	Stoneleigh, Phase 2	Tate Court	1336	WB	0.07 Mile Northwest Route 1330	Route 1330	0.07	9/29/1999	1/13/2000
Addition	Stoneleigh, Phase 2	Tamberry Drive	1333	ME	Route 1330	Route 1334	0.84	9/29/1999	1/13/2000
Micklevex						Not Mileage Change Reported	1.45		
Addition	Coves At Wilton Creek	Reron Point Lane	1062	WE	Route 1061	0.07 Mile Bast Route 1061	0.07	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Oyster Cove Landing	1063	WB	Route 1061	0.22 Mile Southeast Route 106)	0.22	7/6/1999	1/31/2000
Addition	Coves At Wilton Creek	Tuetle Point Lane	1064	WE	Route 1061	0.07 Mile Bust Route 1061	0.07	7/6/1999	1/31/2000
Addition	Coves At Willon Creek	Wilton Creek Drive	1060	WB	Rouls 3	Route 1061	0.13	7/6/1999	1/31/2000
Addition	Coves At Wilson Creek	Witten Creek Drive North	1061	SIN	Rnule 1060	0.78 Mile Northeast Route 1060	0.78	7/6/1999	1/31/2000
Addition	Coves As Willon Creck	Wilton Creek Drive South	1061	SIN	0.21 Mile Southwest Route 1060	Route 1060	0.21	7/6/1999	1/31/2000
Powhatan ·				-		Not Millouge Chattge Reported.	· · · · · · · · · · · · · · · · · · ·	:	
Addition	French Hill, Section A	Prench Hill Drive	1263	SN	3590 Feet South Route 711	Rouge 711	0.68	11/15/1999	1/20/2000
Prince Willen	r					Hat Mileson Change Raported	L59		
Abandosment	6234-076-F12, C501, C502, C505 - Segments 1,2	Cushing Road	781	₩B	Defined in Project Stotch	Defined in Project Sketch	-0.24	5/18/1999	1/27/2000
Abandonnent	6234-076-F12, C501, C502, C505 - Segments 20,22,23	Bethleham Road	660	SN	Defined in Project Skutch	Defined in Project Sketch	-0.36	5/18/1999	1/27/2000
Abendonment	6234-076-F12, C501, C502, C505 - Segments 6,9,11	Wellington Road	674	₩E	Defined in Project Skeich	Defined in Project Sketch	-0.27	. <b>5/18/1999</b>	1/27/2000
Addhism	6234-076-P12, C301, C502, C305 - Segment 18	Haydon Rond	\$13	WE	Defined in Project Simich	Defined In Project Sketch	0.02	5/18/1999	1/27/2000

7			
7			

System Change	Project/Subdivision	Street Name	Roote	Die.	From	То		Date BOS Resolution	Rffeetive
Addition .	6234-076-F12, C501, C502, C505 - Segment 19	Thoug Pan Road	\$12	SIN	Defined in Project Skutch	Defined in Project Sketch	0.02	S/18/1999	1/27/2000
Addition	6234-076-F12, C301, C302, C505 - Segment 27	Hombaler Road	660	SN	Defined in Project Sketch	Defined In Project Skeich	Q.09	5/18/1999	1/27/2000
Addition	6234-676-F12, C501, C502, C505 - Segment 28	Pive Porks Road	618	₩B	Defined in Project Sketch	Defined in Project Skeich	0.03	5/18/1999	1/27/2000
Addition	6214-076-F12, C501, C502, C505 - Segment 4	Cushing Road	781	WB	Defined in Preject Sketch	Defined in Project Sketch	0.24	5/18/1999	1/27/2000
Addition	6234-076-F12, C501, C502, C505 - Segment 5	Dolinski Way	B1 I	WE	Diefined in Project Statch	Defined in Project Sketch	0.13	3/1E/1999	1/27/2000
Addition :	6234-076-P12, C501, C502, C505 - Segments 12-17	Weilington Road (new alignment)	674	WE	Defined in Project Sketch	Defined in Project Sketch	1.24	5/19/1999	1/27/2000
Addition	6234-076-P12, C501, C502, C505 - Segments 24,25,26	Bethickon Read (new alignment)	660	SON	Defined in Project Sketch	Defined In Project Sketch	0.39	\$/18/1999	L/27/2000
Addition	Dale City, Section 91, Phase 3	Redskin Court	2647	SIN	Route 2545	Cul-De-Sac	0.06	9/21/1999	1/18/2000
Addition	Dale City, Section 91, Phase 3	Riviers Court	<b>26</b> 46	SN	Route 2645	Cul-De-Sac	0.08	9/21/1999	1/18/2000
Addition	Dale City, Section 91, Phase 3	Recksbury Drive	2645	WE	Routz 2646	Route 245 L	0.06	9/21/1999	1/18/2000
Addition.	Dale City, Section 91, Phase 3	Rockshury Drive	2645	WB	Route 2647	Route 2646	0.10	9/21/1999	1/18/2000
Pulgoki Addition	WD of Radford, L.L.C.	Palk Drive	1214	WB	0.20 Mile Northwest Route 714	Not Mileage Change Reported Route 714	9.30 0.20	10/25/1999	1/24/2000
Rounoke Addition	Hunging Rock Equies	Carlston Drive	1146	1UE	Route 705	Not billings Change Reported	9.40	Ingaga MAno	1 80 510-5
Addition	Hunging Rock Estates	Innstrooke Drive	1140	WB SIN	Route 1186	Route 1187 Route 1188	0.24	12/21/1999	1/28/2000

Moved by Mr. Wrench,

seconded by Mr. Mohr.

that

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 Stonewall Jackson High School, south of Route 234, in Prince William County on September 18, 1979, at 7:30 p.m., for the purpose of considering the location for the proposed Manassas Bypass (Route 234) from the intersection of Route 619 at Independent Hill to the intersection of Route 15 at Woolsey in Prince William County, State Project 0234-076-107, PE-101; Federal Project F-109-1(101); 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 of this project be approved in accordance with the plan utilizing a combination of Alternative A-1 and Alternative B-2 as proposed and presented at the said location public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that Route 234 be designated as a limited access highway between Route 619 at Limstrong and Routes 29/211 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Commission Policy.

MOTION CARRIED

Moved by Mr. Anderson, seconded by Mr. Mohr,

that

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 Appoint tox Elementary School auditorium in Appoint tox, Virginia, on August 15, 1979, at 7:30 p.m., for the purpose of considering the proposed design features of Route 460 (Appoint tox Bypass) from 0.832 mile west of the west corporate limits of Appoint tox to 0.900 mile east of the east corporate limits of Appoint tox in Appoint County, State Project 7460-006-101, 6-301, P-401; and



## Commonwealth Transportation Board

Pierce R. Homer 1401 East Broad Street - Policy Division - CTB Section - #1106 Chairman Richmond, Virginia 23219 (804) 786-1830 Fax: (804) 225-4700

Agenda item # 6

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2008

## **MOTION**

Made By: Mr. Koelemay Seconded By: Mr. Sterling Action: Motion Carried, Unanimously

TITLE: Approval of the Location of the Modification of Limited Access for the extension shared-use path along Dumfries Road in Prince William County

WHEREAS, on June 20, 1991, the Commonwealth Transportation Board designated Route 234 between 0.23 mile north of Interstate Route 66 and 3.91 miles east of Route 28 (Dumfries Road) in Prince William County as a limited access facility in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof were prohibited from using this highway.

**WHEREAS**, on November 15, 1993, the Commonwealth Transportation Board amended the June 20, 1991 limited access designation with the modification to allow the interim use of the paved shoulder of Route 234 for bicyclists.

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a notice of willingness to hold a Combined Location and Design Public Hearing was posted and expired on September 18, 2007 with no request for a hearing being received. The proposed project will construct on new location the final 1.23 mile section of the shared-use path adjacent to Dumfries Road (Route 234) in Prince William County, between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway. As a part of this project the Limited Access will be modified to accommodate the path; and

Resolution of the Board Approval of the Location of the Modification of Limited Access Dumfries Road in Prince William County June 19, 2008 Page Two of Two

**WHEREAS**, proper notice was given in advance, and a full opportunity given to express their opinions and recommendations for or against the proposed project as developed, and their no statements were being received for consideration by the Commonwealth Transportation Board; 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: and

**NOW, THEREFORE, BE IT RESOLVED,** that the location of the shared-use path be approved as proposed and presented at the public hearing.

**NOW THEREFORE, BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board hereby rescinds the November 15, 2003 approval for persons riding bicycles to use the shoulder of the roadway for travel.

**NOW THEREFORE, BE IT FURTHER RESOLVED**, that pedestrians and persons riding bicycles are authorized to use the shared use path adjacent to Route 234 between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway a length of 1.23 miles.

####

## 6/20/91

Moved by Mr. Roffler, seconded by Mr. Warner, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501,C-502,C-503,C-504; Federal Project F-109-1(101); 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 RESCLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

- o Permit design and construction of the alternate proposal for the Route 28 interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.
- Approval of Alternative B-II design for the Clover Hill Road Interchange.
- Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- Revision of Brentsville Road Interchange design to minimize right of way requirements.

## 6/20/91

o Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden, or driven on the hoof be prohibited from using this highway.

Motion carried.

Moved by Mr. Candler, seconded by Mrs. Kincheloe, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Glen Forest Elementary School, Fairfax, Virginia, on October 23, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 7 (Leesburg Pike) from 0.11 mile, west of Route 244 to 0.03 mile east of Route 50 in Fairfax, Virginia, State Project 0007-029-117, C-501; 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 NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the Original Agreement, which currently has a maximum compensation of \$1,304,197.52.

This Supplemental Agreement No. 3 is in the amount of \$43,129.16 for services and expenses plus a net fee of \$3,235.89. The total maximum compensation of the agreement, including this and all prior supplements, is now \$1,347,326.68.

Motion carried.

\*\*\*

Moved by Mrs. Brooks, seconded by Mr. Waldman, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Osbourn High School, Manassas, Virginia, on September 30, 1993, between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed design features of Route 234 (Manassas Bypass) from the intersection of Route 15 at Woolsey to the intersection of Route 619 at Independent Hill in Prince William County and the City of Manassas, State Project 6234-076-F12, PE-101; Federal Project F-109-1 (101); 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 major design features as approved by the Commonwealth Transportation Board by resolution dated June 20, 1991, be amended and approved to include the major design features of this project in accordance with the plan as proposed and presented at the said Design Public Hearing of September 30, 1993, by the Department's Engineers with the following modifications:

- 1. That as the final design progresses that the proposed interchange at Limstrong be refined to ensure the design meets current design criteria.
- 2. That the alternative to avoid the Bloom Hill Historic District be removed from consideration as not being prudent and feasible.
- 3. That the design modifications as requested by the City of Manassas at the Route 29 interchange be included in the final design phase.
- 4. That in the interim the paved shoulder be utilized for bicyclists with striping and signage to be determined in the final design phase.
- 5. That the portion of the project from I-66 north to Route 15 be removed from consideration and be re-evaluated as a separate project when purpose and need are established.
- 6. That consideration be given in the final design phase to minimize impacts.

Motion carried.

\*\*\*

Moved by Mr. Waldman, seconded by Mrs. Miller, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Franconia Elementary School, Alexandria, Virginia, on June 3, 1993, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 613 (Beulah Road) from Route 644 (Franconia Road) to Route 618 (Woodlawn Road) in Fairfax County, State Project 0613-029-309, C-501, C-502, C-503, C-504; Federal Project M-5401 ( ); and

#### **Board Actions**

# MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium 1221 East Broad Street Richmond, VA

December 15, 2005

Upon Adjournment of the December 15, 2005 Workshop

Approval of Minutes November 17, 2005

ADMINISTRATIVE SERVICES Presenting: Cynthia Ward

Assistant Division Administrator

1. Action on Land Sale:

Old New Kent Area Headquarters New Kent County, Virginia 4.51 acres located on Route 604, 1 mile west of Route 155

**APPROVED** 

#### INNOVATIVE FINANCE AND REVENUE DIVISION:

Presenting: Barbara Reese

Chief Financial Officer

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

RIGHT OF WAY AND UTILITIES DIVISION:

**APPROVED** 

**3. Action on Land Conveyances: Presenting: Stuart Waymack** Division Administrator

(A) Route 23 Wise County Project 6023-097-F27, RW-201

**APPROVED** 

(B) Route 650 and Old Route 628 Buckingham County Project 0650-014-196, M-502

**APPROVED** 

(D) Route 360 Hanover County Project 0360-042-101, C-501

**APPROVED** 

(E) Route 664 and Route 135 (College Drive) City of Suffolk Project 0664-061-103, RW-203

**APPROVED** 

(F) Routes 102 and 802 Tazewell County Project 0102-092-V05, RW-201

**APPROVED** 

#### 4. Action on Limited Access Change:

(A) Route 895 Alternate Henrico County Project 0895-043-F01, RW-201, C-502 POLICY DIVISION: Presenting: Pierce Homer Secretary of Transportation

APPROVED\

#### 5. Action on Public Comments Policy for CTB Business Meetings.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATON: Presenting: Karen Rae Director, Virginia Department

Rail & Public Transp.

**APPROVED** 

#### 6. Action on Rail Enhancement Fund Project Recommendations.

#### **SCHEDULING & CONTRACT DIVISION:**

Presenting: Byron Coburn, P. E. Division Administrator

#### **APPROVED**

#### 7. Action on Bids Received: the month of November 2005:

#### **NEW BUSINESS:**

Action on Limited Access Change: Routes 234 and 1566 (Sudley Manor Drive), Prince William County Project 6234-076-112, RW-205

**APPROVED** 

## LACC For Intersection Improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection)

#### Theron Knouse



From: Snider, Lori < <a href="mailto:lori.snider@vdot.virginia.gov">lori.snider@vdot.virginia.gov</a> Sent: Monday, November 16, 2020 3:13 PM
To: Hord, Neil < <a href="mailto:neil.hord@vdot.virginia.gov">neil.hord@vdot.virginia.gov</a>>

**Cc:** Theron Knouse < <a href="mailto:theron.knouse@vdot.virginia.gov">theron.knouse@vdot.virginia.gov</a>>

Subject: Re: Intersection Improvements at Prince William Parkway and University Boulevard

(Quadrant Road Intersection)

I approve of this LACC from a Right of Way & Utilities perspective.

On Mon, Nov 16, 2020, 2:41 PM Hord, Neil < neil.hord@vdot.virginia.gov > wrote:
Lori.

Please see the attached LACC request that L&D has prepared. I have reviewed and recommend your approval. If you concur, please respond to Terry Knouse to indicate that you approve from a right of way and utilities perspective. Thanks

Neil





November 12, 2020

Ms. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject:

Prince William Board of County Supervisors Endorsement of Intersection Improvements at

Prince William Parkway and University Boulevard (Quadrant Road Intersection)

PWC Project No. SPR2020-00019 (DOT Project No. 19C17004)

Dear Ms. Cuervo,

On February 18, 2020, the Prince William Board of County Supervisors endorsed the design plans for the design of intersection improvements at Prince William Parkway and University Boulevard (Quadrant Road Intersection). The project is intended to address safety issues and increase operational performance by eliminating and rerouting left-turn movements through a connector road at the southwest quadrant of the intersection. The improvements consist of constructing a quadrant connector road, an extension of Discovery Boulevard from University Boulevard up to Prince William Parkway with curb and gutter, sidewalk and shared use path; a new signalized intersection at Prince William Parkway and Discovery Boulevard; addition of a traffic signal at the intersection of University Boulevard and Discovery Boulevard; widening of Prince William Parkway from four to six lanes within project limits; and a shared use path along eastbound Prince William Parkway between the proposed quadrant connector road, Discovery Boulevard, and University Boulevard. These improvements will impact the existing limited access lines on Prince William Parkway, requiring limited access control changes. The project is being administered by the Prince William County Department of Transportation as a land use permit project.

If you have questions or need additional information, please call Dagmawie Shikurye, Design and Plan Development Branch Engineering Manager, at (703) 792-5537.

Thank you for your assistance with this important project.

Sincerely,

Ricardo Canizales

**Director of Transportation** 

**Enclosure:** 

Prince William Board of County Supervisors' Resolution of Endorsement signed by Clerk to the Board, February 18, 2020

MOTION:

**CANDLAND** 

February 18, 2020 **Regular Meeting** 

SECOND:

**BODDYE** 

Res. No. 20-215

RE:

ENDORSE THE FINAL DESIGN OF THE INTERSECTION IMPROVEMENTS AT PRINCE WILLIAM PARKWAY AND UNIVERSITY BOULEVARD (QUADRANT **ROADWAY INTERSECTION) PROJECT - BRENTSVILLE MAGISTERIAL DISTRICT** 

**ACTION:** 

**APPROVED** 

WHEREAS, the scope of the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Roadway Intersection) Project includes improvements extended along Prince William Parkway for a total of 5,000 feet, and along University Boulevard for approximately 1,500 feet, including its intersection with Discovery Boulevard and Hornbaker Road, and the construction of a 10-foot asphalt shared used path and a 5-foot concrete sidewalk. This Project will add one additional lane in each direction on Prince William Parkway within the Project limits, for a total of three lanes in each direction, and an extension of 2,000 feet of a four-lane divided Discovery Boulevard from its existing intersection at University Boulevard to a new proposed intersection with Prince William Parkway, with new signals at each of the terminal intersections: and

WHEREAS, this will include a new intersection at Prince William Parkway, which is a limited access roadway. Any change and/or break in limited access controls requires the Board of County Supervisor's (BOCS) endorsement before it can be considered by the Commonwealth Transportation Board (CTB) for approval; and

WHEREAS, this Project is a part of Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solution (STARS) program. The STARS report identifies four (4) intersections along Prince William Parkway, including University Boulevard improvements. This concept aligns with the broader effort to increase capacity and safety along University Boulevard; and

WHEREAS, a public information meeting was held on May 20, 2019, to present the design and solicit public input; and

WHEREAS, this Project is supported by \$24,200,000 in Northern Virginia Transportation Authority (NVTA) funding. This amount is adequate to cover the execution of the Project; and

WHEREAS, this is a County-managed project funded by the NVTA as part of the Fiscal Year (FY) 2018-2023 Six-Year Program. The purpose of this Project is to relieve existing and projected traffic congestion as well as improve safety at the University Boulevard and Prince William Parkway intersection;

February 18, 2020 Regular Meeting Res. No. 20-215 Page Two

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors hereby endorses the final design of the intersection improvements at Prince William Parkway and University Boulevard (Quadrant Roadway Intersection) Project in the Brentsville Magisterial District as set forth on the final design plans.

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: Lawson

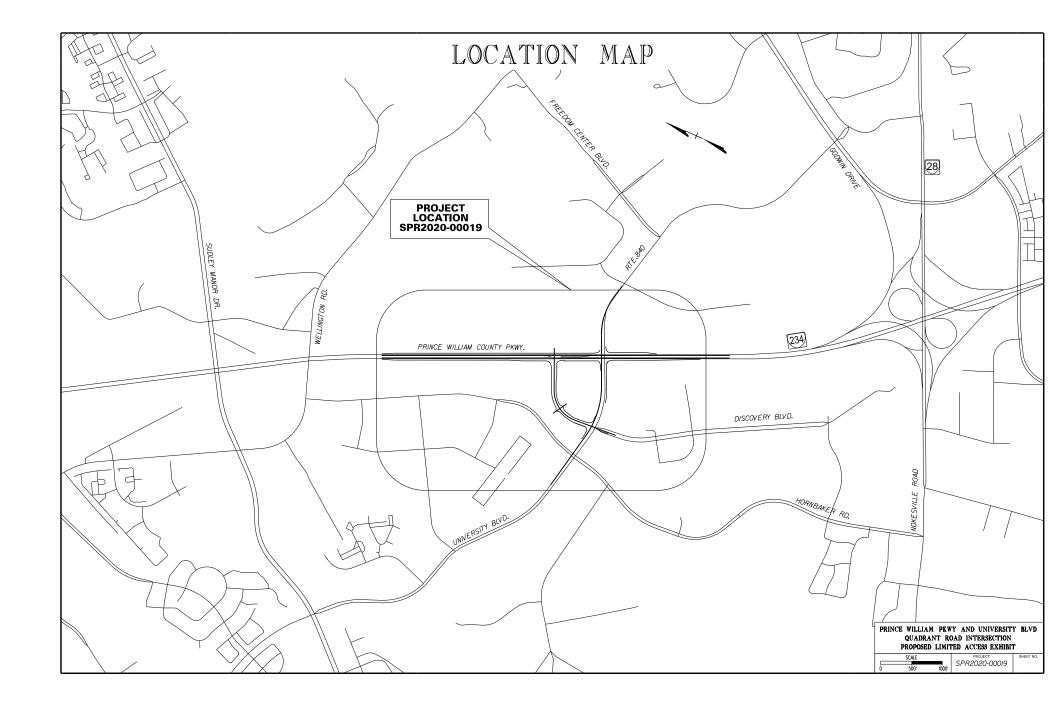
For Information:

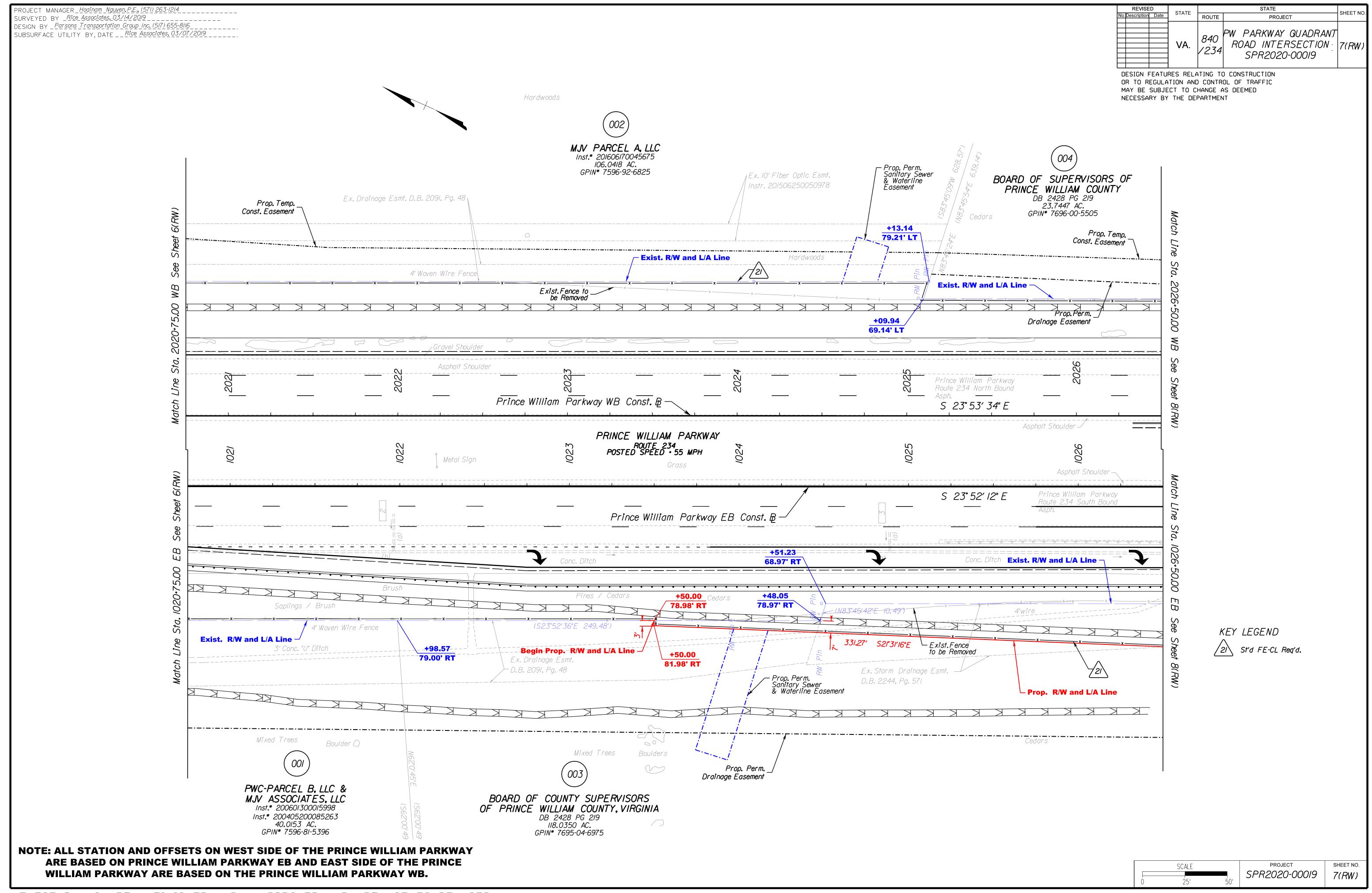
Director of Transportation

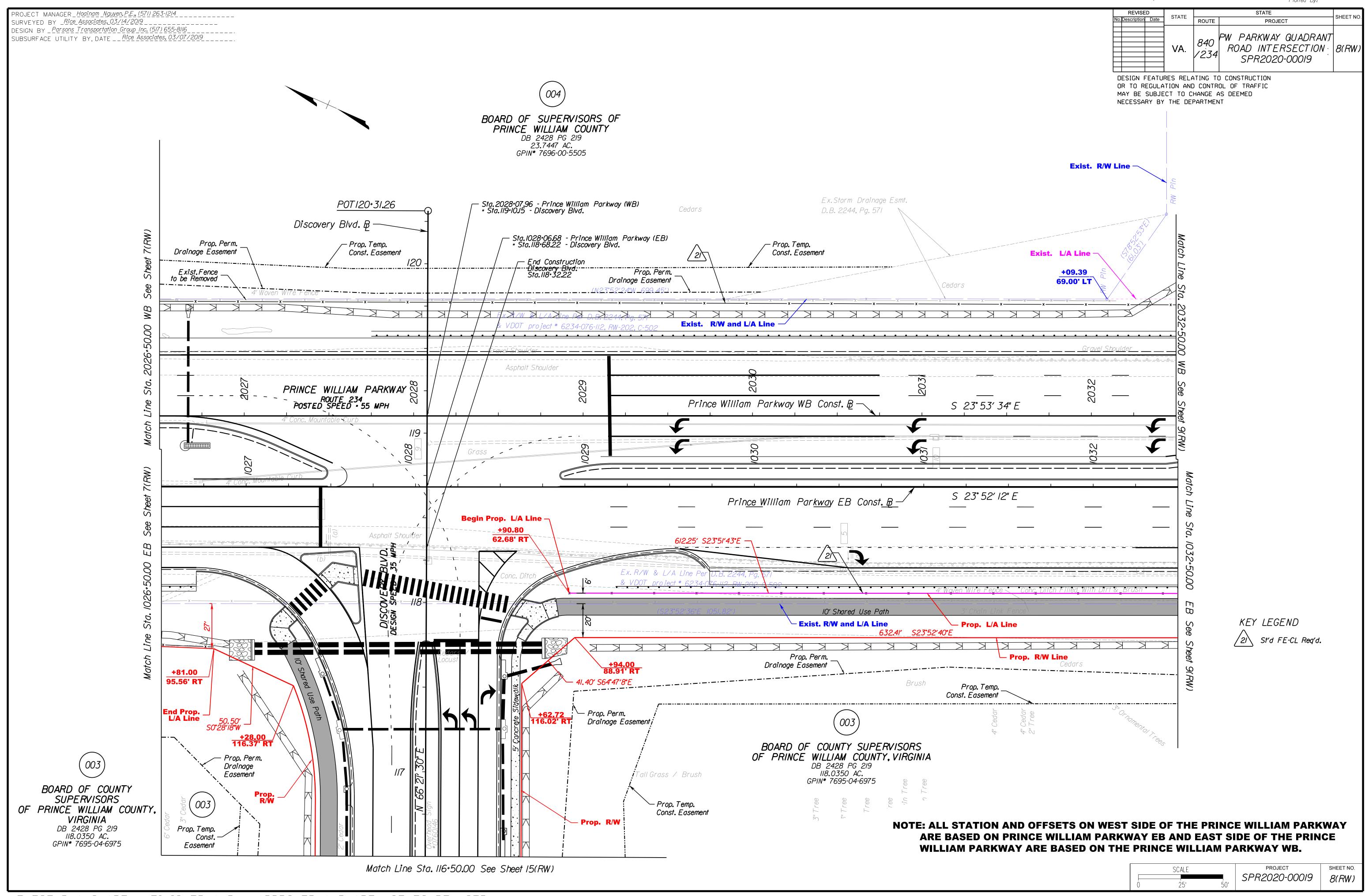
County Attorney

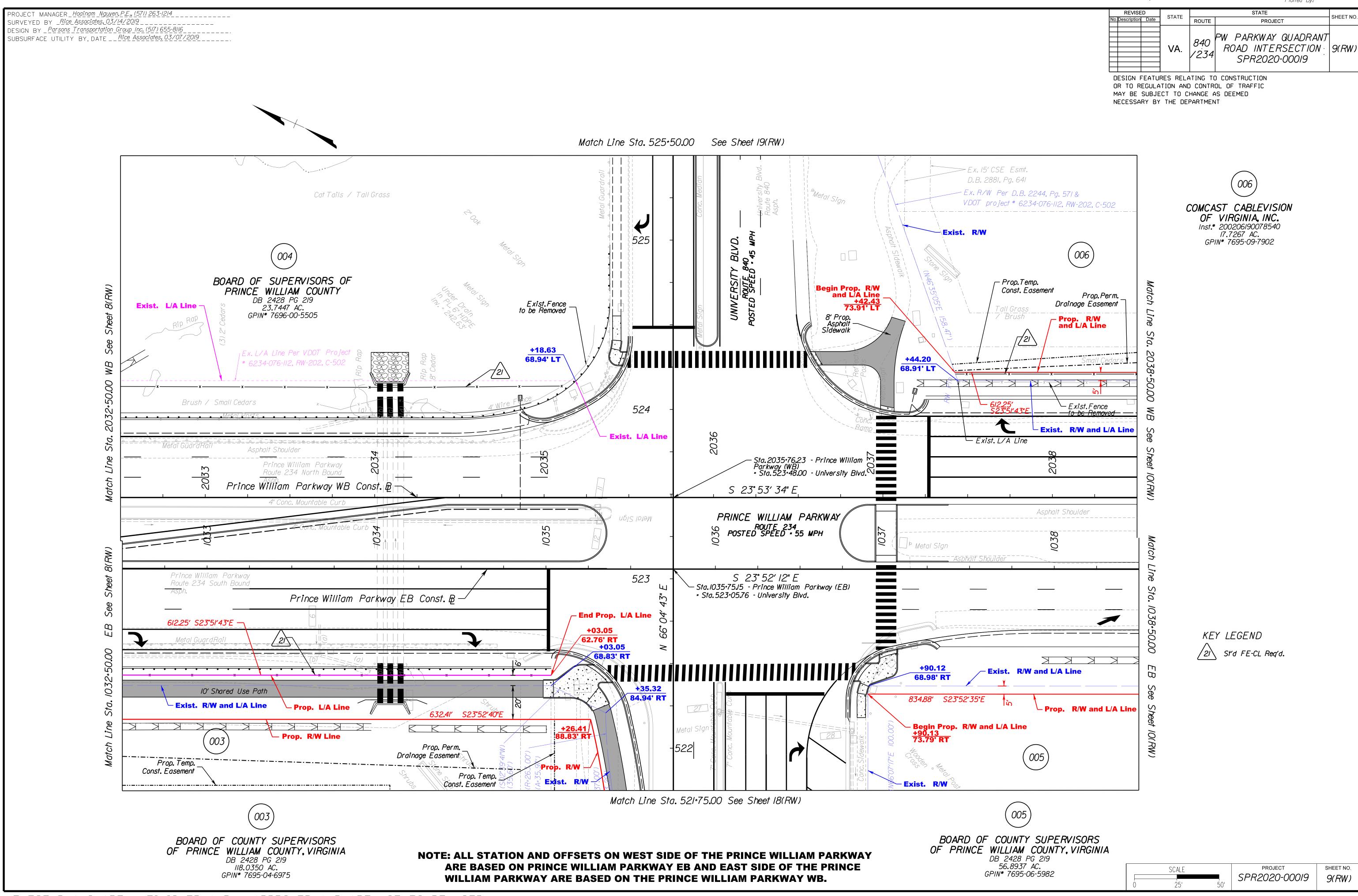
ATTEST: andrea P. Madden

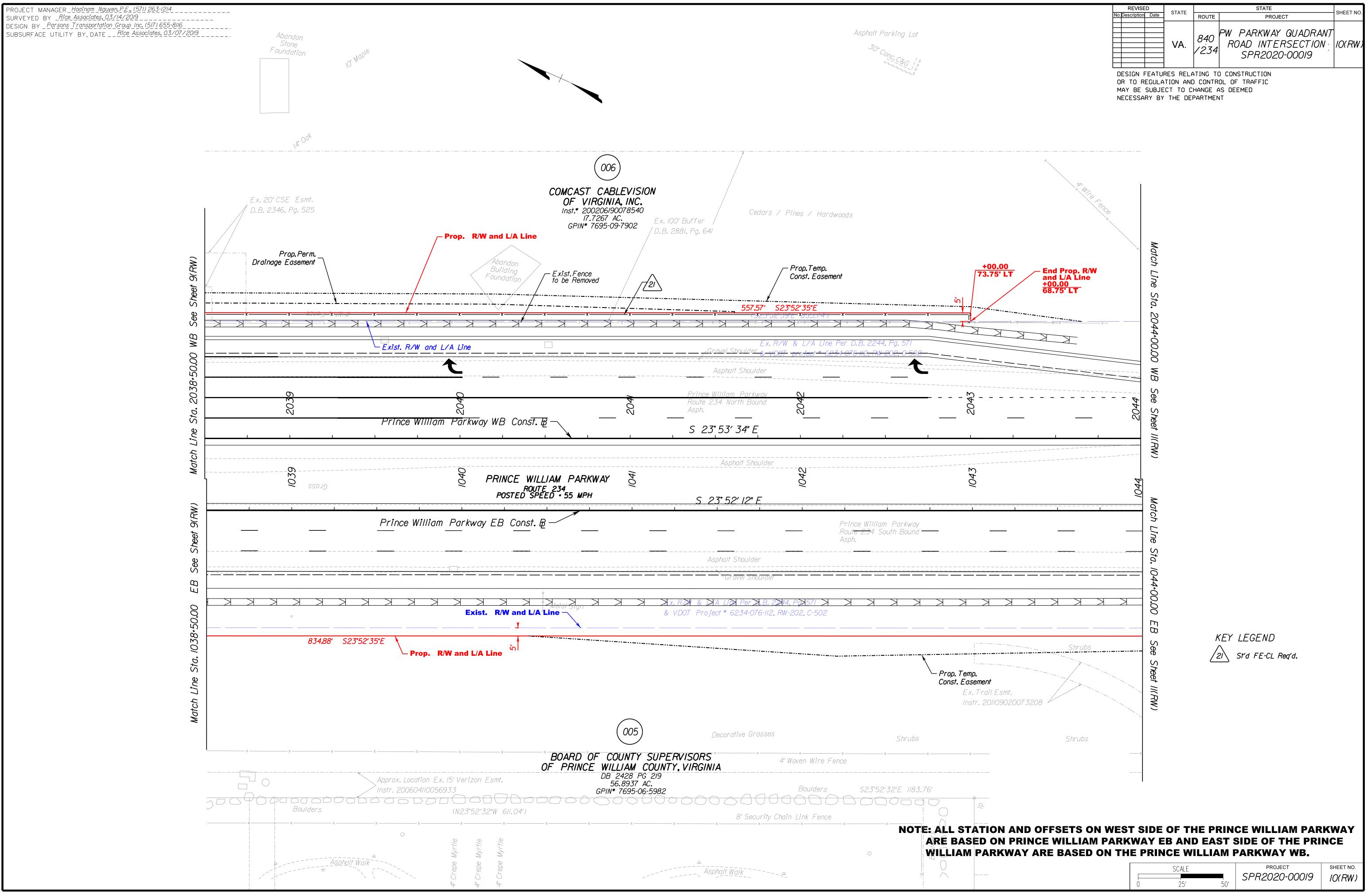
Clerk to the Board

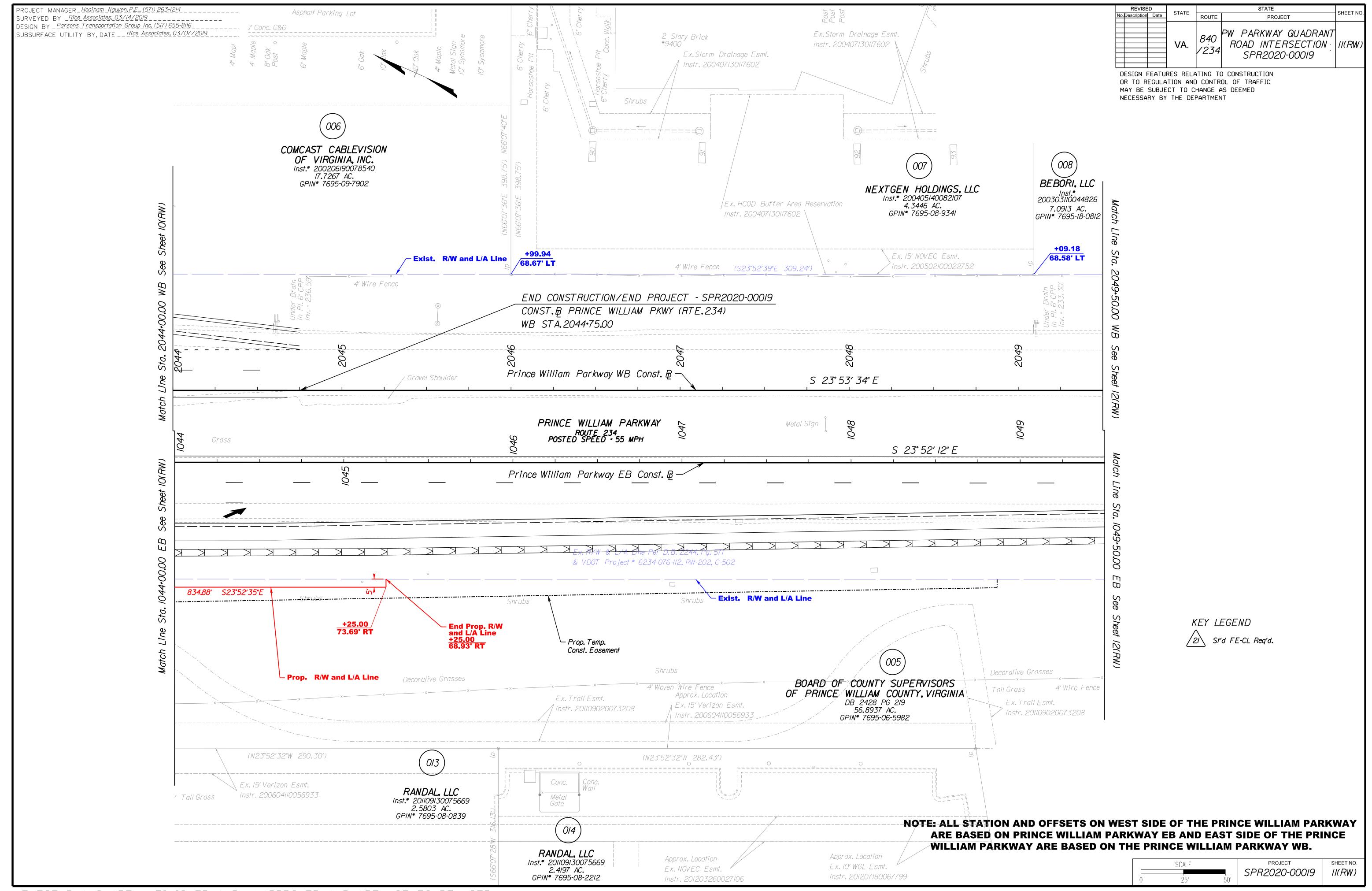














#### COMMONWEALTH of VIRGINIA

#### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E. Commissioner

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

December 1, 2020

The Honorable Shannon Valentine

The Honorable Stephen C. Brich, P. E.

The Honorable Jennifer Mitchell

The Honorable Jerry L. Stinson

The Honorable Mary Hughes Hynes

The Honorable Allison DeTuncq

The Honorable Bert Dodson, Jr.

The Honorable W. Sheppard Miller III

The Honorable Carlos M. Brown

The Honorable Cedric Bernard Rucker

The Honorable Stephen A. Johnsen

The Honorable F. Dixon Whitworth, Jr.

The Honorable E. Scott Kasprowicz

The Honorable Raymond D. Smoot, Jr.

The Honorable Marty Williams

The Honorable John Malbon

The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Intersection at Route 840 (University Boulevard) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on Prince William County Project SPR2020-00019 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E. Chief Engineer

## Limited Access Control Point Stations and Offset Table Project No. SPR2020-00019

Sheet	Station	Offset	Baseline
7(RW)	1023+50.00	78.98' RT	Prince William Pkwy EB
7(RW)	1023+50.00	81.98' RT	Prince William Pkwy EB
8(RW)	1026+81.00	95.56' RT	Prince William Pkwy EB
8(RW)	1028+90.80	62.68' RT	Prince William Pkwy EB
9(RW)	1035+03.05	62.76' RT	Prince William Pkwy EB
9(RW)	1036+90.13	73.79' RT	Prince William Pkwy EB
9(RW)	2037+42.43	73.91' LT	Prince William Pkwy WB
10(RW)	2043+00.00	73.75' LT	Prince William Pkwy WB
10(RW)	2043+00.00	68.75' LT	Prince William Pkwy WB
11(RW)	1045+25.00	73.69' RT	Prince William Pkwy EB
11(RW)	1045+25.00	68.93' RT	Prince William Pkwy EB

Legend	_
	Limited Access Contr

Limited Access Control Change - Line Break Limited Access Control Change - Line Shift Sensitive



Commonwealth Transportation Board

Shannon Valentine 1401 East Broad Street
Chairperson Richmond, Virginia 23219

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

Agenda item # 15

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

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

Title: Approval of I-66 Commuter Choice Program of Projects for FY2021

WHEREAS, the Commonwealth Transportation Board (CTB") approved a Memorandum of Agreement ("MOA") among the CTB, the Virginia Department of Transportation ("VDOT"), the Virginia Department of Rail and Public Transportation ("DRPT") and the Northern Virginia Transportation Commission ("NVTC") relating to implementation of the Transform 66: Inside the Beltway Project (the "Project") on December 9, 2015, which was subsequently amended and restated on January 5, 2017 and February 19, 2020; and

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

WHEREAS, the Project will facilitate implementation of recommendations from VDOT's June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in its *August 2013 Supplemental Report*, as well as recommendations from the Department of Rail and Public Transportation's ("DRPT") 2009 Transportation Demand Management/Transit Report and its 2019 I-66 Transit and Transportation Demand Management Plan, and projects in the region's constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility ("Components") as described in the aforesaid VDOT and DRPT reports; and

Resolution of the Board Title Date Page 2 of 3

- **WHEREAS**, the MOA delegated to NVTC the authority to select and administer the implementation of Components designed specifically to attain the Improvement Goals to be financed from a portion of the toll revenues of the Facility; and
- **WHEREAS**, such Components shall be selected by NVTC in accordance with a process established by NVTC pursuant to the MOA; and
- **WHEREAS**, the CTB shall approve the Components selected by NVTC and allocate toll revenues for them, provided the Components meet the criteria specified in the MOA and are selected in accordance with NVTC's selection process described in the MOA; and
- **WHEREAS**, VDOT, on behalf of the CTB, will control and manage tolling on the Facility, with the toll revenues being utilized and distributed according to the MOA, to support the tolling operations and tolling maintenance of the Facility, and to fund the Components selected by NVTC and approved by the CTB for the Project designed specifically to attain the Improvement Goals; and
- **WHEREAS**, pursuant to the MOA, as part of the Six Year Improvement Program presented to the CTB for approval in June of each year, NVTC shall submit to the CTB, Components to be funded in whole or in part with Toll Revenues from the Facility, to be paid to NVTC as provided therein; and
- **WHEREAS,** the COVID-19 pandemic has resulted in significant impacts to transportation, including reductions in toll collections which may impact the availability of toll revenues in FY21 to deliver the recommended Components; and
- **WHEREAS**, NVTC approved a program of Components, attached hereto, in the amount of \$3,777,230 at its meeting on October 1, 2020; and
- **WHEREAS,** NVTC has identified \$3,712,790 that consists of previous allocations that have been carried over from prior fiscal years, funds deallocated from completed projects, and interest earnings attributed to the I-66 Commuter Choice program that are available to support the recommended program of projects if toll revenues are insufficient to advance the recommended Components; and
- **WHEREAS**, DRPT recommends that the CTB approve the Components, attached hereto, and allocate funding for the Components as allocated in FY2021 of the Six Year Improvement Program,
- **NOW THEREFORE, BE IT RESOLVED** that the Board approves the I-66 Commuter Choice Program Components, attached hereto, that have been previously approved by NVTC; and
- **BE IT FURTHER RESOLVED** that the Board allocates \$3,777,230 in funding for the I-66 Commuter Choice Program Components in FY2021 of the Six Year Improvement Program.

Resolution of the Board Title Date Page 3 of 3

####

.

#### **CTB Decision Brief**

#### Title: Approval of I-66 Commuter Choice Program of Projects for FY 2021

**Issue:** In accordance with the Transform 66: Inside the Beltway Memorandum of Agreement ("MOA") among the CTB, VDOT, DRPT and the Northern Virginia Transportation Commission (NVTC), as amended, NVTC, on October 1, 2020 approved its fourth program of multimodal projects for the I-66 Commuter Choice Program. The new Program of Projects requires CTB approval for inclusion into FY2021 of the Six Year Improvement Program (SYIP). DRPT and NVTC staff briefed the CTB on the NVTC multimodal program development process at the CTB workshop on October 20, 2020. The total cost of the proposed Program of Projects is \$3,777,230 and includes 6 projects to be implemented by five separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC is attached. Projects are referred to as "Components" in the MOA and the attached resolution.

Facts: A Memorandum of Agreement among the CTB, VDOT and NVTC relating to the implementation of the I-66 Commuter Choice Program was approved by the CTB on December 9, 2015 and executed on January 5, 2016. The MOA was subsequently amended, restated and executed by the three Parties on January 5, 2017 and on February 19, 2020. The MOA delegates to NVTC the authority to select and administer the implementation of multimodal projects that are specifically designed to attain the improvement goals for the Transform 66: Inside the Beltway Project and to be financed from a portion of the toll revenues from the facility. The MOA outlines the process to be used by NVTC for selecting multimodal projects to be funded with toll revenues and it requires the CTB to give final approval to the program of multimodal projects by allocating funding for the projects in the SYIP. Between fall 2019 and spring 2020 NVTC issued a call for projects, received and evaluated project applications, developed a proposed program of multimodal projects (with input and guidance from DRPT and VDOT), and received public input. However, action on the proposed program of projects was delayed due to the COVID-19 pandemic and uncertainty regarding impacts to toll revenues and the resulting impacts to proposed projects. NVTC reevaluated the potential projects and proposed a conservative one year program of projects focused on continuation of existing operations and small capital improvements which was approved by the Commission on October 1, 2020. The total cost of the proposed Program of Projects is \$3,777,230 and includes 6 projects to be implemented by five separate entities as well as NVTC program administration costs. NVTC has identified \$3,712,790 in previously approved revenues (carryover, de-obligated funding from completed projects, and interest earnings) to support program delivery in the event that toll revenues are unavailable to support the recommended program. Due to the uncertainty of toll revenues during the pandemic, only \$64,400 in new FY21 toll revenues are necessary to support implementation of the recommended components. A list of the projects approved for funding by NVTC is attached.

**Recommendation:** DRPT recommends that the CTB approve the proposed I-66 Commuter Choice Program of Projects and include funding for the projects in the SYIP for FY 2021. DRPT staff provided input and guidance to NVTC throughout the development of the proposed Program of Projects and coordinated a legal review of the program with the Office of the Attorney General. DRPT is satisfied that the proposed I-66 Commuter Choice Program of Projects was developed in compliance with the MOA and that the selected components meet the improvement goals of Project.

**Action Required by CTB:** Approval of the attached resolution to allocate \$3,777,230 in funding for the 6 identified multimodal projects in the SYIP for FY 2021.

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

# I-66 Commuter Choice, Round Four (FY 2021-2022) Proposed Initial (FY 2021) Program of Projects

Multimodal Program Project Description	Applicant	tal Funding Request
McLean Metro Station North Entrance	Fairfax County	\$ 1,000,000
Renewal of Bus Service from Gainesville to Pentagon/Navy Yard	OmniRide	\$ 461,100
Renewal of Bus Service from Haymarket to Rosslyn	OmniRide	\$ 137,100
City of Fairfax Bike Share Implementation	City of Fairfax	\$ 460,000
Lee Highway HOV and Bus-Only Lane in Rosslyn	Arlington County	\$ 710,000
Renewal of Purcellville Metro Connection Bus Service	Loudoun County	\$ 709,030
Program Administration and Oversight for FY 2021	NVTC	\$ 300,000
Total		\$ 3,777,230



#### Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219

Agenda item #16

Fax: (804) 786-2940

(804) 786-2701

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By:	Seconded By:
	Action:

<u>Title</u>: Action on Fiscal Year 2021 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

Resolution of the Board
FY 2021 Annual Budgets – Commonwealth Transportation Fund, Department of Rail and Public
Transportation and the Virginia Department of Transportation
December 9, 2020
Page Two

maintenance payments made pursuant to § 33.2-319 and payments made to counties which have withdrawn or elect to withdraw from the secondary system of state highways pursuant to § 33.2-366; and

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

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

**WHEREAS**, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2021 through 2026 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 2021 are approved.

####

#### **CTB Decision Brief**

#### Fiscal Year 2021 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 2021 budgets necessary to effectuate the lawful distribution of available Commonwealth Transportation Fund revenues is sought. The impact of the COVID-19 pandemic delayed consideration of the distribution of available revenues until this time.

**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:

- 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 2021 Annual Budgets
December 9, 2020
Page Two

**Recommendations:** VDOT and DRPT recommend the approval of the Fiscal Year 2021 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 2021 Annual Budgets.

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

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

### **Fiscal Year 2021**

Commonwealth Transportation Fund Budget December 2020

**Final** 















#### Virginia Department of Transportation

Budget and Funds Management Division

1221 E. Broad Street, 4th Floor

Richmond, VA 23219

Telephone: (804) 225-3552

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

## **Table of Contents**

Commonwealth Transportation Fund Revenues	<u>4</u>
Commonwealth Transportation Fund Recommended Distributions	<u>7</u>
Summary of Revenues	11

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

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

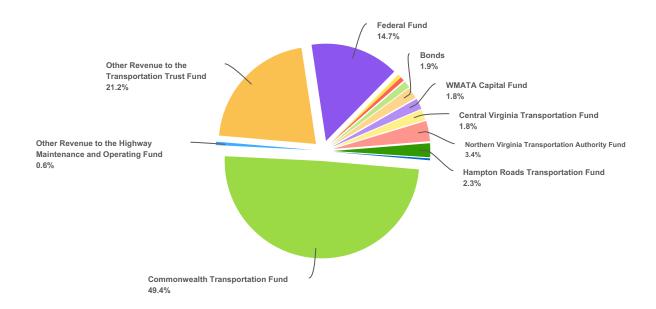
Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the Commonwealth Transportation Fund and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends,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

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

The Fiscal Year 2021 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 interim state revenue forecast from August 2020 and estimated federal funding. The budget also applies the flexibility granted in Enactment Clause 11 to continue expectations across transportation agencies. The percentages for CTF and TTF distribution are effective in Fiscal Year 2024. The CTF Budget for FY 2021 totals \$7,820,904,839, a 8.8% increase from the FY 2020 Budget of \$7,187,404,541.

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

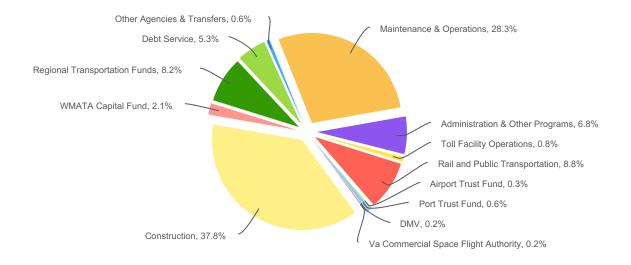
#### **Commonwealth Transportation Fund Total Revenues for FY 2021**



Commonwealth Transportation Fund	\$ 3,864,213,900
Other Revenue to the Highway Maintenance and Operating Fund	46,331,334
Other Revenue to the Transportation Trust Fund	1,660,827,648
Federal Fund	1,153,281,303
Priority Transportation Fund	49,122,654
Interstate 81 Corridor Improvement Fund	55,100,000
Fuel Tax Revenue for Highway Construction District Grant	
Program	92,000,000
Bonds	148,000,000
Total Operating Revenues	7,068,876,839
Pass Through Revenues	
WMATA Capital Fund	141,228,000
Central Virginia Transportation Fund	136,900,000
Northern Virginia Transportation Authority Fund	265,900,000
Hampton Roads Transportation Fund	181,900,000
Hampton Roads Regional Transit Fund	26,100,000
Subtotal	752,028,000
TOTAL	\$ 7,820,904,839

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.



\$410,843,301
E0 204 204
50,324,384
2,210,331,137
528,992,211
65,677,311
691,742,696
24,712,869
43,326,521
13,948,165
16,771,098
2,958,795,262
7,015,464,955
161,228,000
644,211,884
\$7,820,904,839

STATE REVENUE SOURCES	FY 2020	FY 2021	INCREASE (DECREASE)
Commonwealth Transportation Fund	\$ —	\$ 3,864,213,900	\$ 3,864,213,900
Highway Maintenance & Operating Fund (HMOF)	2,065,612,623	46,331,334	(2,019,281,289)
Transportation Trust Fund (TTF) and Other State Revenue			
Revenue Available for TTF Distribution	1,025,700,000	_	(1,025,700,000)
Interest Earnings	1,981,579	3,325,000	1,343,421
Toll Facilities	85,455,257	68,633,061	(16,822,196)
Local Revenue Sources	171,403,918	171,012,372	(391,546)
Project Participation - Regional Entities	875,369,221	1,373,469,013	498,099,792
CPR Bonds	50,000,000	50,000,000	_
GARVEE Bonds	101,205,768	98,000,000	(3,205,768)
Route 58 Bonds	150,908,817	_	(150,908,817)
I-66 Outside the Beltway Concession Fee Payment/Interest	12,174,466	5,303,401	(6,871,065)
Concession Fee/Contribution - I-95/Fredericksburg Extension Project	107,880,000	_	(107,880,000)
Interstate 81 Corridor Improvement Fund	103,500,000	55,100,000	(48,400,000)
Statewide Interstate Improvement Fund	53,900,000	_	(53,900,000)
Special Fund Account for the Highway Construction District Grant Program		_	<del></del> 1
Other Trust Fund Revenue	346,603,986	131,084,801	(215,519,185)
Total TTF and Other Revenue	3,086,083,012	1,955,927,648	(1,130,155,364)
Priority Transportation Fund (PTF)			
State Revenue	241,636,098	49,122,654	(192,513,444)
Total PTF	241,636,098	49,122,654	(192,513,444)
Pass Through Revenues			
Revenue Dedicated to WMATA Capital Fund	133,595,000	141,228,000	7,633,000
State Revenue for Regional Entities	485,100,000	610,800,000	125,700,000
Total Pass Through Revenues	618,695,000	752,028,000	133,333,000
TOTAL STATE REVENUES	6,012,026,733	6,667,623,536	655,596,803
Federal Funding Sources			
Federal Highway Administration (FHWA)	1,130,744,944	1,105,543,831	(25,201,113)
Federal Transit Administration (FTA)	44,632,864	47,737,472	3,104,608
Total Federal Funding	1,175,377,808	1,153,281,303	(22,096,505)
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$7,187,404,541	\$7,820,904,839	\$633,500,298

DISTRIBUTION OF REVENUE SOURCES	FY 2020	FY 2021	INCREASE (DECREASE)
Debt Service			_
Toll Facilities Debt	\$3,190,600	\$2,955,750	(\$234,850)
Northern Virginia Transportation District	22,372,340	17,960,090	(4,412,250)
Oak Grove Connector	1,990,750	2,118,339	127,589
Route 28	8,639,519	8,644,519	5,000
Route 58	36,393,250	48,092,837	11,699,587
GARVEE Bonds	123,804,416	134,817,616	11,013,200
CPR Bonds	192,136,098	196,254,150	4,118,052
Other	17,064,722	_	(17,064,722)
Total Debt Service	405,591,695	410,843,301	5,251,606
Other Agencies & Transfers			
Trust Fund Management	2,933,496	3,021,501	88,005
Support to Other State Agencies (excludes DRPT)	66,752,555	41,803,857	(24,948,698) 8
Indirect Costs	5,338,860	5,499,026	160,166
Total State Agencies	75,024,911	50,324,384	(24,700,527)
Maintenance & Operations			
Highway System Maintenance	1,728,110,573	1,741,888,121	13,777,548
Financial Assist. to Localities for Ground Transportation - Cities	388,661,833	397,832,085	9,170,252
Financial Assist. to Localities for Ground Transportation - Counties	69,360,034	70,610,931	1,250,897
Total Maintenance & Operations	2,186,132,440	2,210,331,137	24,198,697
Tolls, Administration & Other Programs Ground Transportation System Planning and			
Research	77,685,632	79,132,074	1,446,442
Environmental Monitoring & Compliance	23,494,379	40,930,642	17,436,263 <sup>1</sup>
Administrative and Support Services	297,615,020	300,397,680	2,782,660
Program Management and Direction	43,617,081	44,231,815	614,734
Toll Facilities Operations	45,814,657	28,927,311	(16,887,346)
Toll Facility Revolving Account	36,450,000	36,750,000	300,000
Capital Outlay	30,000,000	64,300,000	34,300,000 1
Total Tolls, Administration & Other Programs	554,676,769	594,669,522	39,992,753

DISTRIBUTION OF REVENUE SOURCES	FY 2020	FY 2021	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$149,074,683	\$333,468,687	\$184,394,004
Other revenue dedicated to Transit	99,300,000	15,375,000	(83,925,000)
Share of TTF Distribution for Rail	_	96,010,864	96,010,864
Surface Transportation Program	27,116,263	_	(27,116,263)
Federal Transit Authority (FTA)	44,632,864	47,737,472	3,104,608
CMAQ (without State Match)	26,949,976	32,849,378	5,899,402 12
STP Regional (without State Match)	6,257,922	10,659,172	4,401,250 12
Rail Fund (with prior year adjustments)	21,600,000	(1,700,000)	(23,300,000) 1
Interest Earnings	1,460,000	3,090,000	1,630,000
Motor Fuels Tax to Commonwealth Mass Transit Fund	33,700,000	_	(33,700,000)
Metro Matters	50,000,000	50,000,000	<u> </u>
Recordation Taxes for Transit Operating	38,900,000	_	(38,900,000) 1
Intercity Passenger Rail Operating and Capital Fund (IPROC)	56,200,000	_	(56,200,000)
Mass Transit Fund-Support from Construction	12,301,976	14,877,135	2,575,159 <sup>10</sup>
Priority Transportation Fund for Atlantic Gateway and		, , , , ,	13
the Rail Initiative	32,700,000	88,560,988	55,860,988
Other	852,000	814,000	(38,000)
Subtotal Transit and Rail Funds	601,045,684	691,742,696	90,697,012
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	133,595,000	141,228,000	7,633,000 14
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	_
Subtotal WMATA Capital Fund	153,595,000	161,228,000	7,633,000
Airport Trust Fund			_
Airports - Share of TTF Distribution	24,338,724	25,367,269	1,028,545
Revision from prior year		(779,400)	(779,400)
Airports - Interest Earnings	125,000	125,000	<u> </u>
Total Airport Trust Fund	24,463,724	24,712,869	249,145
Port Trust Fund			
Ports - Share of TTF Distribution	42,592,766	44,390,471	1,797,705
Revision from prior year		(1,363,950)	(1,363,950)
Ports - Interest Earnings	300,000	300,000	<u> </u>
Total Port Trust Fund	42,892,766	43,326,521	433,755
Department of Motor Vehicles - Share of TTF Distribution	_	13,948,165	13,948,165
Virginia Commercial Space Flight Authority - Share of TTF Distribution	_	16,771,098	16,771,098

DISTRIBUTION OF REVENUE SOURCES	FY 2020	FY 2021	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Central Virginia Transportation Fund	\$—	\$136,900,000	\$136,900,000
Northern Virginia Transportation Fund	283,400,000	299,311,884	15,911,884
Hampton Roads Transportation Fund	201,700,000	181,900,000	(19,800,000)
Hampton Roads Regional Transit Fund	_	26,100,000	26,100,000
Total Regional Transportation Programs	485,100,000	644,211,884	159,111,884
Construction			
Financial Assistance to Localities for Ground Transportation	15,747,373	15,896,079	148,706
State of Good Repair Program	40,082,305	288,616,106	248,533,801
High Priority Projects Program	142,346,528	206,915,853	64,569,325
Construction District Grant Programs	141,266,528	298,920,540	157,654,012
Specialized State and Federal Programs	2,047,561,778	2,148,446,684	100,884,906
Legacy Construction Formula Programs	271,877,040	_	(271,877,040)
Total Construction	2,658,881,552	2,958,795,262	299,913,710
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS	\$7,187,404,541	\$7,820,904,839	\$633,500,298
Agency Funding Summary:			
VDOT	\$6,430,409,343	\$6,992,613,613	\$562,204,270
Less Support to DRPT	(65,001,976)	(123,438,123)	(58,436,147)
VDOT (Net)	6,365,407,367	6,869,175,490	503,768,123
DRPT	754,640,684	852,970,696	98,330,012
Ports	42,892,766	43,326,521	433,755
Aviation	24,463,724	24,712,869	249,145
DMV	_	13,948,165	13,948,165
Space Flight Authority		16,771,098	16,771,098
Grand Total	\$7,187,404,541	\$7,820,904,839	\$633,500,298

# CTF State Revenue Details

STATE REVENUE SOURCES	FY 2020	FY 2021	INCREASE (DECREASE)
State Tax on Motor Fuels	\$903,000,000	\$963,700,000	\$60,700,000
Road Tax	11,900,000	44,700,000	32,800,000
Retail Sales & Use Tax	1,115,500,000	1,021,600,000	(93,900,000)
Motor Vehicle Sales and Use Tax	921,300,000	886,600,000	(34,700,000)
International Registration Plan	65,000,000	73,700,000	8,700,000
Motor Vehicle Licenses	261,300,000	223,500,000	(37,800,000)
Miscellaneous Revenues	17,900,000	17,900,000	_
Motor Vehicle Rental Tax	43,500,000	43,300,000	(200,000)
Aviation Fuels Tax	2,000,000	2,000,000	_
Highway Use Fee	_	38,000,000	38,000,000
Insurance Premium	188,000,000	181,400,000	(6,600,000)
Recordation Tax	43,600,000	45,300,000	1,700,000
Total	\$3,573,000,000	\$3,541,700,000	(\$31,300,000)

This is a comparison to the revenue estimate provided in the FY 2020 Budget adopted in June 2019 to the FY 2021 Budget.

# Endnotes

Endnote Number	Description
1	Adjustments reflect the impact of Chapter 1230. These adjustments include the dedication of major transportation revenues to the Commonwealth Transportation Fund and distributed in accordance with the legislation and budget bill considerations. The legislation also provided for a fuel tax increase in all localities outside of a region with dedicated fuel taxes. This revenue is dedicated to a Special fund Account for the Highway Construction District Grant Program.
2	VDOT continues to review and update assumptions for Toll Facility Revenue as a result of the COVID-19. These estimates will be updated for the final budget recommendations.
3	Additional revenue is anticipated for construction activity for the Hampton Roads Bridge-Tunnel Expansion Project.
4	Planned use of bond proceeds.
5	The concession fund revenue represents funds provided from the Interstate 95/Fredericksburg Extension Project in FY 2020.
6	The statewide revenue sources provided previously to the Interstate Program are now dedicated to the Commonwealth Transportation Fund. The Interstate Operations and Enhancement Program will receive an allocation through the Construction Highway Program.
7	Chapter 1235 (House Bill 1541) from the 2020 General Assembly Session created the Central Virginia Transportation Authority. The localities in Planning District 15 have a fuel tax and retail sales and use tax dedicated to the Central Virginia Transportation Fund for use on transit and transportation projects.
8	Support for the Virginia Commercial Space Flight Authority is provided as an allocation from the Commonwealth Transportation Fund beginning in FY 2021. It was previously provided as Support to Other State Agencies. FY 2020 also had a one-time allocation that was removed in FY 2021.
9	Planned growth in the Maintenance and Operations Programs.
10	Planned increased allocation to address storm water discharges, including the related operational and maintenance activities to meet Total Maximum Daily Load reduction targets.
11	Planned allocation for Capital Outlay efforts. This increase represents a restoration of prior reduced allocations.
12	Represents allocation to projects in the Six-Year Improvement Program (SYIP).
13	Priority Transportation Funding dedicated to the Atlantic Gateway Project and the Rail Initiative.
14	The revenue estimate for WMATA Captial Fund is not updated from previous assumptions.



# **Fiscal Year 2021**

VDOT Annual Budget December 2020 **Final** 



# Table of Contents

<u>Overview</u>	<u>3</u>
Highway Maintenance and Operating Fund Revenues	<u>6</u>
Commonwealth Transportation Fund & Transportation Trust Fund	<u>7</u>
Other Funds Revenues	<u>8</u>
VDOT Allocations	<u>9</u>
Environmental Monitoring and Evaluation	<u>11</u>
Ground Transportation Planning and Research	<u>12</u>
Highway Construction Programs	<u>13</u>
State of Good Repair Program.	<u>14</u>
High Priority Projects Program	<u>14</u>
Construction District Grant Programs.	<u>14</u>
Specialized State and Federal Programs.	<u>15</u>
Highway Construction Program Management.	<u>15</u>
Highway System Maintenance	<u>17</u>
Commonwealth Toll Facilities	<u>18</u>
Financial Assistance to Localities	<u>19</u>
Non-Toll Supported Transportation Debt Service	<u>20</u>
Administrative and Support Services	<u>21</u>
VDOT Capital Outlay	<u>22</u>
Support to Other State Agencies	<u>23</u>
VDOT Budget Schedule for Fiscal Year 2021	<u>25</u>
Appendix I - Powhite Parkway Extension	<u>27</u>
Appendix I - Coleman Bridge	<u>28</u>
Appendix I - I-66 Inside the Beltway.	<u>29</u>
Appendix I - I-64 Express Lanes	<u>30</u>
Index: Acronyms and Terminology	<u>31</u>
Endnotes	32

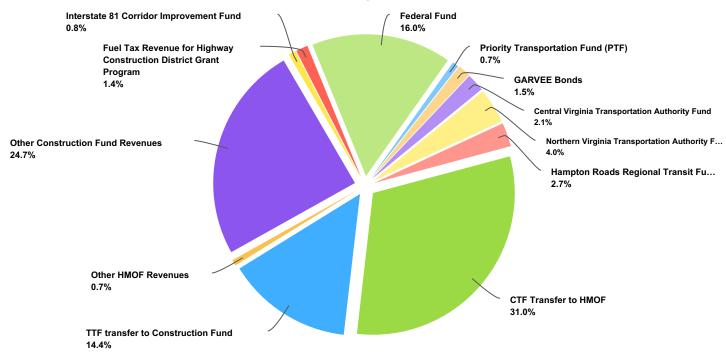
#### Overview

The Fiscal Year 2021 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 interim state revenue forecast from August 2020 and estimated federal funding. The VDOT Budget for FY 2021 totals \$6,992,613,613 a 8.7% increase from the FY 2020 Budget of \$6,430,409,343. The increase is primarily related to the additional of Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel Expansion Project and legislative changes made during the 2020 General Assembly Session.

Chapter 1230 created the Commonwealth Transportation Fund 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**



# Overview

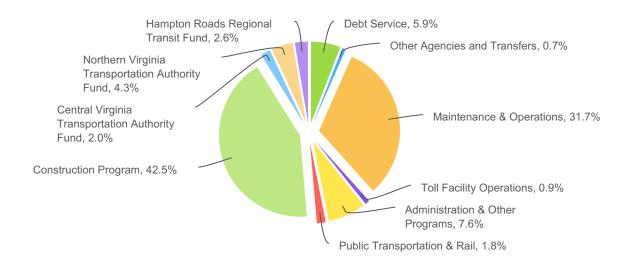
## **Detailed Sources of Transportation Funds**

CTF Funded Programs prior to Distribution	\$ 85,000,183
CTF Transfer to HMOF	2,060,400,000
TTF transfer to Construction Fund	954,316,266
TTF transfer to Priority Transportation Fund	236,100,000
Other HMOF Revenues	46,331,334
Other Construction Fund Revenues	1,643,407,895
Interstate 81 Corridor Improvement Fund	55,100,000
Fuel Tax Revenue for Highway Construction District Grant Program	92,000,000
Federal Fund	1,062,035,281
Priority Transportation Fund (PTF)	49,122,654
GARVEE Bonds	98,000,000
Subtotal	6,381,813,613
Pass Through Revenues	
Central Virginia Transportation Authority Fund	136,900,000
Northern Virginia Transportation Authority Fund	265,900,000
Hampton Roads Transportation Fund	181,900,000
Hampton Roads Regional Transit Fund	26,100,000
TOTAL	\$ 6,992,613,613

## 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:

	FY 2020	FY 2021	INCREASE (DECREASE)
Debt Service	\$402,401,095	\$410,843,301	\$8,442,206
Other Agencies and Transfers	75,024,911	50,324,384	(24,700,527)
Maintenance & Operations	2,201,879,813	2,210,331,137	8,451,324
Toll Facility Operations	85,455,257	65,677,311	(19,777,946)
Administration & Other Programs	428,795,031	528,992,211	100,197,180
Public Transportation & Rail	65,001,976	123,438,123	58,436,147
Construction Program	2,686,751,260	2,958,795,262	272,044,002
Subtotal	\$5,945,309,343	\$6,348,401,729	\$403,092,386
Pass Through Revenues			
Central Virginia Transportation Authority Fund	_	136,900,000	136,900,000
Northern Virginia Transportation Authority Fund	283,400,000	299,311,884	15,911,884
Hampton Roads Transportation Fund	201,700,000	181,900,000	(19,800,000)
Hampton Roads Regional Transit Fund	_	26,100,000	26,100,000
TOTAL	\$6,430,409,343	\$6,992,613,613	\$562,204,270



## 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. Starting with Fiscal Year 2021, the HMOF is funded by a transfer from the Commonwealth Transportation Fund (CTF) as a result of Chapter 1230. This shift from dedicated revenue sources to a transfer of revenues deposited into the CTF is demonstrated in the chart below.

HMOF Revenue Sources	FY 2020	FY 2021	Difference
CTF Transfer to HMOF	\$ —	\$ 2,060,400,000	\$2,060,400,000
Sales Tax on Motor Fuels	\$729,700,000	_	\$(729,700,000)
Motor Vehicle Sales and Use Tax	692,200,000		(692,200,000)
Retail Sales and Use Tax	312,700,000		(312,700,000)
International Registration Plan	65,000,000	_	(65,000,000)
Motor Vehicle Licenses	239,000,000	_	(239,000,000)
Miscellaneous Revenues	17,900,000	17,900,000	-
Other Revenue	9,112,623	28,431,334	19,318,711
Subtotal	\$2,065,612,623	\$2,106,731,334	\$41,118,711
Transfer from Construction	133,825,794	157,134,135	23,308,341
Total	\$2,199,438,417	\$2,263,865,469	\$64,427,052

#### Commonwealth Transportation Fund & Transportation Trust Fund

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

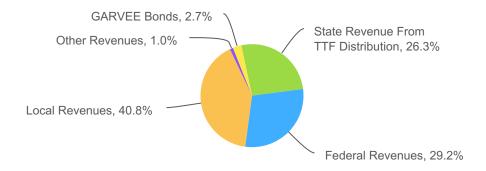
Commonwealth Transportation Fund	FY 2020	FY 2021	Difference
Distributed to Route 58 Corridor Fund	\$ — \$	40,000,000 \$	40,000,000
Distributed to Northern Virginia Transportation District Fund	_	40,000,000	40,000,000
Distributed to Oak Grove Fund	_	1,000,000	1,000,000
Distributed to TTF for Support	_	1,000,183	1,000,183
Distributed for Omnibus Programs	_	3,000,000	3,000,000
Total	\$ <b>— \$</b>	85,000,183 \$	85,000,183

The Transportation Trust Fund was created by the 1986 Special Session. Through Fiscal Year 2020 VDOT managed the 78.7% of the TTF funds dedicated by the Code of Virginia for highway construction.

Starting with Fiscal Year 2021, the share provided for highway construction is transferred from the CTF to the TTF. The following table identifies the construction fund revenues by major source.

Construction Fund Revenue Sources	FY 2020	FY 2021	Difference	]
State Revenue From TTF Distribution	\$ 800,561,718	\$ 954,316,266	\$ 153,754,548	] ;
Federal Revenues	1,070,420,783	1,062,035,281	(8,385,502)	
Local Revenues	1,045,921,139	1,483,667,385	437,746,246	{
Other Revenues	15,042,845	36,901,440	21,858,595	l
GARVEE Bonds	101,205,768	98,000,000	(3,205,768)	
Total	\$ 3,033,152,253	\$ 3,634,920,372	\$ 601,768,119	]

#### Construction Fund Revenue by Source, FY 2021



# Other Fund Revenues

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

Other Fund Revenues	FY 2020	FY 2021	Difference
Regional Transportation Funds	\$ 485,100,000 \$	610,800,000 \$	125,700,000
Interstate 81 Corridor Improvement Fund	103,500,000	55,100,000	(48,400,000)
Statewide Interstate Improvement Fund	53,900,000	_	(53,900,000)
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	_	92,000,000	92,000,000
Powhite Parkway Extension Toll Revenue	11,000,000	11,110,000	110,000
Coleman Bridge Toll Revenue	6,808,820	6,501,281	(307,539)
I-66 Inside the Beltway Toll Revenue	29,156,348	11,163,880	(17,992,468)
I-64 Express Lanes Toll Revenue	2,040,089	3,107,900	1,067,811
Northern VA Transportation District (NVTD)	18,345,009	12,104,841	(6,240,168)
Oak Grove	1,593,244	1,118,339	(474,905)
Priority Transportation Fund (PTF)	241,636,098	285,222,654	43,586,556
Transportation Partnership Opportunity Fund	718,860	10,066,667	9,347,807
Route 58	191,264,295	592,837	(190,671,458)
Route 28	8,639,519	8,644,519	5,000
I-66 Outside the Beltway Concession Fee/Interest	12,174,466	_	(12,174,466)
I-95/Fredericksburg Extension Concession	107,880,000	_	(107,880,000)
Other	57,887,719	61,536,706	3,648,987
Total	\$ 1,331,644,467 \$	1,169,069,624 \$	(162,574,843)
Total Construction Major Sources (page 7)	3,033,152,253	3,634,920,372	601,768,119
Transfer to HMOF	(133,825,794)	(157,134,135)	(23,308,341)
Total Construction Fund	\$ 4,230,970,926 \$	, , , , , , , , , , , , , , , , , , , ,	415,884,935

# VDOT Program Descriptions and Allocations

# Summary of Allocations by Program

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

	FY 2020	FY 2021	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 23,494,379	\$ 40,930,642	\$ 17,436,263
Ground Transportation Planning and Research (602)	77,685,632	79,132,074	1,446,442
Highway Construction Programs (603)	2,686,751,260	2,987,130,998	300,379,738
Highway System Maintenance (604)	1,728,110,573	1,741,888,121	13,777,548
Commonwealth Toll Facilities (606)	85,455,257	68,633,061	(16,822,196)
Financial Assistance to Localities (607)	958,869,240	1,128,550,979	169,681,739
Non-Toll Supported Transportation Debt Service (612)	402,401,095	407,887,551	5,486,456
Administrative and Support Services (699)	297,615,020	300,397,680	2,782,660
VDOT Capital Outlay (998)	30,000,000	64,300,000	34,300,000
Support to Other State Agencies	75,024,911	50,324,384	(24,700,527)
Support to DRPT Programs	65,001,976	123,438,123	58,436,147
Total	\$ 6,430,409,343	\$6,992,613,613	\$ 562,204,270

## **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.

<u>Environmental Monitoring Program Management and Direction (514009)</u> - 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.

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2020	FY 2021	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$6,876,404	\$3,433,626	(\$3,442,778)
Environmental Monitoring Program Management (514009)	3,356,739	8,980,886	5,624,147
Municipal Separate Storm Sewer System Compliance Activities (514010)	13,261,236	28,516,130	15,254,894
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	\$23,494,379	\$40,930,642	\$17,436,263
TTF	23,494,379	40,930,642	17,436,263

## Ground Transportation Planning & Research (602)

#### Ground Transportation Planning and Research is comprised of:

<u>Ground Transportation System Planning (602001)</u> - 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.

<u>Ground Transportation System Research (602002)</u> - 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.

<u>Ground Transportation System Research (602002)</u> - 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.

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

PLANNING & RESEARCH (602)	FY 2020	FY 2021	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$ 63,887,284	\$ 65,016,686	\$ 1,129,402
Ground Transportation System Research (602002)	9,606,334	9,819,773	213,439
Ground Transportation Program Management (602004)	4,192,014	4,295,615	103,601
TOTAL PLANNING & RESEARCH	\$ 77,685,632	\$ 79,132,074	\$ 1,446,442
HMOF	12,872,227	13,166,379	294,152
CONSTRUCTION	44,166,713	44,968,009	801,296
FEDERAL	20,646,692	20,997,686	350,994

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

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

CONSTRUCTION (603)		FY 2020	FY 2021	(	INCREASE DECREASE)
State of Good Repair Program (603020)	\$	40,082,305	\$ 288,616,106	\$	248,533,801
High Priority Projects Program(603021)		142,346,528	206,915,853		64,569,325
Construction District Grant Programs (603022)		141,266,528	298,920,540		157,654,012
Specialized State and Federal Programs (603023)	2	2,047,561,778	1,998,299,009		(49,262,769)
Legacy Construction Formula Program (603024)		271,877,040	_		(271,877,040)
Construction Management (603015)		43,617,081	44,231,815		614,734
TOTAL CONSTRUCTION	\$ 2	2,686,751,260	\$ 2,836,983,323	\$	150,232,063
CONSTRUCTION	•	1,557,200,462	2,086,972,732		529,772,270
FEDERAL		574,546,523	611,876,861		37,330,338
I-81 CORRIDOR IMPROVEMENT FUND		103,500,000	55,100,000		(48,400,000)
STATEWIDE INTERSTATE IMPROVEMENT FUND		53,900,000	92,000,000		38,100,000
PTF		16,800,000			(16,800,000)
TPOF		697,505	10,044,671		9,347,166
BONDS		158,408,817	12,500,000		(145,908,817)
VTIB		437,719	15,333,333		14,895,614
GARVEE BONDS		101,205,768	98,000,000		(3,205,768)
CONCESSION FEE FUND		120,054,466	5,303,401		(114,751,065)

<sup>\*</sup>Beginning in FY 2017, the Highway Construction Budget is aligned to new service areas within the program. Construction funding is now dedicated to the State of Good Repair Program, the High Priority Projects Program and the Construction District Grant Program. Other funding streams that are not dedicated to these areas are allocated in the Specialized State and Federal Programs service area. Funding dedicated to the CTB Alternate Formula through FY 2020 will be allocated in the Legacy Construction Formula Program service area. The following pages detail each construction service area.

#### 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 PROGRA	AM (603020)	FY 2020	FY 2021	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR		\$ 40,082,305 \$	288,616,106 \$	248,533,801
	CONSTRUCTION	32,447,431	137,312,902	104,865,471
	FEDERAL	7,634,874	151,303,204	143,668,330

#### **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 2020	FY 2021	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$ 142,346,528 \$	206,915,853	64,569,325
CONSTRUCTION	36,458,122	70,528,785	34,070,663
FEDERAL	46,624,606	87,907,149	41,282,543
GARVEE	59,263,800	48,479,919	(10,783,881)

#### **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). Fiscal Year 2021 includes the additional allocation for the Special Fund Account for the Highway Construction District Grant Program from fuel tax revenues.

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2020	FY 2021	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT \$	141,266,528	298,920,540	\$ 157,654,012
CONSTRUCTION	51,358,565	70,036,144	18,677,579
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	_	92,000,000	92,000,000
FEDERAL	47,965,995	87,364,315	39,398,320
GARVEE	41,941,968	49,520,081	7,578,113

<sup>\*</sup> The amounts provided for High Priority Projects Program and the Construction District Grant Program are reduced to transfer funding to the Maintenance Program, representing 45% of the funds released from the Route 460 Improvements Project. These transfers are planned through FY 2021.

#### **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, Regional Surface Transportation Program funding, and Safety funding. Through FY 2020, some federal funding continued in this distribution category to meet project commitments. 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 2020	FY 2021	INCREASE (DECREASE)
CMAQ & State Match \$	27,681,762 \$	30,531,783	\$ 2,850,021
I-66 Inside the Beltway	4,500,000	_	(4,500,000)
NHPP & Soft Match	32,133,275	_	(32,133,275)
NHPP Bridge & Soft Match	10,000,000	_	(10,000,000)
NHPP APD	22,663,325	8,830,697	(13,832,628)
NHPP Exempt & Soft Match	15,658,824	_	(15,658,824)
Open Container	11,741,724	_	(11,741,724)
Participating Project Costs	60,000,000	60,000,000	_
Project Participation from HRTAC	255,370,517	109,450,034	(145,920,483)
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	441,063,852	1,128,994,340	687,930,488
Project Participation from NVTA	178,934,852	135,024,639	(43,910,213)
Route 58 Bonds	150,908,817	_	(150,908,817)
Revenue Sharing	200,000,000	199,624,385	(375,615)
Safety & Soft Match	53,122,502	79,107,769	25,985,267
STP Bridge & Soft Match	46,000,000	_	(46,000,000)
STP BROS & Soft Match	14,863,203	_	(14,863,203)
STP Regional & State Match	111,496,205	102,251,682	(9,244,523)
STP Statewide & Soft Match	16,649,711	10,214,480	(6,435,231)
STP 5-200K & Soft Match	7,931,767	1,417,077	(6,514,690)
STP <5K & Soft Match	36,703,940	2,619,434	(34,084,506)
Tele Fees	10,050,918	9,697,372	(353,546)
I-66 Outside the Beltway Concession Fee/Interest Earnings	12,174,466	5,303,401	(6,871,065)
I-95/Fredericksburg Extension Concession	107,880,000	_	(107,880,000)
Interstate 81 Corridor Improvements	103,500,000	55,100,000	(48,400,000)
Statewide Interstate Improvements	53,900,000	_	(53,900,000)
Interstate Operations and Enhancement Program	_	150,147,674	150,147,674
Other	62,632,118	60,131,916	(2,500,202)
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323) \$	2,047,561,778 \$	2,148,446,683	\$ 100,884,905
CONSTRUCTION	1,176,596,533	1,764,863,086	588,266,553
FEDERAL	417,166,738	285,302,193	(131,864,545)
I-81 CORRIDOR IMPROVEMENT FUND	103,500,000	55,100,000	(48,400,000)
STATEWIDE INTERSTATE IMPROVEMENT FUND	53,900,000	_	(53,900,000)
PTF	16,800,000	_	(16,800,000)
CONCESSION FEE FUND	120,054,466	5,303,401	(114,751,065)
OTHER BOND PROGRAMS/FUNDS	158,408,817	12,500,000	(145,908,817)
VTIB	437,719	15,333,333	14,895,614
TPOF	697,505	10,044,671	9,347,166

#### **LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)**

The purpose of the Legacy Construction Formula Programs service area is to allocate funds to the Commonwealth Transportation Board Alternate Formula outlined in the Code of Virginia, §33.2-358 C. Funding available for the purposes outlined is planned through FY 2020. The service area will also have appropriation to support spending of prior-year allocations of formula distributed funding.

LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)	FY 2020	FY 2021		INCREASE (DECREASE)
CTB Formula	\$ 271,877,040 \$		— \$	(271,877,040)
TOTAL LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)	\$ 271,877,040 \$		_ \$	(271,877,040)
CONSTRUCTION	216,722,730		_	(216,722,730)
FEDERAL	55,154,310		_	(55,154,310)

<sup>\*</sup> The Commonwealth Transportation Board authorized \$271,877,040 for the CTB Alternate Formula distribution in FY 2020. The difference between the amount authorized and the amount allocated above represents the previously unprogrammed balance that was available for Smart Scale Distribution. Those funds are reflected in the High Priority Projects Program and the Construction District Grant Program.

#### **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 2020	FY 2021	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	\$43,617,081	\$44,231,815	614,734
TTF	43,617,081	44,231,815	614,734

## Highway System Maintenance (604)

The maintenance program consists of:

<u>Interstate Maintenance (604001)</u> - 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.

<u>Primary Maintenance (604002)</u> - 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.

<u>Secondary Maintenance (604003)</u> - 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.

<u>Transportation Operations Services (604004)</u> - 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.

<u>Highway Maintenance Program Management and Direction (604005)</u> - 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 2020		FY 2021	INCREASE DECREASE)
Interstate Maintenance (604001)	\$	358,607,173	\$	358,903,210	\$ 296,037
Primary Maintenace (604002)		566,661,624		522,915,134	(43,746,490)
Secondary Maintenance (604003)		561,232,404		594,608,284	33,375,880
Transportation Operations Services (604004)		160,889,429		181,189,653	20,300,224
Highway Maintenance Program Management & Direction (604005)		80,719,943		84,271,840	3,551,897
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$1	1,728,110,573	\$	1,741,888,121	\$ 13,777,548
HMOF	1	1,429,462,864	•	1,455,452,629	25,989,765
FEDERAL		298,647,709		286,435,492	(12,212,217)

<sup>\*</sup> The amounts recommended for FY 2020 include transfers from the funds allocated to the High Priority Projects Program and the Construction District Grant Program, representing a share of 45% of the allocations released from the Route 460 Improvements Project. These transfers are planned through FY 2021.

## Commonwealth Toll Facilities

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.

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

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

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

<u>Toll Facilities Revolving Fund (606004)</u> - 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 2020	FY 2021	INCREASE DECREASE)
Acquisition & Construction (606001)	\$ _	\$ _	\$ _
Debt Service (606002)	3,190,600	2,955,750	(234,850)
Maintenance & Operations (606003)	45,814,657	28,927,311	(16,887,346)
Toll Facilties Revolving (606004)	36,450,000	36,750,000	300,000
TOTAL TOLL FACILITIES	\$ 85,455,257	\$ 68,633,061	\$ (16,822,196)
POWHITE	11,000,000	11,110,000	110,000
COLEMAN	6,808,820	6,501,281	(307,539)
I-66 INSIDE THE BELTWAY	29,156,348	11,163,880	(17,992,468)
I-64 EXPRESS LANES	2,040,089	3,107,900	1,067,811
TOLL FACILTIES REVOLVING	36,450,000	36,750,000	300,000

## 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.

<u>Financial Assistance for County Road Maintenance (607002)</u> - 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.

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

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

<u>Distribution of Central Virginia Transportation Authority Fund Revenues (607010)</u> - 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 2020	FY 2021	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	\$ 388,661,833	\$ 397,832,085	\$ 9,170,252
Financial Assistance for County Road Maintenance (607002)	69,360,034	70,610,931	1,250,897
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	15,747,373	15,896,079	148,706
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	_	136,900,000	136,900,000
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	283,400,000	299,311,884	15,911,884
Distribution of Hampton Roads Transportation Fund Revenues (607007)	201,700,000	208,000,000	6,300,000

## TOTAL FINANCIAL ASSISTANCE TO LOCALITIES

\$ 958,869,240	\$ 1,128,550,979	\$ 169,681,739

HMOF	458,021,867	468,443,016	10,421,149
CONSTRUCTION	7,971,930	7,988,453	16,523
FEDERAL	7,775,443	7,907,626	132,183
CENTRAL VIRGINIA TRANSPORTATION FUND	_	136,900,000	136,900,000
NORTHERN VIRGINIA TRANSPORTATION FUND	283,400,000	299,311,884	15,911,884
HAMPTON ROADS TRANSPORTATION FUND	201,700,000	181,900,000	(19,800,000)
HAMPTON ROADS REGIONAL TRANSIT FUND	_	26,100,000	26,100,000

## Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

<u>Highway Transportation Improvement District Debt Service (612001)</u> - 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.

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

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

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

Non-Toll Supported Transportation Debt Service (612)	FY 2020	FY 2021	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	8,639,519	8,644,519	5,000
Designated Highway Corridor Debt Service (612002)	77,821,062	68,171,266	(9,649,796)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	192,136,098	196,254,150	4,118,052
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	123,804,416	134,817,616	11,013,200
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$402,401,095	\$407,887,551	\$ 5,486,456
NVTD	22,372,340	17,960,090	(4,412,250)
OAK GROVE	2,593,244	2,118,339	(474,905)
ROUTE 28	8,639,519	8,644,519	5,000
CPR BONDS	192,136,098	196,254,150	4,118,052
ROUTE 58	52,855,478	48,092,837	(4,762,641)
FEDERAL	123,804,416	134,817,616	11,013,200

## Administrative and Support Services (699)

Administrative and Support Services is comprised of:

<u>General Management and Direction (699001)</u> - 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.

<u>Information Technology Services (699002)</u> - 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.

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2020	FY 2021	INCREASE (DECREASE)
General Management & Direction (699001)	\$153,080,183	\$159,465,571	\$ 6,385,388
Information Technology Services (699002)	110,952,111	108,188,208	(2,763,903)
Facilities and Grounds Management Services (699015)	17,645,600	20,191,707	2,546,107
Employee Training & Development (699024)	15,937,126	12,552,194	(3,384,932)
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$297,615,020	\$300,397,680	\$ 2,782,660
HMOF	296,647,190	299,397,497	2,750,307
CONSTRUCTION	967,830	1,000,183	32,353

## 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 2020	FY 2021	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY \$	30,000,000 \$	64,300,000 \$	34,300,000
CONSTRUCTION	30,000,000	64,300,000	34,300,000

# Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES		FY 2020	FY 2021	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies				
Department of Education	\$	270,419	\$ 278,532	\$ 8,113
Marine Resources Commission		313,786	319,748	5,962
Secretary of Transportation		916,840	936,094	19,254
Department of State Police		8,185,295	8,594,560	409,265
Department of Minority Business Enterprise		1,592,572	1,640,349	47,777
Department of Historic Resources		115,642	115,642	_
Department of Emergency Management		1,212,509	1,214,934	2,425
Department of Motor Vehicles		14,036,504	14,387,417	350,913
Department of Treasury		185,187	189,817	4,630
Virginia Port Authority		2,550,023		(2,550,023)
Virginia Liaison Office		157,576	162,303	4,727
Virginia Commercial Space Flight Authority (From Highway Construction Fund)		15,800,000	_	(15,800,000)
Virginia Commercial Space Flight Authority (From Transportation Trust Fund)		7,500,000	_	(7,500,000)
Office of the State Inspector General		1,930,362	1,978,621	48,259
SUBTOTA	L	54,766,715	29,818,017	(24,948,698)
Transfers to the General Fund				
Department of General Services		388,254	388,254	_
Department of Agriculture & Conservation Services		97,586	97,586	_
Chesapeake Bay Initiatives		10,000,000	10,000,000	_
Indirect Costs		5,338,860	5,499,026	160,166
Department of Taxation		2,933,496	3,021,501	88,005
SUBTOTA	L	18,758,196	19,006,367	248,171
Transfers to Other Agencies				
Department of Motor Vehicles (fuel tax evasion)		1,500,000	1,500,000	_
SUBTOTA	L	1,500,000	1,500,000	_
TOTAL SUPPORT TO OTHER STATE AGENCIES	\$	75,024,911	\$ 50,324,384	\$ (24,700,527)
НМО	F	47,434,269	45,905,948	(1,528,321)
CONSTRUCTION	N	27,569,287	4,396,440	(23,172,847)
TPO	F	21,355	21,996	641

## 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)	<b>\$</b> —	\$ 40,930,642	\$ —	\$ —	\$ _	\$ 40,930,642
Ground Transportation Planning & Research (602)	13,166,379	44,968,009	20,997,686	_	_	79,132,074
Highway Construction Programs (603)	_	2,086,972,732	611,876,861	12,500,000	275,781,405	2,987,130,998
Highway System Maintenance (604)	1,455,452,629	_	286,435,492	_	_	1,741,888,121
Commonwealth Toll Facilities (606)	_	_	_	_	68,633,061	68,633,061
Financial Assistance to Localities (607)	468,443,016	7,988,453	7,907,626	_	644,211,884	1,128,550,979
Non-Toll Supported Transportation Debt Service (612)	_	_	134,817,616	_	273,069,935	407,887,551
Administrative and Support Services (699)	299,397,497	1,000,183	_	_	_	300,397,680
VDOT Capital Outlay (998)	_	64,300,000	_	_	_	64,300,000
Support to Other State Agencies	45,905,948	4,396,440	_	_	21,996	50,324,384
Support to DRPT Programs	_	34,877,135	_	_	88,560,988	123,438,123
TOTAL	\$2,282,365,469	\$ 2,285,433,594	\$ 1,062,035,281	\$ 12,500,000	\$1,350,279,269	\$6,992,613,613

<sup>\* -</sup> 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 2021

#### Revenues

Revenue provided by the General Fund of the Commonwealth	\$ _
Taxes	734,300,000
Rights and privileges	17,578,512
Sale of property and commodities	_
Interest, dividends, and rents	45,988,746
Fines, forfeitures, court fees	_
Penalties, and escheats	6,000,000
Receipts from localities and private sector	1,544,455,532
Federal grants and contracts	1,062,035,281
Toll revenues	61,383,061
Other	122,313,857
Total Revenues	 3,594,054,989
Other Financing Sources	
Other financing sources	(55,257,825)
Bond proceeds	98,000,000
Note proceeds	_
Transfers from other state agencies and General Fund	20,000,000
Transfers in	3,335,816,449
Total Other Financing Sources	3,398,558,624
Total Revenues and Other Sources	\$ 6,992,613,613

# Budget Comparison Schedule for FY 2021

#### Revenues

Administrative and support services	\$300,397,680
Ground transportation system planning and research	79,132,074
Highway system acquisition and construction	2,987,130,998
Sale of property and commodities	1,741,888,121
Interest, dividends, and rents	1,128,550,979
Fines, forfeitures, court fees	40,930,642
Penalties, and escheats	68,633,061
Receipts from localities and private sector	64,300,000
Federal grants and contracts	407,887,551
Total Expenditures	6,818,851,106
Other Financing Sources	
Other financing uses	
Transfers to other state agencies and General Fund	173,762,507
Transfers out	
Total Other Financing Uses	173,762,507
Total Expenditures and Other Uses	\$6,992,613,613
Revenues and Other Sources Over (Under) Exenditures and Other Uses	<u> </u>

# Appendix I - Powhite Parkway Extension (0436) FY 2021

#### **FY 2021 ESTIMATED REVENUE**

Toll Revenues			\$ 11,110,000
TOTAL ESTMATED REVENUES			\$ 11,110,000
Toll Facility Revolving Account Loan Repayment			1,223,510
TOTAL ESTIMATED REVENUE AVAILABLE			\$ 9,886,490
FY 2021 EXPENDITURE BUDGET  Revenue Fund  Operations			7,132,492
Maintenance Replacement Fund			1,500,000
Estimated Interest Payment to Chesterfield County			1,253,998
TOTAL ESTIMATED EXPENDITURES			\$ 9,886,490
Details of Operating Expenditures	LOCATION FY 2020	RECOMMENDED FY 2021	NCREASE)
Personal Services	\$ 1,469,839	\$ 1,512,075	\$ 42,236
Contractual Services	1,518,955	1,389,655	(129,300)
Supplies and Materials	65,300	62,300	(3,000)
Transfer Payments	2,161,250	2,182,862	21,612
Continuous Charges	110,100	109,100	(1,000)
Property and Improvements	_	_	_
Equipment	1,834,943	1,876,500	41,557
Obligations	_	_	_
TOTAL - Operating Expenditures	\$ 7,160,387	\$ 7,132,492	\$ (27,895)

# Appendix I - Coleman Bridge (0782) FY 2021

#### **FY 2021 ESTIMATED REVENUE**

Toll Revenues					6,060,000
TOTAL ESTIMATED REVENUE AVAILABLE				\$	6,060,000
Add: FY 2020 Cash Balance from Maintenance Replacement Fund					441,281
TOTAL ESTIMATED REVENUE AVAILABLE				\$	6,501,281
FY 2021 EXPENDITURE BUDGET Revenue Fund Debt Service					0.045.000
Principal Interest					2,815,000 140,750
Subtotal - Debt Service				\$	2,955,750
Operations					2,733,238
Maintenance Replacement Fund					812,293
TOTAL ESTIMATED EXPENDITURES				Φ	6 501 201
TOTAL ESTIMATED EXPENDITURES				\$	6,501,281
Details of Operating Expenditures	AL	LOCATION FY 2020	RECOMMENDED FY 2021		INCREASE DECREASE)
	<b>AL</b> \$		FY 2021		INCREASE
Details of Operating Expenditures		FY 2020	FY 2021		INCREASE DECREASE)
Details of Operating Expenditures Personal Services		<b>FY 2020</b> 562,811	<b>FY 2021</b> \$ 498,198	([	INCREASE DECREASE) (64,613)
Details of Operating Expenditures  Personal Services  Contractual Services		562,811 1,408,900	<b>FY 2021</b> \$ 498,198 1,452,300	<b>(</b> [	(64,613) 43,400
Details of Operating Expenditures  Personal Services  Contractual Services  Supplies and Materials		562,811 1,408,900 79,550	\$ 498,198 1,452,300 83,550	<b>(</b> [	(64,613) 43,400 4,000
Details of Operating Expenditures  Personal Services  Contractual Services  Supplies and Materials  Transfer Payments		562,811 1,408,900 79,550 373,426	\$ 498,198 1,452,300 83,550 375,000	<b>(</b> [	(64,613) 43,400 4,000
Details of Operating Expenditures  Personal Services  Contractual Services  Supplies and Materials  Transfer Payments  Continuous Charges		562,811 1,408,900 79,550 373,426	\$ 498,198 1,452,300 83,550 375,000	\$	(64,613) 43,400 4,000
Details of Operating Expenditures  Personal Services  Contractual Services  Supplies and Materials  Transfer Payments  Continuous Charges  Property and Improvements		562,811 1,408,900 79,550 373,426 81,000	\$ 498,198 1,452,300 83,550 375,000 81,000	\$	INCREASE DECREASE) (64,613) 43,400 4,000 1,574 —

# Appendix I - I-66 Inside the Beltway (0446) FY 2021

#### **FY 2021 ESTIMATED REVENUE**

Toll Revenues				\$	
Use of Prior Balances				\$	3,097,360
Court Payments				\$	66,520
TOTAL ESTIMATED REVENUES				\$	11,163,880
FY 2021 EXPENDITURE BUDGET					
Revenue Fund					
Operations					9,663,880
Maintenance Replacement Fund					1,500,000
TOTAL ESTIMATED EXPENDITURES				\$	11,163,880
Details of Operating Expenditures	AL	LOCATION FY 2020	RECOMMENDED FY 2021	)	INCREASE (DECREASE)
Personal Services	\$	546,981	\$ 596,651	ı Œ	49,670
reisonal Services	Ф	340,961	φ 590,05	Ф	49,670
Contractual Services		8,893,237	8,272,545	5	(620,692)
Supplies and Materials		8,000	_	_	(8,000)
Transfer Payments		18,208,130	794,684	ļ	(17,413,446)
Continuous Charges		_	_	-	_
Property and Improvements		_	-	-	_
Equipment		_		=	_
Obligations		_	_	_	_
TOTAL - Operating Expenditures	\$	27,656,348	\$ 9,663,880	) \$	(17,992,468)

# Appendix I - I-64 Express Lanes (0447) FY 2021

#### **FY 2021 ESTIMATED REVENUE**

Toll Revenues			\$	1,250,000
TOTAL ESTIMATED REVENUES			\$	1,250,000
FY2020 Cash Carry-Forward				1,857,900
TOTAL ESTIMATED REVENUE AVAILABLE			\$	3,107,900
FY 2021 EXPENDITURE BUDGET Revenue Fund				
Operations Unallocated balance Maintenance Replacement Fund				3,084,000 23,900 —
TOTAL ESTIMATED EXPENDITURES			\$	3,107,900
TOTAL ESTIMATED EXI ENDITORES			<del></del>	0,101,000
Details of Operating Expenditures	ALLOCATION FY 2020	RECOMMENDED FY 2021	INC	CREASE CREASE)
			INC	CREASE
Details of Operating Expenditures	FY 2020	FY 2021	INC	CREASE CREASE)
Details of Operating Expenditures  Personal Services	<b>FY 2020</b> \$312,189	<b>FY 2021</b> 250,000	INC	CREASE CREASE) (\$62,189)
Details of Operating Expenditures  Personal Services  Contractual Services	\$312,189 1,041,600	<b>FY 2021</b> 250,000 2,187,000	INC	(\$62,189) 1,145,400
Details of Operating Expenditures  Personal Services  Contractual Services  Supplies and Materials	\$312,189 1,041,600 1,300	<b>FY 2021</b> 250,000 2,187,000 5,000	INC	(\$62,189) 1,145,400 3,700

Equipment

Obligations

**TOTAL - Operating Expenditures** 

\$2,040,089

\$1,043,911

\$3,084,000

# Index: Acronyms and Terminology

Term	Description	
BROS	Bridge Off-System	
CMAQ	Congestion Mitigation and Air Quality	
CPR	Capital Projects Revenue Bonds	
CTB Formula	The Code of Virginia calls for the Allocation of funds among highway systems (§ 33.2-358). The section was updated during the 2012 General Assembly session with the addition of the CTB Formula. Through FY 2020, up to \$500 million of funds available may be distributed in the following manner: 25% Bridge, 25% High Priority Projects, 25% Interstate and Primary and Primary Extension Pavements, 15% Public-Private Transportation Act Projects, 5% Unpaved roads, and 5% to Smart Roadway Technology.	
CTF	Commonwealth Transportation Fund	
DRPT	Department of Rail and Public Transportation	
FHWA	Federal Highway Administration	
GARVEE	Federal Grant Anticipation Revenue Bonds	
HMOF	Highway Maintenance and Operating Fund	
MWAA	Metropolitan Washington Airports Authority	
NHPP	National Highway Performance Program	
NHPP APD	National Highway Performance Program dedicated to the Appalachian Development Program	
NHPP Bridge	National Highway Performance Program dedicated to Bridges	
NVTD	Northern Virginia Transportation District	
Oak Grove	City of Chesapeake Oak Grove Connector Project Bonds	
PTF	Priority Transportation Fund	
Soft Match	The budget contains a significant application of Toll Credits that are used as "soft match" to meet the non-federal share matching requirements. Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.	
STP	Surface Transportation Program	
STP Bridge	Surface Transportation Program dedicated to Bridges	
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	Adjustments reflect the impact of Chapter 1230. These adjustments include the dedication of major transportation revenues to the Commonwealth Transportation Fund and distributed in accordance with the legislation and budget bill considerations. The legislation also provided for a fuel tax increase in all localities outside of a region with dedicated fuel taxes. This revenue is dedicated to a Special fund Account for the Highway Construction District Grant Program.
2	Allocation represents the estimate transfer from the Transportation Trust Fund to the Highway Construction Fund. The transfer anticipated for FY 2021 is sized to meet previous expectations for the fiscal year.
3	The local revenue estimate is driven by project participation from localities and anticipated revenue from regional entities for VDOT administered projects. The significant increase is driven by the Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel Expansion Project.
4	The update to the regional estimates include the additional of the new revenue dedicated to the Central Virginia Transportation Authority.
5	There are no planned bond allocations for Route 58 in FY 2021. Any bond sale will be support by previous allocations provided to projects.
6	The concession fund revenue represents funds provided and anticipated from the Interstate 95/Frederickburg Extension Project in FY 2020.
7	Planned increased allocation to address storm water discharges, including the related operational and maintenance activities to meet Total Maximum Daily Load reduction targets.
8	Legacy programs no longer receive an allocation beginning in FY 2021.
9	Project allocations in SYIP.
10	Planned federal allocation through FY 2020. The majority of this federal funding will be provided for Construction Formula Distribution beginning in FY 2021.
11	Planning allocation updates for project participation from regional entities.
12	Planned bond allocation update for Route 58 Corridor.
13	Revenue Sharing adjustment based on proposed action to adjust revenue sharing allocations provided previously and provide state match allocations in the year in which they are needed through Fiscal Year 2024. This requested flexibility is addressed in the budget bill considered in the 2020 Special Session I, Item 430, P.
14	The concession fund revenue represents funds provided from the Interstate 95/ Fredericksburg Extension Project in FY 2020.
15	The direct dedication of revenue for I-81 is the fuel tax collected along the I-81 corridor. I-81 and other interstates continue to receive allocations. The statewide revenue sources provided previously to the Interstate Program are now dedicated to the Commonwealth Transportation Fund. The Interstate Operations and Enhancement Program will receive an allocation through the Highway Construction Program.
16	Support for the Virginia Commercial Space Flight Authority is provided as an allocation from the Commonwealth Transportation Fund beginning in FY 2021. It was previously provided as Support to Other State Agencies. FY 2020 also had a one-time allocation that was removed in FY 2021.



### COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item #17

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By:	Seconded By:
-	
A	ction:

Title: Authorization for the Commissioner of Highways to enter into a Memorandum of Agreement between VDOT and the Central Virginia Transportation Authority

**WHEREAS,** the 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, (2020 Va. Acts Chapter 1235) ("Chapter 1235"); and

**WHEREAS,** Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and further provides that the revenues derived from such taxes be deposited in the Central Virginia Transportation Fund (the "Fund") and used solely for transportation purposes benefiting the localities comprising Planning District 15 ("CVTA Projects and Purposes"), and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B); and

**WHEREAS,** Chapter 1235 establishes the Fund and specifies that all revenues dedicated to the Fund pursuant to Va. Code § 58.1-638 and Va. Code §§ 58.1-2291 *et seq.* shall be paid into the state treasury, credited to the Fund, and the amounts so dedicated deposited monthly by the Comptroller (such amounts, together with interest earned thereon, are the "CVTA Revenues"); and

**WHEREAS**, Chapter 1235 establishes the Central Virginia Transportation Authority ("CVTA"), providing the CVTA with the authority and duty to, among other things, determine and approve appropriate uses of the CVTA Revenues; and

Resolution of the Board Authorization for the Commissioner of Highways to enter into a Memorandum of Agreement between VDOT and the Central Virginia Transportation Authority December 9, 2020 Page Two

**WHEREAS**, the CVTA and the Virginia Department of Transportation ("VDOT") have determined that it is desirable to work cooperatively to ensure the most effective and efficient delivery and implementation of CVTA Projects and Purposes with CVTA Revenues and other state and federal transportation funding sources; and

WHEREAS, to facilitate said cooperation, the CVTA and VDOT <u>have developed a Memorandum of Agreement (a draft of which is attached hereto as Attachment A) to identify and memorialize their respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the CVTA funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB's Six-Year Improvement Program and provision for VDOT administration of CVTA-funded projects; and</u>

**WHEREAS**, pursuant to §33.2-3708, the CVTA may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 37 of Title 33.2; and

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

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into a memorandum of agreement with CVTA, substantively similar to Attachment A, addressing VDOT's and CVTA's respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB's Six-Year Improvement Program and provision for VDOT administration of CVTA-funded projects, with such changes and additions as the Commissioner deems necessary.

####

#### **CTB Decision Brief**

### <u>Title: Authorization for the Commissioner of Highways to Enter into an Memorandum of Agreement with the Central Virginia Transportation Authority</u>

Issue: The 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, (2020 Va. Acts Chapter 1235) ("Chapter 1235"), which among other things, established the Central Virginia Transportation Authority (CVTA) and CVTA Fund. Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15 and further provides that the revenues derived from such taxes be deposited in the CVTA Fund and used solely for transportation purposes benefiting the localities comprising Planning District 15 (CVTA Projects and Purposes), and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B). The CVTA and Virginia Department of Transportation (VDOT) have developed a memorandum of agreement between the CVTA and VDOT (CVTA MOA) to address their respective roles in administration of the CVTA Fund and the delivery of CVTA Projects and Purposes using the revenues derived from the taxes imposed under Chapter 1235 (CVTA Revenues). Pursuant to section §33.2-214 C of the Code of Virginia, authorization by the Commonwealth Transportation Board (CTB) for the Commissioner of Highways to enter into the CVTA MOA is sought.

#### **Facts:**

- Chapter 1235 establishes the CVTA and the CVTA Fund, providing for imposition of certain state taxes in localities comprising Planning District 15, and providing that the revenues derived from such taxes be deposited in the Fund. The CVTA Revenues are to be used solely for CVTA Projects and Purposes and for certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B).
- All revenues dedicated to the Fund must be paid into the state treasury, credited to the Fund, and the amounts so dedicated deposited monthly by the Comptroller into the Fund.
- The CVTA is provided with the authority and duty to, among other things, determine and approve appropriate uses of the CVTA Revenues.
- The CVTA and VDOT have determined a need to work cooperatively to ensure the efficient administration of the CVTA Revenues and the most effective and efficient delivery and implementation of CVTA Projects and Purposes using CVTA Revenues and other state and federal transportation funding sources.
- To that end, the CVTA and VDOT have developed the CVTA MOA (a draft of which is attached hereto as Attachment A) to identify and memorialize their respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the CVTA funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB's Six-Year Improvement Program, and provision for VDOT administration of CVTA-funded projects.
- Pursuant to §33.2-3708, the CVTA may enter into contracts or agreements necessary or convenient for the performance of its duties and the exercise of its powers under Chapter 37 of Title 33.2.

CTB Decision Brief
Authorization for the Commissioner of Highways to Enter into a Memorandum of Agreement with the Central Virginia Transportation Authority
December 9, 2020
Page Two

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

**Recommendation:** VDOT recommends, pursuant to §33.2-214(C) of the *Code of Virginia*, that the CTB authorize the Commissioner of Highways to enter into a memorandum of agreement with CVTA, substantively similar to Attachment A, addressing VDOT's and CVTA's respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes, including but not limited to administration of the funds disbursed to CVTA and financial reporting, project planning and delivery for the CTB's Six-Year Improvement Program and provision for VDOT administration of CVTA-funded projects, with such changes and additions as the Commissioner deems necessary.

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

**Result, if Approved:** VDOT/the Commissioner of Highways will have the requisite authority to enter into the CVTA MOA.

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

**Public Comments/Reactions:** N/A

#### VDOT DRAFT 10-27-20

### MEMORANDUM OF AGREEMENT BETWEEN THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

**WHEREAS**, the 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, 2020 Va. Acts Chapter 1235 ("Chapter 1235"); and

WHEREAS, Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and further provides that the revenues derived from such taxes be deposited in the Central Virginia Transportation Fund (the "Fund") and used solely for transportation purposes benefiting the localities comprising Planning District 15 ("CVTA Projects and Purposes"), and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B); and

**WHEREAS,** Chapter 1235 establishes the Fund and specifies that all revenues dedicated to the Fund pursuant to Va. Code § 58.1-638 and Va. Code §§ 58.1-2291 *et seq.* shall be paid into the state treasury, credited to the Fund, and the amounts so dedicated deposited monthly by the Comptroller (such amounts, together with interest earned thereon, are the "CVTA Revenues"); and

**WHEREAS**, Chapter 1235 establishes the Central Virginia Transportation Authority ("<u>CVTA</u>"); and

**WHEREAS,** the CVTA and the Virginia Department of Transportation ("<u>VDOT</u>") have determined that it is desirable to work cooperatively to ensure the most effective and efficient delivery and implementation of CVTA Projects and Purposes with CVTA Revenues and other state and federal transportation funding sources; and

**WHEREAS,** the Virginia Department of Taxation bears responsibility for collecting and depositing into the Fund all revenues associated with the additional sales and use taxes imposed within Planning District 15 under Va. Code §§ 58.1-603.1, 58.1-604.01, 58.1-604.1, 58.1-614; and

**WHEREAS**, the Virginia Department of Motor Vehicles bears responsibility for collecting and depositing into the Fund all revenues associated with the additional motor fuels taxes imposed within Planning District 15 under Va. Code § 58.1-2295 and VDOT shall bear no responsibility for collecting or depositing the tax revenues into the Fund; and

WHEREAS, the Virginia Department of Treasury is responsible for the investment of the CVTA Revenues it holds (and the administration of banking and cash management services relating thereto) pending transfer of those funds to CVTA (and VDOT shall bear no responsibility for said banking and cash management services); and

[WHEREAS, the Commonwealth Transportation Board, pursuant to Va. Code § 33.2-214(C), has authorized the Commissioner of Highways to enter into this Memorandum of Agreement.]<sup>1</sup>

**NOW, THEREFORE,** in connection with the foregoing, VDOT and CVTA (each a "<u>Party</u>" and collectively, the "<u>Parties</u>") have deemed it necessary and prudent to identify their respective roles and responsibilities with regard to the Fund, CVTA Revenues, and CVTA Projects and Purposes by means of an agreement and, accordingly, do hereby agree as follows:

#### 1. Use and Availability of Funds:

- a. The Parties acknowledge that, as more specifically provided under applicable law (and without any intent or agreement to affect or expand the interpretation or application of law), the CVTA Revenues that are deposited into the Fund and available for use from time to time are subject to an appropriation by the General Assembly. Use of funds deposited into the Fund shall be consistent with applicable state and federal law.
- b. Nothing in this Memorandum of Agreement will be construed as charging or granting VDOT or any other state entity with authority over or responsibility for the Fund not otherwise prescribed by state law.

#### 2. VDOT's Role and Responsibilities:

- a. VDOT will assist CVTA with such administrative and management assistance as the CVTA and the Commissioner of Highways may agree to from time to time (unless otherwise expressly agreed in writing, such arrangement shall be terminable at will by either Party upon written notice to the non-terminating Party).
- b. Until such time as they are provided directly to CVTA, VDOT will provide CVTA with the Department of Taxation's estimates of CVTA Revenues that will result from the state taxes imposed in Planning District 15 pursuant to Chapter 1235, as such estimates are made available for public distribution.
- c. VDOT will provide CVTA with monthly financial reports relating to the Fund in a form similar to the example attached hereto as [Exhibit A]<sup>2</sup>, and which will include the following information:
  - i. income by revenue source as detailed by the collecting agency;
  - ii. interest earnings;
  - iii. administrative costs charged to the Fund pursuant to applicable law by the Department of Taxation and other departments and agencies of the Commonwealth, if any; and

<sup>&</sup>lt;sup>1</sup> **NOTE TO CVTA**: VDOT will need a resolution from CTB authorizing the Agreement prior to execution.

<sup>&</sup>lt;sup>2</sup> **NOTE TO CVTA**: VDOT to provide form of report for CVTA review in coming days.

- iv. the current cash position/balance in the Fund, as well as forecasted cash position/balance.
- d. For Commonwealth budgeting purposes (and solely those purposes), the CVTA Revenues are currently appropriated to VDOT; however (i) VDOT has a passthrough role with respect to the CVTA Revenues and shall effect monthly transfers to CVTA of all CVTA Revenues collected and deposited into the Fund by the agencies responsible for collecting the applicable taxes, and (ii) notwithstanding anything to the contrary set forth herein, VDOT hereby agrees that it (A) does not have any right, title, or interest in the CVTA Revenues, and (B) shall not withhold any sum for any administrative cost or any other purpose unless agreed to by CVTA in writing or otherwise condition or delay the transfer of the CVTA Revenues for any reason or in any manner. Moneys collected and deposited into the Fund during the month shall be transferred as promptly as practicable following the last day of such month, but no later than the [15<sup>th</sup> business day of the following month.]<sup>3</sup> If CVTA notifies VDOT that CVTA does not have an account prepared to accept monthly transfers, VDOT will work collaboratively with CVTA to implement a method by which CVTA may requisition payments from the Fund on behalf of CVTA, including payments to VDOT in respect to work on or for CVTA Projects and Purposes or permissible administrative costs.
- e. From time to time, CVTA may engage VDOT to administer and/or develop one or more CVTA Projects and Purposes. The Parties shall work in good faith to develop a model Standard Project Agreement for Funding and Administration of CVTA Projects and Purposes, which, upon mutual agreement of the Parties, will be attached hereto as [Exhibit B (the "CVTA Model SPA")]<sup>4</sup> once developed. The CVTA Model SPA will be used as the template agreement for CVTA Projects and Purposes unless the Parties otherwise agree. VDOT and CVTA shall perform their respective obligations under each applicable agreement in accordance with the terms of that agreement.
- f. VDOT will provide to CVTA a schedule by January 31<sup>st</sup> of each year, establishing the deadlines by which project information shall be submitted for inclusion into the draft and final Six-Year Improvement Program ("SYIP") each year.
- g. At CVTA's request, VDOT will work with CVTA to have eligible CVTA Projects and Purposes considered for funding (without guarantying such funding) through the Commonwealth Transportation Board's SYIP development process.
- h. VDOT acknowledges that CVTA is empowered to issue bonds and other evidences of debt to carry out its purposes and that the continued appropriation of the CVTA

<sup>&</sup>lt;sup>3</sup> **NOTE TO CVTA**: VDOT staff confirming this timing is workable.

<sup>&</sup>lt;sup>4</sup> **NOTE TO CVTA**: Should be developed before execution. OAG will take first crack at drafting.

Revenues is expected to be a source and security for the payment of the debt service on such bonds and other debt.

- i. Each year and in accordance with the schedule of the Virginia Department of Planning and Budget, VDOT shall request that the Governor include in the budget to be delivered to the General Assembly during the next session a provision that there be appropriated all of the CVTA Revenues to the Fund during the next succeeding fiscal year or biennial period, as applicable.
- j. VDOT shall use its best efforts to have (a) the Governor include, in each biennial or supplemental budget that is presented to the General Assembly, the appropriation of the CVTA Revenues to the Fund and (b) the General Assembly deposit, appropriate, and re-appropriate, as applicable, the CVTA Revenues to the Fund.
- k. VDOT shall notify CVTA promptly upon becoming aware of any failure by the General Assembly to appropriate for the next succeeding fiscal year or biennial period, as applicable, all of the CVTA Revenues to the Fund.

#### 3. CVTA's Roles and Responsibilities:

- a. CVTA shall work with VDOT and the PlanRVA (also known as the Richmond Regional Planning District Commission and including the Richmond Regional Transportation Planning Organization) to incorporate the CVTA Projects and Purposes into the applicable long-range transportation planning and transportation improvement programming processes and documents, including as applicable the financial constraint process, as required by applicable law and regulation.
- b. The Parties agree that CVTA Projects will be submitted for inclusion in VDOT's SYIP if (i) VDOT is administering the CVTA Project, and/or (ii) the CVTA Project is funded by federal funds or other funds controlled by the Commonwealth Transportation Board. Accordingly, on or before the deadlines established by VDOT, CVTA will submit to VDOT the allocation information on CVTA Revenues for inclusion into the draft and final SYIP during the annual SYIP update process.
- c. Each year, CVTA shall cooperate in good faith with VDOT to provide VDOT information with respect to the Fund and/or CVTA Projects, which information is required for VDOT to comply with its mandatory reporting requirements to other governmental entities. This shall include, without limitation, VDOT's annual year-end reporting requirements to the Virginia Department of Accounts.

#### 4. TERMINATION OF MEMORANDUM OF AGREEMENT:

This Memorandum of Agreement may be terminated by either Party, for any reason, upon ninety (90) days' prior written notice delivered to the non-terminating Party, indicating the terminating Party's intent to terminate this Memorandum of Agreement.

#### **5. SETTLEMENT OF DISPUTES:**

Any disputes in connection with this Memorandum of Agreement not disposed of by mutual agreement between VDOT and CVTA shall be submitted in writing to the Commissioner of Highways and the Chairman of CVTA and a sixty (60) day period provided for their review by VDOT and CVTA and attempted resolution by VDOT and CVTA. Exhaustion of this administrative procedure is a prerequisite to and not a substitute for the request of either Party to seek judicial relief, except that exhaustion of the foregoing procedure shall not be a prerequisite to seeking emergency injunctive relief.

#### 6. NO WAIVER OF SOVEREIGN IMMUNITY:

Nothing in this Memorandum of Agreement shall be deemed a waiver of either Party's sovereign immunity.

#### 7. MODIFICATION OF MEMORANDUM OF AGREEMENT:

This Memorandum of Agreement may be modified only by written agreement, duly executed by both Parties.

**IN WITNESS WHEREOF**, the Parties have caused this Memorandum of Agreement to be executed by their duly authorized representatives on the [●] day of October 2020, which shall be the effective date of this Memorandum of Agreement.

[SIGNATURE PAGE TO FOLLOW]

#### **VDOT DRAFT 10-27-20**

Central Virginia Transportation Authority	Virginia Department of Transportation
By:	By:
Chairman	Commissioner of Highways

[SIGNATURE PAGE TO MEMORANDUM OF AGREEMENT BETWEEN THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY DATED OCTOBER [•], 2020]

#### EXHIBIT A – FORM OF MONTHLY FINANCIAL REPORT

## VIRGINIA DEPARTMENT OF TRANSPORTATION CASH BASIS STATEMENT OF OPERATIONS CENTRAL VIRGINIA TRANSPORTATION AUTHORITY MONTHLY ACTIVITY AND YEAR TO DATE SEPTEMBER 2020 FY 2021

		CURRENT MONTH	YEAR TO DATE
	Program No.	CENTRAL VIRGINIA FUND 0973	CENTRAL VIRGINIA FUND 0973
BEGINNING CASH & INVESTMENTS			
REVENUES			
State Sales and Use Tax			-
Local Fuels Taxes			-
Total Regional Revenues - net of revenue refunds		-	-
Interest		-	-
TOTAL REVENUES		-	-
EXPENDITURES (By Program)			
Total Financial Assistance to Localities	607100		-
TOTAL EXPENDITURES		-	
OTHER DISBURSEMENTS (Inc'l GLA Adj - A/P.) TOTAL AMOUNT DISBURSED		-	-
ENDING CASH AND INVESTMENTS		\$ -	\$ -

Prepared by VDOT Fiscal Division - Financial Reporting Section

#### EXHIBIT B – CVTA MODEL SPA

# Standard Project Agreement for Funding and Administration between Central Virginia Transportation Authority and Virginia Department of Transportation

CVTA Project:_			
, –			

#### <u>UPC Number (If Applicable):</u>

This Standard Project Agreement for Funding and Administration (the "Agreement") is made and executed in duplicate on this  $[\bullet]$  day of  $[\bullet]$ , as between the Central Virginia Transportation Authority ("CVTA") and the Virginia Department of Transportation ("VDOT").

#### WITNESSETH

**WHEREAS,** the 2020 Virginia General Assembly adopted and enacted into law House Bill 1541, 2020 Va. Acts Chapter 1235 ("Chapter 1235"); and

**WHEREAS**, Chapter 1235 establishes CVTA pursuant to Chapter 37 of Title 33.2 of the Code of Virginia (the "CVTA Act"); and

**WHEREAS,** Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and further provides that the revenues derived from such taxes be deposited in the Central Virginia Transportation Fund (the "Fund") and used solely for transportation purposes benefiting the localities comprising Planning District 15, and certain administrative and operating expenses pursuant to Va. Code § 33.2-3706(B); and

**WHEREAS**, Chapter 1235 establishes the Fund and specifies that all revenues dedicated to the Fund pursuant to Va. Code § 58.1-638 and Va. Code §§ 58.1-2291 *et seq.* shall be paid into the state treasury, credited to the Fund, and the amounts so dedicated deposited monthly by the Comptroller (such amounts, together with interest earned thereon, are the "CVTA Revenues"); and

**WHEREAS,** CVTA and VDOT have determined it is desirable to work cooperatively to ensure the most effective and efficient delivery and implementation of CVTA projects with CVTA Revenues and other state and federal transportation funding sources; and

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

- **WHEREAS**, in light of VDOT's responsibilities with respect to VDOT Highways, and CVTA's responsibilities with respect to CVTA Revenues, VDOT and CVTA entered into a Memorandum of Agreement dated [•] (the "MOA"); and
- **WHEREAS**, the MOA contemplates that CVTA and VDOT may, using the form of this Agreement (referred to as the "CVTA Model SPA" within the MOA), agree to undertake specific projects developed and/or administered by VDOT, and funded (in whole or in part) by CVTA Revenues; and
- **WHEREAS**, CVTA desires to proceed with the project set forth and described on Appendix A to this Agreement (the "Project"), and that such Project would benefit the cities and counties that are embraced by CVTA and it otherwise satisfies the requirements of the CVTA Act; and
- **WHEREAS**, VDOT agrees to administer and/or develop the Project in accordance with the budget (the "Project Budget") and cashflow and construction schedule (the "Project Schedule") set forth and described on Appendices A & B to this Agreement; and
- **WHEREAS**, CVTA desires to provide funding for the administration and/or development of the Project out of CVTA Revenues, subject to the terms, conditions, and limitations set forth herein; and
- WHEREAS, the Commonwealth Transportation Board ("CTB") has the authority, pursuant to Va. Code § 33.2-214, to cause VDOT to enter into this Agreement and has authorized the Commissioner of Highways (the "Commissioner") to enter into agreements with CVTA for project administration and development purposes, and Va. Code § 33.2-3708 authorizes CVTA to enter into this Agreement; and
- **WHEREAS**, CVTA's governing body and the CTB have each authorized their respective designee(s) to execute this Agreement on their respective behalf(s) as evidenced by copies of each such entity's clerk's minutes or such other official authorizing documents, which are appended hereto as <u>Appendix E</u>.
- **NOW, THEREFORE**, in consideration of the foregoing premises and the mutual promises, covenants, and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, VDOT and CVTA (each a "Party" and together, the "Parties") agree as follows:

#### **ARTICLE I – Affirmative Covenants and Responsibilities of VDOT**

<u>Diligent Work</u>. VDOT shall complete or perform or cause to be completed or performed all work relating to the Project, as described in <u>Appendix A</u>, advancing such work diligently and ensuring that all work is completed in accordance with (i) any and all applicable federal, state, and local laws and regulations ("<u>Applicable Law</u>"), and (ii) all terms and conditions of this Agreement, including, without limitation, the Project Budget and Project Schedule reflected in <u>Appendices A & B</u>.

- 2. Intended Purposes. Subject to and consistent with the requirements of Article VII of this Agreement, upon final payment to all contractors for the Project, if the Project is or is part of a VDOT Highway, VDOT shall use the Project for its intended purposes for the duration of the Project's useful life. If the Project is or is part of a VDOT Highway, VDOT shall be responsible to operate and/or maintain the Project after its completion (including responsibility to correct any defects or to cause any defects to be corrected), and under no circumstances will CVTA have any responsibility or obligation to operate and/or maintain the Project (or correct defects with respect to the Project). The provisions in this Section I.2 will survive the completion of the Project under this Agreement and/or the expiration or termination of this Agreement.
- 3. <u>Selection of Contractors</u>. VDOT shall select contractors, contract with contractors, and administer and enforce contracts all in a manner that is consistent in all material respects with the policies, procedures, and practices that VDOT uses where the state or VDOT bears the cost of a project; for example, VDOT shall use its customary policies, procedures, and practices relating to requesting bids/proposals, negotiating/finalizing terms and conditions of contracts (using VDOT's standard terms/forms where applicable), and monitoring and enforcing performance of contracts.
- 4. Performance Standards. VDOT shall perform or have performed in accordance with VDOT's standards for highways, bridges, and tunnels all design and engineering, all environmental work, and all right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions, as is required by this Agreement or that may be necessary for completion of the Project pursuant to the terms of this Agreement. If VDOT determines that a delay will more likely than not prevent the completion of a material phase of the Project (e.g., preliminary engineering or right-of-way acquisition), or the entire Project, in accordance with the Project Schedule, VDOT shall notify CVTA in writing and provide CVTA with such information as CVTA may reasonably request, including information pertaining to potential corrective measures and remedies against the contractor.
- 5. <u>Unsatisfactory Bids and Proposals</u>. If bids or proposals received for any portion of the Project are not qualitatively consistent with VDOT's standards for that work or quantitatively within VDOT's projections for that work, each as determined by VDOT in its good faith judgment, VDOT shall seek the advice and consent of the CVTA Authorized Representative to (i) undertake a new procurement, or (ii) recommend alternative measures to CVTA, and seek CVTA's advice and consent regarding pursuit of those alternative measures. If CVTA grants its written consent to a modification to the Project Budget and/or Project Schedule to permit VDOT to enter into a contract to perform the work, VDOT and CVTA will work reasonably

- and in good faith to amend <u>Appendices A & B</u> to reflect the modified Project Budget and Project Schedule.
- 6. Multiple Funding Phases. VDOT recognizes that, if the Project contains multiple funding phases (as reflected on Appendices A & B), for which CVTA will provide funding (as scheduled on Appendix B), CVTA may not have sufficient cash flows to accelerate scheduled Project funding. In any circumstance where VDOT seeks to accelerate funding for the Project to the next funding phase, VDOT shall submit a written request to the CVTA Authorized Representative explaining VDOT's reasons why CVTA should authorize acceleration to the next funding phase. The CVTA Authorized Representative will thereafter review the circumstances underlying the request in conjunction with Appendices A & B and CVTA's current and projected cash flow position and make a determination whether to authorize the requested accelerated funding. The foregoing shall not prohibit VDOT from providing its own funds to accelerate a future funding phase of the Project and from requesting reimbursement from CVTA for having advance funded the relevant funding phase of the Project. However, VDOT further recognizes that the timing of CVTA's reimbursement to VDOT for having advance funded a funding phase of the Project will be dependent upon CVTA's cash flow position at the time such a request for reimbursement is submitted and may be dependent upon the extent to which the reimbursement of any such advanced funding is otherwise consistent with the terms of this Agreement, including Appendix B.
- 7. <u>Updating Cash Flow Estimates</u>. VDOT and CVTA shall regularly update cash flow estimates for the Project with the objective of keeping those estimates accurate throughout the life of the Project. VDOT shall provide all available information reasonably required by CVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
- 8. <u>Payment Requisitions; Reports</u>. VDOT shall provide to the CVTA Authorized Representative:
  - a. No more frequently than monthly, payment requisitions consistent with <u>Appendix C</u> (and the most recently approved CVTA cash flow estimates) that include (i) CVTA's standard payment requisition(s), containing detailed summaries of actual Project costs incurred with supporting documentation as determined by CVTA, and (ii) certifications that all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in <u>Appendix C</u> of this Agreement; VDOT will endeavor to submit payment requisitions within 90 days after the corresponding eligible project expenses are incurred by VDOT, however, CVTA will not be relieved of its duty to pay VDOT for payment

- requisitions submitted more than 90 days after the corresponding expenses were incurred by VDOT.
- b. All monthly reports described on Appendix D.
- 9. Use of Assets and CVTA's Interest in Same. VDOT shall use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by CVTA under this Agreement ("Assets") for the designated transportation purposes of the Project and in accordance with Applicable Law throughout the useful life of each such Asset. If VDOT intends to sell, convey, or dispose any Asset funded with CVTA funds or intends to use any Asset for a purpose inconsistent with this Agreement, VDOT shall notify the CVTA Authorized Representative in writing of any such intent before further action is taken by VDOT in furtherance thereof. The Parties shall, thereafter, meet and confer to discuss what measures need to be taken regarding VDOT's proposed sale, conveyance, disposition, or use of any such Asset(s) so as to ensure compliance with all applicable requirements of the CVTA Act. All recommendations and/or proposed remedial actions developed by the Parties' Authorized Representatives during the meet and confer process shall be formally presented to CVTA and the Commissioner for their respective approvals.
- 10. Return of Unexpended Funds. VDOT shall release or return any unexpended funds to CVTA no later than ninety (90) days after final payment has been made in respect of the Project.
- 11. <u>Accurate Financial Records</u>. VDOT shall maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other Applicable Law.
- 12. Original Drawings. VDOT shall maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations. Throughout the project development process, VDOT will provide to CVTA the most recent plans and electronic design files (i) at key milestones (*i.e.*, conceptual design, final construction, and as-built) and (ii) at any time upon CVTA's written request.
- 13. <u>Reimbursements</u>. VDOT shall not use any funds provided by CVTA, including the funds specified on <u>Appendix B</u>, to pay any Project cost if the CVTA Act does not permit such Project cost to be paid with CVTA funds. VDOT shall reimburse CVTA (or such other entity as may have provided funds) for all funds provided by CVTA (or on behalf of CVTA) and, to the extent applicable and permitted by Applicable

Law, with interest earned at the rate earned by CVTA, that VDOT misapplied, used, or requisitioned in contravention of the CVTA Act or any other Applicable Law, or any term or condition of this Agreement.

- 14. Compliance with Applicable Law. VDOT shall comply with all Applicable Law.
- 15. <u>Certification after Final Payment</u>. VDOT shall provide a certification to CVTA no later than ninety (90) days after final payment for the Project that VDOT adhered to all Applicable Law and all requirements of this Agreement.

#### **ARTICLE II – Negative Covenants of VDOT**

- 1. <u>Selection of Contracts</u>; <u>Use of Funds</u>. VDOT shall not enter into any contract to perform the work related to the Project if (i) the cost of that contract would exceed the portion of the Project Budget reflected in <u>Appendix B</u> that is allocated to the work covered by that contract, (ii) the cost of that contract, when aggregated with the cost of all other contracts relating to the Project that have been, or are expected to be, entered into would exceed the Project Budget reflected in <u>Appendix B</u>, or (iii) the schedule in the contract for performing and paying for the work related to the Project would be materially different (whether accelerated or delayed) from the Project Schedule set forth in Appendix B.
- Prohibition Against More Favorable Provisions. VDOT shall not include in any contract with a contractor working on the Project any term, condition or remedy in respect of Additional Costs that is more favorable to the contractor than the terms, conditions, or remedies VDOT includes in standard contracts where the state or VDOT bears the cost of the project.

#### ARTICLE III – Representation and Warranties of VDOT

- VDOT represents and warrants that each of the Project Budget and Project Schedule (Appendices A & B) have been prepared in good faith, in accordance with the practices and procedures that VDOT uses for projects where the state or VDOT bears the cost of the project (including, without limitation, the practices used to price and budget services that may be internally sourced, such as Construction Engineering Inspection).
- 2. VDOT represents that it is not acting as a partner or agent of CVTA; and nothing in this Agreement shall be construed as making any Party a partner or agent with any other Party.

#### **ARTICLE IV – VDOT Acknowledgments**

- 1. VDOT hereby acknowledges that VDOT is solely responsible for the administration and/or development of the Project and all engagements, commitments, and agreements with contractors. VDOT shall ensure that VDOT's contractors maintain surety bonds (or other project security) and insurance in amounts and with coverages that VDOT requires under its Road and Bridge Specifications for all work to be performed for the Project, and name CVTA and its members, officers, employees and, if applicable, any CVTA bond trustee as additional insureds on any such insurance policy, and present CVTA with satisfactory evidence thereof before any work on the Project commences.
- 2. VDOT hereby acknowledges and recognizes that VDOT or its contractors are solely responsible for obtaining, and shall obtain, all permits, permissions and approvals necessary to construct and/or operate the Project, including, but not limited to, obtaining all required VDOT and local land use permits, zoning approvals, environmental permits, and regulatory approvals.
- 3. VDOT hereby acknowledges and recognizes if the Project is being funded, in whole or in part, with federal and/or state funds (in addition to CVTA Revenues), that VDOT shall (a) take any and all necessary actions to satisfy any conditions to such additional federal and/or state funding (provided that such actions are within the control of VDOT) and to enforce any commitments made in connection therewith, (b) comply with all applicable federal and state funding requirements within the control or purview of VDOT, and (c) include in its contracts with contractors provisions that permit such contracts to be terminated, without penalty, if the funding is rescinded or otherwise becomes unavailable (for clarification, a provision shall not be deemed to include a penalty solely as a result of terms that require payment of compensation due and owing at the time of cancellation and reasonable costs associated with cancellation provided that such costs are consistent with costs paid pursuant to VDOT's standard contract terms relating to contract cancellation and termination). VDOT acknowledges and agrees that if funding from such an additional federal or state source is rescinded or otherwise becomes unavailable CVTA (i) shall not be responsible for any amount in excess of its commitment set forth on Appendix B, and (ii) may (A) replace said reduced funding with CVTA Revenues or (B) may request VDOT to immediately suspend or discontinue all work relating to the Project, provided if CVTA requests suspension, CVTA shall be responsible for the costs reasonably incurred in connection with such suspension. Should CVTA neither replace the rescinded or unavailable funding, nor request VDOT to suspend or discontinue work, VDOT may reduce the Project scope or take any other actions needed to reduce the Project costs to fit within the Project Budget.

#### **ARTICLE V – Affirmative Covenants and Responsibilities of CVTA**

- Reimbursement Basis. Subject to the limitations as to amounts set forth in <u>Appendix B</u> (and subject to **Article VII** of this Agreement), CVTA shall provide to VDOT the funding authorized by CVTA for the Project, on a reimbursement basis as set forth in this Agreement and as specified in <u>Appendix B</u> to this Agreement or the most updated amendment thereto, as approved by CVTA.
- 2. Program Coordinator. CVTA shall assign a person to serve as a Program Coordinator for the Project, who will be responsible for review of the Project on behalf of CVTA for purposes of ensuring it is being completed in compliance with this Agreement and all CVTA requirements. CVTA's Program Coordinator will be responsible for overseeing, managing, reviewing, and processing, in consultation with the CVTA Authorized Representative, all payment requisitions submitted by VDOT for the Project. CVTA's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the scope, budget or schedule of the Project as set forth on Appendices A & B.
- 3. Payment Requisitions. The CVTA Authorized Representative or Program Coordinator shall review all payment requisitions and supporting documentation for the Project to determine the submission's legal and documentary sufficiency. If the payment requisition is sufficient as submitted, payment will be made within thirty (30) days from receipt. Approved payments may be made by means of electronic transfer of funds from CVTA to or for the account of VDOT. If the payment requisition is, in CVTA's reasonable judgment, deemed insufficient, within twenty (20) days from receipt, CVTA's Program Coordinator will notify VDOT in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed to authorize the payment request. Payment will be withheld until all deficiencies identified by CVTA have been corrected to CVTA's reasonable satisfaction. Under no circumstances will CVTA authorize payment for any work performed by or on behalf of VDOT that is not in conformity with the requirements of the CVTA Act or this Agreement.
- 4. <u>Accelerated or Supplemental Requests for Funding</u>. CVTA's Finance Committee shall review all of VDOT's accelerated or supplemental requests for funding from CVTA under **Section I.5** and **Section X.3**, respectively, of this Agreement. CVTA's Finance Committee will thereafter make a recommendation on any such request to CVTA for final determination by CVTA.
- 5. <u>Periodic Compliance Reviews</u>. CVTA shall conduct periodic compliance reviews scheduled in advance for the Project so as to assess whether the work being performed likely remains within the scope of this Agreement, the CVTA Act, and other Applicable Law. Such compliance reviews may entail review of VDOT's financial records for the Project and on-Project site inspections.

- 6. Records Retention. Upon making final payment to VDOT for the Project, CVTA shall retain copies of all contracts, financial records, design, construction, and asbuilt project drawings and plans, if any, developed pursuant to or in association with the Project for the time periods required by the Virginia Public Records Act and as may be required by other Applicable Law.
- CVTA Funds Determinations. CVTA shall be the sole determinant of the amount and source of CVTA funds to be provided and allocated to the Project and the amounts of any CVTA funds to be provided in excess of the amounts specified in Appendix B.

#### **ARTICLE VI - CVTA Acknowledgments**

1. CVTA hereby acknowledges that if, as a result of CVTA's review of any payment requisition or of any CVTA compliance review, CVTA determines that VDOT is required under Section I.12 of this Agreement to reimburse funds to CVTA, CVTA will promptly advise VDOT's Authorized Representative in writing. VDOT will thereafter have thirty (30) days to respond in writing to CVTA's initial findings. CVTA's Finance Committee will review VDOT's response and make a recommendation to CVTA. If CVTA makes a final determination that VDOT is required under Section I.12 of this Agreement to reimburse funds to CVTA, the Parties should engage in dispute resolution as provided in Article VIII of this Agreement. Pending final resolution of the matter, CVTA will not withhold further funding on the Project. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either Party's legal rights or available legal remedies.

#### **ARTICLE VII – Mutual Acknowledgments Regarding Appropriations**

- 1. The Parties hereby acknowledge and agree that nothing herein shall require or obligate CVTA to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by its governing body for the Project.
- 2. The Parties hereby acknowledge and agree that all funding provided by CVTA pursuant to Chapter 1235 is subject to appropriation by the Virginia General Assembly. The Parties further acknowledge that: (i) the moneys allocated to the Fund pursuant to applicable provisions of the Code of Virginia and any other moneys that the General Assembly appropriates for deposit into the Fund are subject to appropriation by the General Assembly and (ii) CVTA's obligations under this Agreement are subject to such moneys being appropriated to the Fund by the General Assembly.

- The Parties hereby acknowledge and agree that VDOT's obligations under this
  Agreement are subject to funds being appropriated by the General Assembly and
  allocated by the Commonwealth Transportation Board and otherwise legally
  available to VDOT for CVTA projects.
- 4. Should VDOT be required to provide additional funds in order to proceed or complete the funding necessary for the Project, VDOT shall certify to CVTA that such additional funds have been allocated and authorized by the CTB and/or appropriated by the Virginia General Assembly as may be applicable or have been obtained through another independent, lawful source.

#### **ARTICLE VIII** — Dispute Resolution

1. In the event of a dispute under this Agreement, the Parties agree to meet and confer promptly to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. First, CVTA's Authorized Representative and the VDOT Program Manager are authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute cannot be reached via the aforesaid meet and confer dispute resolution method, the dispute will be elevated to the CVTA Chair and the Commissioner to conduct negotiations on behalf of their respective entities. Upon reaching any resolution to a dispute, if required by law, the Parties will seek the consent of their respective governing bodies with respect to the resolution reached. However, if, after discussions between the CVTA Chair and the Commissioner have concluded, the Parties are unable to reach a satisfactory resolution, either Party is free to pursue any and all remedies it may have at law or in equity, including all judicial remedies. The foregoing dispute resolution method shall not bar either Party's right to seek equitable relief on an emergency basis.

#### **ARTICLE IX – Modification or Amendment of the Agreement**

- 1. This Agreement may not be modified or amended, except pursuant a written agreement that is duly authorized, executed, and delivered by both Parties.
- If CVTA is able to obtain a source of funding for the Project that would reduce or replace the amount of CVTA Revenues expended on the Project, VDOT and CVTA will work in good faith to amend this Agreement so it takes into account that other funding.
- 3. If CVTA proposes to issue bonds, VDOT and CVTA will work in good faith to adopt such amendments to this Agreement as VDOT and CVTA may mutually agree are necessary and desirable in connection with the bond offering.

- 4. The Parties acknowledge that each of the Project Budget and Project Schedule may be amended pursuant to **Section X** of this Agreement, or as follows:
  - a. If VDOT determines, after receipt of proposals or bids for any work related to the Project, that the cost of the contract for said work will result in a significant reduction in costs associated with a portion of the Project Budget reflected in Appendix B that is allocated to work covered by the contract, then VDOT shall notify the CVTA Authorized Representative of the significant reduction in costs. For purposes of this Section IX.4(a), CVTA and VDOT agree that a "significant reduction in costs" shall mean a reduction in costs that has the effect of reducing, in Appendix B, (x) the costs for the particular portion of the Project Budget allocated to work covered by the contract by more than 20 percent or (y) the entire Project Budget either by more than 10 percent or \$10,000,000, whichever applies. In the event there is a significant reduction in costs, VDOT and CVTA will work reasonably and in good faith to amend Appendix B fairly to reflect the effect of the reduction, with the goal of applying the savings to supplant state and CVTA funding commitments, and to maximize the use of federal funds on the project.
  - b. If any federal or state funding not previously available for the Project becomes available for any portion of the Project Budget reflected in <u>Appendix B</u>, then VDOT and CVTA will work reasonably and in good faith to amend <u>Appendix B</u> fairly to reflect the benefit of the additional funding, with the goal of applying the additional funding to supplant state and CVTA funding commitments, and to maximize the use of federal funds on the project.

#### **ARTICLE X – Additional Costs**

- Notice of Additional Costs. VDOT shall promptly notify the CVTA Authorized Representative if VDOT determines that any additional, unbudgeted costs (i.e., in excess of the Project's initial budget, inclusive of any contingency reserve) may be incurred to perform and complete the Project ("Additional Costs"), which notice shall include a description of the Additional Costs, an explanation of how they arose and the assumptions in the initial budget regarding those costs, and a detailed estimate of the Additional Costs.
- VDOT Recommendations on Additional Costs. VDOT shall make recommendations regarding any curative actions that may be available relating to any identified Additional Costs, including any potential modification or reduction that may be made to the Project scope or design, or any other action, to stay within the initial budget for the Project.

- 3. Absorbable Additional Costs. If the Additional Costs can be absorbed in the Project Budget by modifying or reducing the scope or design of the Project (or avoided by cancelling the Project or any portion thereof), CVTA may, in its sole discretion, elect to (i) authorize VDOT to proceed with such modifications or reductions, (ii) authorize the Additional Costs (or if a combination of (i) and (ii) is feasible, CVTA may elect such combination), or (iii) elect to cancel the Project or a portion thereof; provided, however, in any case, the respective obligations of VDOT and CVTA, as modified by the elected alternative, shall be set forth in an amendment to this Agreement (VDOT and CVTA shall work in good faith to finalize and execute such amendment).
- 4. Non-Absorbable Additional Costs. If the Additional Costs cannot be absorbed in the initial budget by modifying or reducing the scope or design of the Project then CVTA may, in its sole discretion, elect to (i) authorize the Additional Costs, or (ii) cancel the Project or a portion thereof. If CVTA elects to authorize the Additional Costs then, subject to Article VII of this Agreement, such Additional Costs shall be paid from federal, state, and/or CVTA Revenues, in proportions as agreed by the parties at the time, with the goal of expending federal funds first before expending state and/or CVTA Revenues.
- 5. Termination for Additional Costs. If CVTA elects to cancel the Project (or any portion thereof) pursuant to Section X.3 or X.4, (A) all compensation due and owing to any and all contractors for work on the Project that has been completed at the time of cancellation, shall be paid in accord with Appendix B, and (B) subject to Article VII of this Agreement, all reasonable costs associated with the cancellation due and owing to said contractors pursuant to the terms of the contracts with the contractors, which terms shall be consistent with VDOT's standard contract terms relating to contract cancellation and termination, and any amounts of federal funds that must be repaid because of the cancellation (any such amounts, collectively, the "Breakage Compensation"), shall be paid (or repaid) with CVTA Revenues, unless VDOT and CVTA mutually determine that cancellation of the Project is necessary or warranted, in which case, the Breakage Compensation shall be paid from federal, state, and/or CVTA Revenues, in proportions as agreed by the parties at the time, with the goal of expending federal funds first before expending state and/or CVTA Revenues.
- 6. Additional Costs from Right-of-Way Condemnation Resolution.\_\_Additional Costs may include costs incurred by VDOT as a result of eminent domain proceedings, including such costs incurred following construction completion. Until all such proceedings are resolved, VDOT shall provide the CVTA with quarterly reports of outstanding proceedings to include offer amounts at the time of right-of-way certificate filing and the anticipated schedule for resolution. Additional costs

associated with right-of-way settlements or judgements shall be paid from available federal, state, and/or CVTA funds in proportions as agreed by the parties at the time, with the goal of expending federal funds first before expending state and/or CVTA Revenues.

7. Additional Costs from Contractor Claims. Notwithstanding the foregoing, Additional Costs may include costs incurred by VDOT as a result of contractor claims relating to the Project made pursuant to the VDOT Roads and Bridge Specifications and Va. Code §§ 33.2-1101 through 33.2-1105. VDOT shall promptly notify CVTA if any such claims are made or VDOT receives a notice of intent to file a claim or other written communication from a contractor relating to a claim or contractual dispute that could result in increased contract costs, and whether in each such case the claimed amount is expected to become, or result in, Additional Costs (and the estimate thereof) or is expected to have a material adverse effect on the contingency reserves established as part of the Project Budget (and the estimated effect thereon). VDOT shall be responsible to handle all such claims and notices of intent, but VDOT may not settle any claim or notice of intent to file a claim and thereafter submit it as an Additional Cost pursuant to this **Section X.6** unless the settlement has been approved by CVTA. Funding for the settlement will be paid from available federal, state, and/or CVTA funds in proportions as agreed by the parties at the time, with the goal of expending federal funds first before expending state and/or CVTA Revenues. Should the claim not be settled, any final judgment from a court of competent jurisdiction shall be paid in in accordance with the funding rule set forth in the preceding sentence. Notwithstanding anything to the contrary set forth herein, if any Additional Cost (including, without limitation, any Additional Cost relating to a contractor claim described in this Section X.6) arises out of or results from VDOT's negligence or breach of contract, CVTA shall not be responsible for such Additional Costs.

#### **ARTICLE XI - Term and Termination**

 Term. This Agreement shall be effective upon adoption and execution by both Parties and shall expire when all claims relating to the Project have been resolved or are barred.

#### 2. Termination for Cause.

a. <u>Termination for Cause by VDOT</u>. VDOT may terminate this Agreement, for cause, in the event of a material breach by CVTA of this Agreement. If so terminated, CVTA shall pay for all Project costs incurred in accordance with the terms of this Agreement through the date of termination and all reasonable costs incurred by VDOT to terminate all Project-related contracts. The Virginia General Assembly's failure to appropriate funds to

CVTA as described in **Article VII** of this Agreement and/or repeal or amendment of the legislation establishing the Fund or CVTA's powers shall not be considered material breaches of this Agreement by CVTA if such failure to appropriate or such repeal or amendment eliminates funds in the Fund to be used for the Project or renders CVTA without legal authority to provide funding for the Project. Before initiating any proceedings to terminate under this **Section XI.2(a)**, VDOT shall give CVTA sixty (60) days' written notice of any claimed material breach of this Agreement and the reasons for termination, thereby allowing CVTA an opportunity to investigate and cure any such alleged breach.

- b. Termination for Cause by CVTA. CVTA may terminate this Agreement, for cause, resulting from VDOT's material breach of this Agreement. CVTA will provide VDOT with sixty (60) days written notice that CVTA is exercising its rights to terminate this Agreement and the reasons for termination, thereby allowing VDOT an opportunity to investigate and cure any such alleged breach. Upon termination neither Party shall have any further obligations under this Agreement except that obligations accruing prior to the termination of this Agreement, including VDOT's duty to refund misapplied funds, shall survive termination of this Agreement.
- c. <u>Return of CVTA Funds</u>. Upon expiration or termination, and payment of all eligible expenses as set forth in **Section XI.2(b)** above, VDOT will release or return to CVTA all unexpended CVTA funds and, to the extent permitted by Applicable Law, with interest earned at the rate earned by CVTA, no later than sixty (60) days after the date of termination.

#### ARTICLE XII - Miscellaneous

- Outside Counsel. If in connection with the work described herein, VDOT engages outside legal counsel approved by the Attorney General (as opposed to utilizing the services of the Office of the Attorney General), VDOT will give CVTA notice of the engagement so as to ensure that no conflict of interest may arise from any such representation.
- 2. <u>Notices</u>. Any notices required to be provided under this Agreement to either Party shall be in writing and forwarded to the other Party by United States Postal Service by certified mail, care of the following "Authorized Representatives":

If to CVTA:

[•] (the "CVTA Authorized Representative")

with a copy to the CVTA Chair at:

[•]

If to VDOT:

[•] (the "VDOT Authorized Representative")

with a copy to:

Commissioner, Virginia Department of Transportation 1401 East Broad Street Richmond, Virginia 23219

- 3. <u>Assignment</u>. This Agreement shall not be assigned by either Party unless express written consent is given by the other Party.
- 4. <u>Sovereign Immunity</u>. This Agreement shall not be construed as a waiver of either Party's sovereign immunity rights.
- 5. <u>No Personal Liability; No Creation of Third-Party Rights</u>. This Agreement shall not be construed as creating any personal liability on the part of any officer, member, employee, or agent of the Parties. This Agreement shall not be construed as giving any rights or benefits to anyone other than the Parties hereto.
- 6. Governing Law. This Agreement is governed by the laws of the Commonwealth of Virginia, without giving effect to any choice of law or conflict of law provision or rule (whether of the Commonwealth of Virginia or any other jurisdiction) that would cause the application of the laws of any jurisdiction other than the Commonwealth of Virginia. THE PARTIES HEREBY KNOWINGLY, IRREVOCABLY, VOLUNTARILY AND INTENTIONALLY WAIVE ANY RIGHTS THAT ANY MAY HAVE TO A TRIAL BY JURY WITH RESPECT TO ANY ACTION, PROCEEDING, COUNTERCLAIM, OR DEFENSE BASED ON THIS AGREEMENT.
- 7. <u>Incorporation of Recitals and Appendices; Section Headings</u>. The recitals and Appendices to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that the recitals are true and correct. The section and other headings contained in this Agreement are for reference purposes only and shall not affect the meaning or interpretations of this Agreement.
- Mutual Preparation and Fair Meaning. The Parties acknowledge that this
  Agreement has been prepared on behalf of all Parties thereto and shall be
  construed in accordance with its fair meaning and not strictly construed for or
  against either Party.

- 9. <u>Counterparts</u>. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and such counterparts shall together constitute but one and the same instrument. The exchange of copies of this Agreement and of signature pages by facsimile or PDF transmission shall constitute effective execution and delivery of this Agreement as to the Parties hereto and may be used in lieu of the original, manually executed Agreement for all purposes. Signatures of the Parties hereto transmitted by facsimile or PDF shall be deemed to be their original signatures for all purposes.
- 10. <u>Severability</u>. If any provision of this Agreement is held to be illegal, invalid or unenforceable under any present or future Applicable Law, then: (a) such provision shall be fully severable, (b) this Agreement shall be construed and enforced as if such illegal, invalid, or unenforceable provision had never comprised a part hereof, and (c) the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the illegal, invalid, or unenforceable provision or by its severance herefrom.
- 11. Entire Agreement. This Agreement, collectively with all Appendices hereto contains the entire agreement by and between the Parties with respect to the transactions contemplated hereby and supersede all prior agreements, understandings, promises, and representations, whether written or oral, between the Parties with respect to the subject matter hereof.

[Signature page follows]

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

#### **Central Virginia Transportation Authority**

By:
Name:
Title:
Date:
Virginia Department of Transportation
Ву:
Name:
Title:
Data

#### **APPENDIX A**

#### PROJECT SCOPE, VDOT SCOPE OF SERVICES, & SCHEDULE

**CVTA PROJECT**: [●]

**UPC NUMBER (IF APPLICABLE):** 

**VDOT PROGAM MANAGER**: [●]

**CVTA PROGRAM COORDINATOR**: [●]

PROJECT SCOPE: [●]

VDOT SCOPE OF SERVICES: [●]

SCHEDULE:

ANTICIPATED DATE
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]
[MONTH DAY, YEAR]

[IF APPLICABLE: ROW ACQUISITION	[MONTH YEAR]
[IF APPLICABLE: RELOCATE UTILITIES	[MONTH YEAR]
FINAL CONSTRUCTION DESIGN PHASE SUBMITTAL	[MONTH DAY, YEAR]
DRAFT INVITATION FOR BID SUBMITTAL	[MONTH DAY, YEAR]
INVITATION FOR BID ADVERTISEMENT	[MONTH YEAR]
[IF APPLICABLE: ENVIRONMENTAL PERMITS OBTAINED]	[MONTH YEAR]
BEGIN CONSTRUCTION	[MONTH YEAR]
END CONSTRUCTION	[MONTH YEAR]

#### APPENDIX B

#### PROJECT BUDGET & CASH FLOW

**CVTA PROJECT**: [●]

**UPC NUMBER (IF APPLICABLE):** 

VDOT PROGAM MANAGER: [●]

<u>E</u>	ESTIMATED PROJECT COST AND REIMBURSEMENT							
<u>P</u>	HASE	FYXX	FYXX	FYXX	FYXX	FYXX	FYXX	<u>TOTAL</u>
E	RELIMINARY NGINEERING PE)	-	-	-	-	-	-	-
-	<u>FEDERAL</u>	-	-	-	-	-	-	-
-	STATE	-	-	-	-	-	-	-
-	CVTA	-	-	-	-	-	-	-
-	<u>OTHER</u>	-	-	-	-	-	-	-

RIGHT C								
<u>(RW)</u>		-	-	-	-	-	-	-
- FEDEI	RAL	-	-	-	-	-	-	-
- STATE	<u> </u>	-	-	-	-	-	-	-
_ CVTA		-	-	-	=	-	-	-
_ OTHE	<u>R</u>	-	-	-	=	-	-	-
	UCTION							
(CN)		-	-	-	-	-	-	-
- FEDEI	RAL	-	-	-	=	-	-	-
STATE		-	-	-	=	-	-	-
- CVTA		-	-	-	-	-	-	-
_ OTHE	<u>R</u>	-	-	-		-	-	-
TOTAL		-	-	-	-	-	-	-

\*IF ADDITIONAL YEARS ARE NEEDED, PLEASE SUBMIT A SEPARATE FORM WITH ADDITIONAL COLUMNS.

THIS APPENDIX B IS CERTIFIED AND MADE AN OFFICIAL ATTACHMENT TO THE STANDARD PROJECT AGREEMENT DOCUMENTED BY THE PARTIES OF THIS AGREEMENT

Signature	<u>Signature</u>	
-		
Printed Name	Printed Name	
Commissioner	CVTA Chair	

<u>Date</u> <u>Date</u>

#### **APPENDIX C**

#### FORM OF PAYMENT REQUISITION

CVTA Project:	
UPC Number (If Applicable):	
Project Scope/Services Description: [From Appendix B]	
Draw Request Number:	
D. ( )	
Date:	
Central Virginia Transportation Authority	
[•]	
Attention, Program Coordina	tor:
This requisition is submitted in connection with the S Administration for the project services noted above and d "Agreement") between the Central Virginia Transportation Department of Transportation ("VDOT"). VDOT hereby request to pay the costs of the project services described and set forth ("Project Services") and in accordance with the Agreement. relating to the items for which this requisition is requested.  The undersigned certifies (i) the amounts included with exclusively for the payment or the reimbursement of VDOT's responsible for payment to vendors/contractors, (iii) VDOT is of its obligations under the Agreement, including without covenants set forth in another Appendix to the Agreement, (iv) VDOT in the Agreement are true and correct as of the date of VDOT, no condition exists under the Agreement that would advance.	ated
VIRGINIA D	EPARTMENT OF TRANSPORTATION
By:	
Name:	
Title:	
Recommend	ed For Payment
	eu i oi i ujment
•	
	A Program Coordinator

DETAILED PAYGO REQUEST

Draw Request Number:	Request Date:
CVTA Project:	Project Title:
UPC Number (If Applicable):	

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

#### LISTING OF ATTACHED INVOICES

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

#### **Instructions**

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

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

- 1. Column A- Please list the name as it appears on the Invoice
- 2. Column B- Please manually number the invoices attached with the corresponding Item number in this schedule.
- 3. Column C- Please list the invoice number as it appears on the Invoice

- 4. Column D- Please list the appropriate Cost Category based on the Project Category breakout above
- 5. Column E- Please enter the dollar amount listed on the invoice.
- 6. The calculated Requisition Amount should equal the total in Column D in the Schedule above.

#### **APPENDIX D**

#### REPORTS TO BE PROVIDED BY VDOT

- 1) Monthly Project Expenditure Report which lists, by category of expense (e.g., engineering, ROW, utility relocations, construction), (a) information regarding expenditures to date against the budget, both monthly and for the life of the project, and a statement of the percent completed; and (b) such other information as VDOT customarily provides with monthly expenditure reports.
- 2) <u>Monthly Project Report</u> which provides (a) an overview of progress on major project tasks; (b) information regarding the budget (such as, the baseline planned forecast, any approved changes thereto, the monthly expenditures, the cumulative expenditures, and the cumulative forecasted expenditures); (c) future key tasks; and (d) significant issues.
- 3) <u>Quarterly Right-of-Way Acquisition Report</u> demonstrating thenoutstanding proceedings to include offer amounts at the time of right-ofway certificate filing and the anticipated schedule for resolution for each parcel in question.

#### APPENDIX E

#### **OFFICIAL AUTHORIZING DOCUMENTS**

EXHIBIT C – VA. CODE §§ 33.2-3700, et seq.

Code of Virginia
Title 33.2. Highways and Other Surface Transportation Systems
Subtitle IV. Local and Regional Transportation

# Chapter 37. Central Virginia Transportation Authority § 33.2-3700. Definitions

As used in this chapter, unless the context requires a different meaning:

"Authority" means the Central Virginia Transportation Authority.

"Fund" means the Central Virginia Transportation Fund.

2020, c. 1235.

#### § 33.2-3701. Central Virginia Transportation Fund

A. There is hereby created in the state treasury a special nonreverting fund for Planning District 15 to be known as the Central Virginia Transportation Fund. The Fund shall be established on the books of the Comptroller. All revenues dedicated to the Fund pursuant to § 58.1-638 and Chapter 22.1 (§ 58.1-2291 et seq.) of Title 58.1 shall be paid into the state treasury and credited to the Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund. The moneys deposited in the Fund shall be used solely for (i) transportation purposes benefiting the localities comprising Planning District 15 and (ii) administrative and operating expenses as specified in subsection B of § 33.2-3706.

- B. The amounts dedicated to the Fund shall be deposited monthly by the Comptroller into the Fund and thereafter distributed to the Authority as soon as practicable for use in accordance with this chapter. If the Authority determines that such moneys distributed to it exceed the amount required to meet the current needs and demands to fund transportation purposes pursuant to this chapter, the Authority may invest such excess moneys to the same extent and in the same manner as provided in subsection A of § 33.2-1525 for excess funds in the Transportation Trust Fund.
- C. The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of federal, state, or local revenues otherwise available to participating localities. Further, such revenues and moneys shall not be included in any computation of, or formula for, a locality's ability to pay for public education, upon which appropriations of state revenues to local governments for public education are determined.
- D. After provision for the payment of administrative and operating expenses as specified in subsection B of § 33.2-3706, the revenues in the Fund shall be allocated as follows:
- 1. Thirty-five percent shall be retained by the Authority to be used for transportation-related purposes benefiting the localities comprising Planning District 15;
- 2. Fifteen percent shall be distributed to the Greater Richmond Transit Company (GRTC), or its successor, to provide transit and mobility services in Planning District 15; and
- 3. Fifty percent shall be returned, proportionally, to each locality located in Planning District 15 to be used to improve local mobility, which may include construction, maintenance, or expansion

12/2/2020 12:00:00

of roads, sidewalks, trails, mobility services, or transit located in the locality.

- E. Each locality's share of the revenues returned pursuant to subdivision D 3 shall be the total of the taxes dedicated to the Fund that are generated or attributable to the locality divided by the total of such taxes dedicated to the Fund. Each locality shall create a separate, special fund in which all revenues received pursuant to subdivision D 3 shall be deposited. Each locality shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 3 were used for the purposes set forth therein.
- F. The projects and other transportation purposes supported by the revenues allocated under subdivisions D 1 and 2 shall be approved by the Authority.
- G. The GRTC shall create a separate, special fund in which all revenues received pursuant to subdivision D 2 shall be deposited. The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286 . The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.
- H. The Authority shall develop a prioritization process based on an objective and quantifiable analysis that considers the benefits of projects relative to their cost. Only projects evaluated using such process may be funded pursuant to subdivision D 1.

2020, c. 1235.

#### § 33.2-3702. Central Virginia Transportation Authority created

The Central Virginia Transportation Authority is hereby created as a body politic and as a political subdivision of the Commonwealth. The Authority shall embrace each county, city, and town located in Planning District 15, which is established pursuant to Chapter 42 (§ 15.2-4200 et seq.) of Title 15.2.

2020, c. 1235.

#### § 33.2-3703. Composition of Authority

The Authority shall consist of 16 members as follows:

- 1. The chief elected officer, or his designee, of the governing body of each of the counties embraced by the Authority;
- 2. The chief elected officer, or his designee, of the City of Richmond and the Town of Ashland;
- 3. One member of the House of Delegates who resides in a county or city embraced by the Authority, appointed by the Speaker of the House, and one member of the Senate who resides in a county or city embraced by the Authority, appointed by the Senate Committee on Rules;
- 4. A member of the Commonwealth Transportation Board who resides in a locality embraced by the Authority and is appointed by the Governor; and
- 5. The following four persons serving ex officio as nonvoting members of the Authority: the Director of the Department of Rail and Public Transportation, or his designee; the Commissioner

of Highways, or his designee; the Chief Executive Officer of the Greater Richmond Transit Company (GRTC); and the Chief Executive Officer of the Richmond Metropolitan Transportation Authority.

All members of the Authority shall serve terms coincident with their terms of office. Vacancies shall be filled in the same manner as the original appointment. If a member of the Authority who represents a locality as provided in subdivision 1 or 2 is unable to attend a meeting of the Authority, he may designate another current elected official of such governing body to attend such meeting of the Authority. Such designation shall be for the purposes of one meeting and shall be submitted in writing or electronically to the Chairman of the Authority at least 48 hours prior to the affected meeting.

The Authority shall elect a chairman and vice-chairman from among its voting membership.

The Auditor of Public Accounts, or his legally authorized representatives, shall annually audit the financial accounts of the Authority, and the cost of such audit shall be borne by the Authority.

2020, c. 1235.

#### § 33.2-3704. Staff

The Authority may employ a chief executive officer and such staff as it shall determine to be necessary to carry out its duties and responsibilities under this chapter. No such person shall contemporaneously serve as a member of the Authority. The Department of Transportation and the Department of Rail and Public Transportation shall make their employees available to assist the Authority, upon request.

2020, c. 1235.

#### § 33.2-3705. Decisions of the Authority

A majority of voting members of the Authority shall constitute a quorum. Vacancies shall not be considered in the establishment of a quorum. Votes of the chief elected officers of localities, or their designees, appointed to the Authority shall be weighted, based upon population of the locality, as follows: (i) the chief elected officers, or their designees, from the Counties of Chesterfield and Henrico and the City of Richmond shall each receive four votes; (ii) the chief elected officer, or his designee, from the County of Hanover shall receive three votes; (iii) the chief elected officers, or their designees, from the Counties of Goochland, New Kent, and Powhatan shall each receive two votes; and (iv) the chief elected officers, or their designees, from the Town of Ashland and the County of Charles City shall each receive one vote. The Delegate and Senator appointed to the Authority and the member of the Commonwealth Transportation Board appointed by the Governor shall each receive one vote. Decisions of the Authority shall require an affirmative vote of those present and voting whose votes represent at least four-fifths of the population embraced by the Authority; however, no motion to fund a specific facility or service shall fail because of this population criterion if such facility or service is not located or to be located or provided or to be provided within the county or city whose chief elected officer's or elected official's, or its respective designee's, sole negative vote caused the facility or service to fail to meet the population criterion. The population of counties and cities embraced by the Authority shall be the population as determined by the most recently preceding decennial census, except that on July 1 of the fifth year following such census, the population of each county and city shall be adjusted, based on population estimates made by the Weldon Cooper Center for Public Service of the University of Virginia.

3

2020, c. 1235.

#### § 33.2-3706. Annual budget and allocation of expenses

A. The Authority shall adopt an annual budget and develop a funding plan to be supported by the revenues allocated under subdivision D 1 of § 33.2-3701 and shall provide for such development and adoption in its bylaws. The funding plan shall provide for the expenditure of funds for transportation purposes over a four-to-six-year period and shall align with the Statewide Transportation Plan established pursuant to § 33.2-353, the long-range transportation plan of Planning District 15, or the long-range transportation plans of participating localities as much as possible. The Authority shall solicit public comment on its budget and funding plan by posting a summary of such budget and funding plan on its website and holding a public hearing. Such public hearing shall be advertised on the Authority's website and in a newspaper of general circulation in Planning District 15.

- B. The administrative and operating expenses of the Authority shall be provided in an annual budget adopted by the Authority and to the extent funds for such expenses are not provided from other sources shall be paid from the Fund. Such budget shall be limited solely to the administrative and operating expenses of the Authority and shall not include any funds for construction or acquisition of transportation facilities or the maintenance or performance of any transportation service.
- C. Members may be reimbursed for all reasonable and necessary expenses provided in §§ 2.2-2813 and 2.2-2825, if approved by the Authority. Funding for the costs of compensation and expenses of the members shall be provided by the Authority.

2020, c. 1235.

#### § 33.2-3707. Authority to issue bonds

The Authority may issue bonds and other evidences of debt as may be authorized by this section or other law. The provisions of Article 5 (§ 33.2-1920 et seq.) of Chapter 19 shall apply, mutatis mutandis, to the issuance of such bonds or other debt. The Authority may issue bonds or other debt in such amounts as it deems appropriate. The bonds may be supported by any funds available.

2020, c. 1235.

#### § 33.2-3708. Powers of the Authority

A. The Authority shall have the following powers together with all powers incidental thereto or necessary for the performance of those hereinafter stated:

- 1. To sue and be sued and to prosecute and defend, at law or in equity, in any court having jurisdiction of the subject matter and of the parties;
- 2. To adopt and use a corporate seal and to alter the same at its pleasure;
- 3. To procure insurance, participate in insurance plans, and provide self-insurance; however, the purchase of insurance, participation in an insurance plan, or the creation of a self-insurance plan by the Authority shall not be deemed a waiver or relinquishment of any sovereign immunity to which the Authority or its officers, directors, employees, or agents are otherwise entitled;
- 4. To establish bylaws and make all rules and regulations, not inconsistent with the provisions of

this chapter, deemed expedient for the management of the Authority's affairs;

- 5. To apply for and accept money, materials, contributions, grants, or other financial assistance from the United States and agencies or instrumentalities thereof, the Commonwealth and any political subdivision, agency, or instrumentality of the Commonwealth, and any legitimate private source;
- 6. To acquire real and personal property or any interest therein by purchase, lease, gift, or otherwise for purposes consistent with this chapter and to hold, encumber, sell, or otherwise dispose of such land or interest for purposes consistent with this chapter;
- 7. To acquire by purchase, lease, contract, or otherwise, highways, bridges, or tunnels and to construct the same by purchase, lease, contract, or otherwise;
- 8. In consultation with the Commonwealth Transportation Board for projects that encompass a state highway, and with each city or county in which the facility or any part thereof is or is to be located, to repair, expand, enlarge, construct, reconstruct, or renovate any or all highways, bridges, and tunnels within Planning District 15 and to acquire any real or personal property needed for any such purpose;
- 9. To enter into agreements or leases with public or private entities for the operation and maintenance of bridges, transit and rail facilities, and highways;
- 10. To make and execute contracts, deeds, mortgages, leases, and all other instruments and agreements necessary or convenient for the performance of its duties and the exercise of its powers and functions under this chapter;
- 11. To the extent funds are made or become available to the Authority to do so, to employ employees, agents, advisors, and consultants, including without limitation attorneys, financial advisers, engineers, and other technical advisers and, the provisions of any other law to the contrary notwithstanding, to determine their duties and compensation;
- 12. To exercise the powers of a locality pursuant to § 33.2-269; and
- 13. To the extent not inconsistent with the other provisions of this chapter, and without limiting or restricting the powers otherwise given the Authority, to exercise all of the powers given to transportation district commissions by § 33.2-1919.
- B. The Authority shall comply with the provisions governing localities contained in § 15.2-2108.23.

2020, c. 1235.

#### § 33.2-3709. Additional Powers of the Authority

Notwithstanding any contrary provision of this title and in accordance with all applicable federal statutes and requirements, the Authority shall control and operate and may impose and collect tolls in amounts established by the Authority for the use of any new or improved highway, bridge, or tunnel, to increase capacity on such facility or to address congestion within Planning District 15, constructed by the Commission (i) with federal, state, or local funds, (ii) solely with revenues of the Authority, or (iii) with revenues under the control of the Authority. The amount of any such toll may be varied from facility to facility, by lane, by congestion levels, by day of the week, by time of day, by type or size of vehicle, by number of axles, or by any similar combination

thereof or any other factor the Authority may deem proper, and a reduced rate may be established for commuters as defined by the Authority. All such tolls shall be used for programs and projects that are reasonably related to or benefit the users of the new or improved highway, bridge, or tunnel, including, but not limited to, for the debt service and other costs of bonds whose proceeds are used for construction or improvement of such highway, bridge, or tunnel.

Any tolls imposed by the Authority shall be collected by an electronic toll system that, to the extent possible, shall not impede the traffic flow of the facility or prohibit a toll facility from retaining means of nonautomated toll collection in some lanes of the facility. For all facilities tolled by the Authority, there shall be signs erected prior to the point of toll collection that clearly state how the majority of the toll revenue is being spent by the Authority to benefit the users of the facility.

2020, c. 1235.

### § 33.2-3710. Authority a responsible public entity under Public-Private Transportation Act of 1995

The Authority is a responsible public entity as defined in § 33.2-1800 and shall be regulated in accordance with the terms of the Public-Private Transportation Act of 1995 (§ 33.2-1800 et seq.) and regulations and guidelines adopted pursuant thereto.

2020, c. 1235.

# § 33.2-3711. Continuing responsibilities of the Commonwealth Transportation Board and the Department of Transportation

Except as otherwise explicitly provided in this chapter, until such time as the Authority and the Department of Transportation, or the Authority and the Commonwealth Transportation Board, agree otherwise in writing, the Commonwealth Transportation Board shall allocate funding to and the Department of Transportation shall perform or cause to be performed all maintenance and operation of the bridges and roadways and shall perform such other required services and activities with respect to such bridges and roadways as were being performed on July 1, 2020.

2020, c. 1235.

#### § 33.2-3712. Continued responsibilities for local transit funding

No locality embraced by the Authority shall reduce its local funding for public transit by more than 50 percent of what it appropriated for public transit as of July 1, 2019. Starting in fiscal year 2023, the amount required to be provided by a locality pursuant to this section shall be adjusted annually based on the greater of (i) the change in the United States Average Consumer Price Index for all items, all urban consumers (CPI-U), as published by the Bureau of Labor Statistics for the U.S. Department of Labor for the previous year, or (ii) zero.

2020, c. 1235.

#### § 33.2-3713. Use of revenues by the Authority

Notwithstanding any other provision of this chapter, all moneys received by the Authority shall be used by the Authority solely for the benefit of those counties, cities, and towns that are embraced by the Authority, and such moneys shall be used by the Authority in a manner that is consistent with the purposes stated in this chapter.

2020, c. 1235.



Commonwealth Transportation Board

1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda Item # 18

# RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

**Made By:** 

Shannon Valentine

Chairperson

**Seconded By:** 

**Action:** 

<u>Title: Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement) for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia</u>

WHEREAS, the National Defense Authorization Acts of 2016 and 2017 collectively authorize the Secretary of the Army to take actions necessary to realign and replace the road network in Arlington County, Virginia around Arlington National Cemetery to increase the amount of land available for burials, and to maintain traffic flow through the vicinity of Arlington National Cemetery, the Pentagon Reservation and Joint Base Myer-Henderson Hall, and further, to acquire all right, title and interest in certain lands sufficient for the expansion of Arlington National Cemetery; and

**WHEREAS,** the United States, Department of the Army and Federal Highway Administration, Eastern Federal Lands Highway Division (FHWA-EFLHD), have entered into an agreement (DTFH71-16- X-50032) establishing roles, responsibilities, funding, and procedures among and between the Army and FHWA-EFLHD for the execution of the Arlington National Cemetery Southern Expansion and Defense Access Roads (ANCSE DAR) Project; and

WHEREAS, the Virginia Department of Transportation (VDOT) currently owns and maintains the interchange at South Washington Boulevard (Route 27) and Columbia Pike (Route 244), and a section of Columbia Pike between South Washington Boulevard and South Joyce Street, which are the subject of improvements necessary for the ANCSE Project; and

WHEREAS, Arlington County currently owns and maintains Columbia Pike west of South Joyce Street which is the subject of improvements necessary for the ANCSE project; and

Resolution of the Board

Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement) for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia December 9, 2020 Page Two

WHEREAS, VDOT has entered into a Federal-Aid Project Agreement (PR-2) with FHWA-EFLHD for reimbursement of VDOT expenses incurred providing coordination, design reviews and construction inspection services for the ANCSE DAR project; and

**WHEREAS,** FHWA-EFLHD has prepared a Memorandum of Agreement (MOA) that establishes the roles, responsibilities, funding, and procedures by which Army, FHWA-EFLHD, VDOT, and the County of Arlington will jointly participate in the environmental planning, design, and construction of the ANCSE DAR Project; and

WHEREAS, the U.S. Government, represented by the U.S. Army Corps of Engineers and the Commonwealth of Virginia, represented by VDOT, have prepared an agreement entitled *Contract for Relocation or Alteration of Facilities, Arlington National Cemetery* (Relocation Agreement), attached hereto as Exhibit A, that sets forth the terms and conditions under which the Army Corps of Engineers will acquire from VDOT portions of Route 244 (Columbia Pike) and Route 27/244 (South Washington Boulevard/Columbia Pike) interchange right of way, to enable the southern expansion of Arlington National Cemetery; and

**WHEREAS,** in exchange for the portions of right of way to be conveyed to the Army Corps of Engineers, certain substitute facilities and replacement lands will be conveyed to VDOT for continued operation of the affected portions of Columbia Pike and the interchange; and

**WHEREAS,** the Army is authorized to enter into this Agreement pursuant to 10 U.S.C. § 7721 *et seq.* and is the agency with administrative jurisdiction, custody and control over the Arlington National Cemetery; and

WHEREAS, FHWA-EFLHD is authorized by 23 U.S.C. § 308(a) to perform engineering and other services in connection with the survey, design, construction, and improvements of highways for other Federal or State cooperating agencies; and

**WHEREAS,** Section 33.2-221 of the *Code of Virginia* empowers the CTB to comply fully with federal-aid acts, to enter into all contracts or agreements with the United States government and do all other things necessary to carry out fully the cooperation contemplated and provided for by present or future acts of Congress related to transportation.

**NOW, THEREFORE, BE IT RESOLVED,** that the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways or his designee to enter into the Relocation Agreement with the Army Corps of Engineers for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia, attached hereto as Exhibit A, with such changes as the Commissioner deems necessary or appropriate.

#### **CTB Decision Brief**

<u>Title: Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement), for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia</u>

Issues: The Federal Highway Administration, Eastern Federal Lands Highway Division (FHWA-EFLHD), is developing plans for the Arlington National Cemetery Southern Expansion (ANCSE) Defense Access Roads (DAR) Project. The Project will realign and reconfigure Columbia Pike, owned and maintained by Arlington County (County), and modify the interchange at South Washington Boulevard and Columbia Pike, owned and maintained by the Virginia Department of Transportation (VDOT). A portion of the Route 244 (Columbia Pike) and Route 27 (South Washington Boulevard)/Route 244 (Columbia Pike) interchange right of way in Arlington County, operated by VDOT, must be acquired by the Army to enable expansion of Arlington National Cemetery. The U.S. Army Corps of Engineers, and the Commonwealth of Virginia, represented by the Virginia Department of Transportation (VDOT), have prepared an agreement that defines the terms and conditions under which the Army will acquire from VDOT portions of Columbia Pike right of way and South Washington Boulevard/Columbia Pike interchange right of way, in exchange for certain substitute facilities and replacement lands that will be conveyed to VDOT, to enable the southern expansion of Arlington National Cemetery (Relocation Agreement).

Pursuant to §33.2-221 of the *Code of Virginia*, approval of the Commonwealth Transportation Board (CTB) and authorization for the Commissioner to execute the Relocation Agreement with the Army Corps of Engineers is sought.

#### **Facts:**

- VDOT and/or ANC staff briefed the CTB regarding the ANCSE DAR Project on September 16, 2020 and again on November 24, 2020.
- The National Defense Authorization Acts of 2016 and 2017 collectively authorize the Secretary of the Army to take actions necessary to realign and replace the road network in Arlington County, Virginia around Arlington National Cemetery to increase the amount of land available for burials, and to maintain traffic flow through the vicinity of Arlington National Cemetery, the Pentagon Reservation and Joint Base Myer-Henderson Hall, and further, to acquire all right, title and interest in certain lands sufficient for the southern expansion of Arlington National Cemetery.
- The United States, Department of the Army, has entered into an agreement (DTFH71-16-X-50032) with FHWA-ELFHD, establishing roles, responsibilities, funding, and procedures among and between the Army and FHWA-EFLHD for the execution of the Arlington National Cemetery Southern Expansion and Defense Access Roads Project.
- VDOT currently owns and maintains the interchange at South Washington Boulevard and Columbia Pike, and a section of Columbia Pike between South Washington Boulevard and South Joyce Street, which are the subject of improvements necessary for the Project.
- Arlington County currently owns and maintains Columbia Pike west of South Joyce Street

#### CTB Decision Brief

Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement) for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia December 9, 2020 Page Two

which is the subject of improvements necessary for the Project.

- VDOT has entered into a Federal-Aid Project Agreement (PR-2) with FHWA-EFLHD for reimbursement of VDOT expenses incurred providing coordination, design reviews and construction inspection services for the ANCSE DAR Project.
- FHWA-EFLHD has prepared the ANCSE DAR Project MOA that establishes the roles, responsibilities, funding, and procedures by which Army, FHWA-EFLHD, VDOT, and the County of Arlington will jointly participate in the environmental planning, design, and construction of the Project.
- The U.S. Government, represented by the U.S. Army Corps of Engineers, and the Commonwealth of Virginia, represented by VDOT, have prepared an agreement entitled *Contract for Relocation or Alteration of Facilities, Arlington National Cemetery* (Relocation Agreement), attached hereto as Exhibit A, that sets forth the terms and conditions under which the Army will acquire from VDOT portions of Route 244 (Columbia Pike) and Route 27/244 (South Washington Boulevard/Columbia Pike) interchange right of way, to enable the southern expansion of Arlington National Cemetery (Relocation Agreement). In exchange for the portions of right of way to be conveyed to the Army Corps of Engineers, certain substitute facilities and replacement lands will be conveyed to VDOT for continued operation of the affected portions of Columbia Pike and the interchange.
- The Army is authorized to enter into this Relocation Agreement pursuant to 10 U.S.C. § 7721 *et seq.* and is the agency with administrative jurisdiction, custody and control over the Arlington National Cemetery.
- Section 33.2-221 of the *Code of Virginia* empowers the CTB to comply fully with federalaid acts, to enter into all contracts or agreements with the United States government and do all other things necessary to carry out fully the cooperation contemplated and provided for by present or future acts of Congress related to transportation.

**Recommendation:** VDOT recommends, pursuant to §33.2-221 of the *Code of Virginia*, that the CTB approve and authorize the Commissioner of Highways to execute the Relocation Agreement between the Army Corps of Engineers and VDOT establishing the terms under which the Army will acquire certain right of way from and convey certain substitute facilities and replacement land to VDOT for the Arlington National Cemetery Southern Expansion, Defense Access Road Project, attached hereto as Exhibit A, with such changes as the Commissioner deems necessary or appropriate.

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

CTB Decision Brief

Authorization for the Commissioner of Highways to Enter into a Contract for Relocation or Alteration of Facilities (Relocation Agreement) for the Arlington National Cemetery Southern Expansion Defense Access Road Project in Arlington County, Virginia December 9, 2020

Page Two

**Result, if Approved:** VDOT/the Commissioner will have the requisite authority to enter into the Relocation Agreement with the Army Corps of Engineers relating to the Arlington National Cemetery Southern Expansion Defense Access Road Project.

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

**Public Comments/Reactions:** N/A

# CONTRACT FOR RELOCATION OR ALTERATION OF FACILITIES ARLINGTON NATIONAL CEMETERY ARLINGTON COUNTY, VIRGINIA

THIS CONTRACT FOR RELOCATION OR ALTERATION OF	FACILITIES
(hereinafter "Agreement"), entered into this day of	, 2020
between the UNITED STATES OF AMERICA, represented by the Chief,	Real Estate
Division, U. S. Army Corps of Engineers (hereinafter the "Government"),	executing this
Agreement, and the COMMONWEALTH OF VIRGINIA, DEPARTMEN	T OF
TRANSPORTATION, (hereinafter, "VDOT"), acting through its Commis	sioner of
Highways executing this Agreement (each a "Party" and collectively the ".	Parties");

#### WITNESSETH THAT:

WHEREAS, the Secretary of the Army (hereinafter the "Secretary"), under the authority of the National Defense Authorization Act of 2016 (Public Law 114-92, Section 2101) may carry out a military construction project to realign and replace the road network in Arlington County, Virginia (the "County") around Arlington National Cemetery to increase the amount of land available for burials and to maintain traffic flow through the vicinity of Arlington National Cemetery and to the Pentagon Reservation and Joint Base Myer-Henderson Hall (hereinafter the "Project"); and

WHEREAS, the Secretary, under the authority of the National Defense Authorization Act of 2017 (Public Law 114-328, Section 2829A) has been authorized to acquire all right, title and interest in certain lands he determines sufficient for the expansion of Arlington National Cemetery for the Project for purposes of ensuring maximization of interment sites and compatible use of adjacent properties, including any appropriate cemetery or memorial parking; and

WHEREAS, the Secretary, under the authority of the Consolidated Appropriations Act, 2016 (Public Law 114-113, Section 132) and the Energy and Water, Legislative Branch, and Military Construction, Veteran Affairs Appropriations Act, 2019 (Public Law 115-244, Section 130) may provide for advances to the Federal Highways Administration, Department of Transportation for construction of access roads and for replacing existing highways and highway connections as authorized by section 210 of title 23 United States Code; and

WHEREAS, the Secretary has determined that approximately 6.755 acres of land and easements over approximately 2.415 acres of land located in Arlington County, Virginia, in which VDOT maintains and operates part of the right of way known as Columbia Pike and the Route 27/Columbia Pike interchange, as shown on Exhibit "A"

and more particularly described on Exhibit "B," both of which are attached hereto and made a part hereof (hereinafter the "Property"), are required for the Project; and

WHEREAS, VDOT is the holder of certain real property interests over and in the Property by virtue of which VDOT has improved and maintains thereon public roadways known as Columbia Pike and the Route 27/Columbia Pike Interchange, together with necessary bridges, ramps, appurtenances and public utilities consisting of water and sanitary sewer pipelines and overhead and underground communication lines; and

WHEREAS, VDOT is willing to convey to the Government temporary rights and permits necessary to perform studies for the Project; the Project includes provision of the Substitute Facilities (defined below), which includes construction of improvements such as the demolition, removal, and replacement of portions of existing VDOT roadways and public utility facilities; and

WHEREAS, upon completion of Project construction, VDOT is further willing to convey or otherwise vacate and abandon to the Government all right, title and interest in the Property, including the roadways, public utilities, and appurtenances thereon so as to eliminate interference with the operation and maintenance of the Project; and

WHEREAS, in consideration for the conveyance by VDOT of the aforementioned right, title, and interest in and to the Property, the Government shall provide to VDOT, at no cost to VDOT, the Substitute Facilities, as defined below; and

WHEREAS, VDOT agrees that the provision of the said Substitute Facilities, as defined below, which includes construction of improvements, transfer of title to the Replacement Lands (defined below), and provision of required utility easements or permits, all in accordance with this Agreement, shall constitute full, just, and complete compensation for the acquisition by the Government of all VDOT's right, title, and interest in the Property as aforesaid; and

NOW, THEREFORE, in consideration of the faithful performance of each party of the mutual covenants and agreements hereinafter set forth, it is mutually agreed as follows:

ARTICLE 1. <u>Obligations of VDOT</u>. VDOT shall furnish all services required to fulfill, and shall fulfill, the following obligations:

a. Furnish continuing cooperation with the Government to reach a Memorandum of Agreement with the United States Department of the Army ("Army"), Federal Highway Administration, Eastern Federal Lands Highway Division ("FHWA"), and Arlington County for the construction of the improvements that are part of the Substitute Facilities per Article 2.a(ii) below (the "Construction Agreement"), including but not limited to review of detailed construction and right-of-way plans and specifications, and plans for phasing of construction thereunder in order to keep all roads on the Property open or provide alternative temporary access in accordance with the traffic maintenance plan to be developed pursuant to the Construction Agreement, until the constructed roadway improvements are opened for public use, and other aspects of

the relocation or alteration of VDOT's roadways, public utilities, and appurtenances thereto on the Property are complete. Further, and without additional consideration, upon completion of the Substitute Facilities VDOT shall institute and prosecute proceedings in accordance with existing State law for the abandonment of all the VDOT roads eliminated by the Project and located within the Property.

- b. Pay for the cost of all Betterments (defined below) requested by VDOT which exceed the requirements for Substitute Facilities, as determined pursuant to Article 3 hereof.
- c. Issue VDOT land use permits promptly in accordance with Article 8 for the purposes described therein.
- d. Upon completion and acceptance of the Substitute Facilities, which shall constitute full, just, and complete compensation for the Property, vacate, abandon and convey by quitclaim deed (the "VDOT Deed") to the Government all right, title and interest to the Property as shown on Exhibit "A" and described on Exhibit "B," in exchange for simultaneous delivery by the Government to VDOT of the Government's Deed (defined below), and accept the relocated roads into the State Highway System.
- e. Upon completion and acceptance of the Substitute Facilities, issue land use permits for any Army utilities not currently on the Replacement Lands that are relocated onto the Replacement Lands.
- f. Record the Government's Deed, as defined below, not later than fourteen (14) days after receipt of the final, executed deed from the Government.

#### ARTICLE 2. Obligations of the Government.

- a. Subject to the availability of funds, the Government shall, in consideration for the conveyance of VDOT's interest in the Property as described herein and at its own expense, provide substitute facilities (the "Substitute Facilities"), which shall mean:
  - (i) all right, title and interest in the Replacement Lands to be transferred by the Government in fee, subject to easements for any Army-owned utilities currently located thereon (including if such existing utilities are relocated within the Replacement Lands) and any easements of record, which Replacement Lands are necessary for VDOT to operate and maintain the improvements identified in Article 2.a(ii), and are described on Exhibit "C" and shown on Exhibit "C-1", both of which are attached hereto (such real property, the "Replacement Lands"), and
  - (ii) improvements constructed in accordance with the Construction Agreement to applicable federal and state highway standards current at the time of execution of this Agreement, including

but not limited to the most current respective edition of the Manual on Uniform Traffic Control Devices ("MUTCD"), Virginia Work Area Protection Manual, VDOT Northern Virginia District Traffic Engineering Design Guidelines for Traffic Control Devices, VDOT Northern Region 2014 Pavement Marking Reference Guide, VDOT Road Design Manual, VDOT Road and Bridge Specifications, VDOT Road and Bridge Standards, and any applicable County standards and specifications for County maintained roads, as more particularly described in the seventy-five percent (75%) design drawings ("Design Drawings") referenced in Exhibit "D" attached hereto, unless otherwise agreed in the Construction Agreement, to include:

- (A) the relocation of required roadways, drainage facilities, curb, gutter, curb cuts, traffic signalization, and sidewalk (if applicable) for the relocated Columbia Pike and Route 27/Columbia Pike interchange onto the real property shown; and
- (B) the construction of required retaining walls adjacent to the Replacement Lands (1) parallel to State Route 27 and perpendicular to Columbia Pike, and (2) parallel to the ramp from Columbia Pike to State Route 27 and Interstate 395; and
- (C) any required relocation of utilities and infrastructure presently located within the Property, either owned by VDOT or located on the Property pursuant to easement or license, for which the expense of moving same is legally required to be borne by VDOT pursuant to applicable law or agreement, and grants of rights or interests for such utilities and infrastructure relocated to Government owned land consistent with and comparable to those currently held by such entities.
- b. Except where another Federal agency or Arlington County has responsibility for such actions, the Government shall grant, obtain, or cause others to obtain at its sole expense all easements, rights of way, or other interests in real property necessary for the said relocation and/or alteration of the improvements that are part of the Substitute Facilities per Article 2.a(ii) above.
- c. The Government shall prepare the VDOT Deed transferring the Property to the United States, a draft form of which is attached hereto as Exhibit "E," and record same in the County land records at its own expense.
- d. The Government shall convey to VDOT by deed of quitclaim (the "Government's Deed"), a draft form of which is attached hereto as Exhibit "F," all right, title, and interest in the Replacement Lands, subject to easements for any Army-owned

utilities currently located thereon (including if such existing utilities are relocated within the Replacement Lands) together with perpetual easements for VDOT owned utilities within the Project area which are relocated to Government-owned lands as part of the Substitute Facilities, not later than sixty (60) days following receipt of notice of Final Construction Completion, as defined in the Construction Agreement, or as soon thereafter as is reasonably practicable, in exchange for simultaneous delivery by VDOT to the Government of the VDOT Deed and land use permits for Army utilities not currently on the Replacement Lands that are relocated onto the Replacement Lands.

e. The Parties acknowledge that the Government does not control construction of the improvements pursuant to Article 2.a.ii above, and that the Government shall not be liable for the non-performance of such construction. The full and proper performance of such construction of the improvements in accordance with the Construction Agreement is intended to be a condition to VDOT's obligations under this Agreement.

ARTICLE 3. Betterments. VDOT agrees that improvements designed and constructed in accordance with Article 2.a and in compliance with federal and state highway standards as required by the Construction Agreement will provide VDOT with facilities equal in function and utility to those now in existence. If VDOT desires any improvements in design, construction, or capacity over and above what is required by Article 2.a and this Article 3, such improvements shall constitute a Betterment and shall be furnished, or the cost thereof paid, by VDOT. The costs of Betterments shall include all items of expense properly chargeable thereto, including but not limited to acquisition of any necessary rights-of-way, easements or other interests in real property, labor, materials, transportation, insurance, overhead charges properly allocable to the work, supervision, surveys, permits, and rental of tools, equipment, and machinery employed in the work, together with such other items of expense as the United States (FHWA in coordination with the Army) and VDOT agree should be included in the cost of the work; provided, however, that the term "Betterments" will not be deemed to include more costly construction or design necessitated solely as a result of the Project, nor shall the term "Betterments" include any costs of compliance with the terms of the Construction Agreement with respect to improvements not shown on the Design Drawings but otherwise required by the Construction Agreement, for example compliance with the applicable construction standards set forth therein.

ARTICLE 4. Preservation of Claims. The Parties acknowledge that either Arlington County or the United States intends to (a) acquire one or more temporary construction easements for the Project, (b) acquire an easement for public sidewalk, utilities and drainage purposes, and (c) acquire one or more easements for public and private utilities purposes, all within VDOT's administrative and maintenance facility fronting the southern boundary of Columbia Pike east of South Orme Street. VDOT's administrative and maintenance facility is not right of way property and is not part of the Property. All easements for right of way or other purposes required from VDOT's administrative and maintenance facility are excluded from this Agreement and compensation for any such easements shall be by separate agreement between VDOT and the applicable entity requesting the easement.

ARTICLE 5. Risk of Loss. VDOT agrees that loss or damage to the Property by fire or acts of God shall be at the risk of VDOT until the title to the land and deed to the Government have been accepted by a duly authorized representative of the Government or until the right of occupancy and use of the land, as herein below provided for, has been exercised and, in the event that such loss or damage occurs, the Government may, without liability, refuse to accept conveyance of the title, or it may elect to accept conveyance of title to such Property "as-is."

ARTICLE 6. <u>Interference.</u> VDOT agrees that, during the Project, VDOT shall not construct, or permit third parties to construct, improvements on the Property.

ARTICLE 7. <u>Release.</u> VDOT agrees, on completion of the improvements and performance of all other obligations identified in Article 2.a(ii) as part of the Substitute Facilities as required by Article 2.d, and acceptance of the roadways within the Project into the State Primary Highway System in accordance with Virginia law, to accept said Substitute Facilities as full and just compensation for the Property.

#### ARTICLE 8. Immediate Occupancy.

- a. Contemporaneously with or prior to execution of this Agreement VDOT shall issue to the Government and its assigns, subject to the provisions of Article 8.b, a standard VDOT land use permit granting the right of immediate use of the Property in accordance with VDOT land use permit requirements for any and all studies required or desired by the Government of the Property.
- b. Any contractor or subcontractor of the Government who wishes to enter the Property for the purpose of performing any and all studies thereon prior to conveyance of the Property to the Government shall obtain and maintain Workers' Compensation, Employer's Liability, Commercial General Liability and Automobile Liability insurance as required by, and in the amounts set forth, in the Commonwealth of Virginia Agency Procurement and Surplus Property Manual, as amended (the "Manual"). Such insurance be satisfactory in form and substance to each Party and shall name each Party as an additional insured. Any contractor of the Government shall provide a certificate of insurance to the Government and VDOT prior to the commencement of work or entry upon the Property and/or at any time during contract performance, and shall provide any bonds required by the Manual in form acceptable to the Government and VDOT. Any contractor of the Government shall provide written notice at least thirty (30) days prior to any cancellation, renewal or expiration of the aforesaid insurance policy or policies. For all contracts involving substantial risk of third party injuries or claims, the Government shall require any contractor or subcontractor of the Government who wishes to perform work upon the Property to agree to indemnify the Commonwealth of Virginia, its officers, agents, and employees, as set forth in the Manual.

ARTICLE 9. <u>Condemnation</u>. Upon execution of this Agreement should it be determined for any reason that the right, title and interest of VDOT in the Property referred to above shall be acquired by condemnation, or other judicial proceedings,

VDOT shall cooperate in the prosecution of the proceedings and this Agreement shall, without more, constitute a stipulation which may be filed in the proceedings and be final and conclusive evidence that the Substitute Facilities provided by the Government are the Government's full performance under this Agreement and constitutes full and just compensation for the taking of VDOT's land and that no other facilities or payment of consideration is required.

ARTICLE 10. Covenant against Contingent Fees. VDOT warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon a contract or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees and legal counsel. For breach or violation of this warranty the Government shall have the right to annul this Agreement without liability.

ARTICLE 11. <u>Officials Not to Benefit</u>. No member of or delegate to Congress, or resident commissioner, shall be admitted to any share or part of this contract, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this contract if made with a corporation for its general benefit.

#### ARTICLE 12. Gratuities.

- a. The Government may, by written notice to VDOT, terminate this Agreement if it is found, after notice and hearing by the Secretary of the Army or his duly authorized representative that gratuities (in the form of entertainment, gifts or otherwise) were offered or given by VDOT or any agent or representative of VDOT to any officer or employee of the Government with a view toward securing a contract or securing favorable treatment with respect to the awarding or amending, or the making of any determination, with respect to the performing of such contract; provided that the existence of facts upon which the Secretary of the Army or his duly authorized representative makes such finding shall be in issue and may be reviewed in any competent court.
- b. In the event this Agreement is terminated as provided in Article 12.a above, the Government shall be entitled to pursue the same remedies against VDOT as it could pursue in the event of a breach of contract by VDOT.
- c. The rights and remedies of the Government provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

#### THE UNITED STATES OF AMERICA

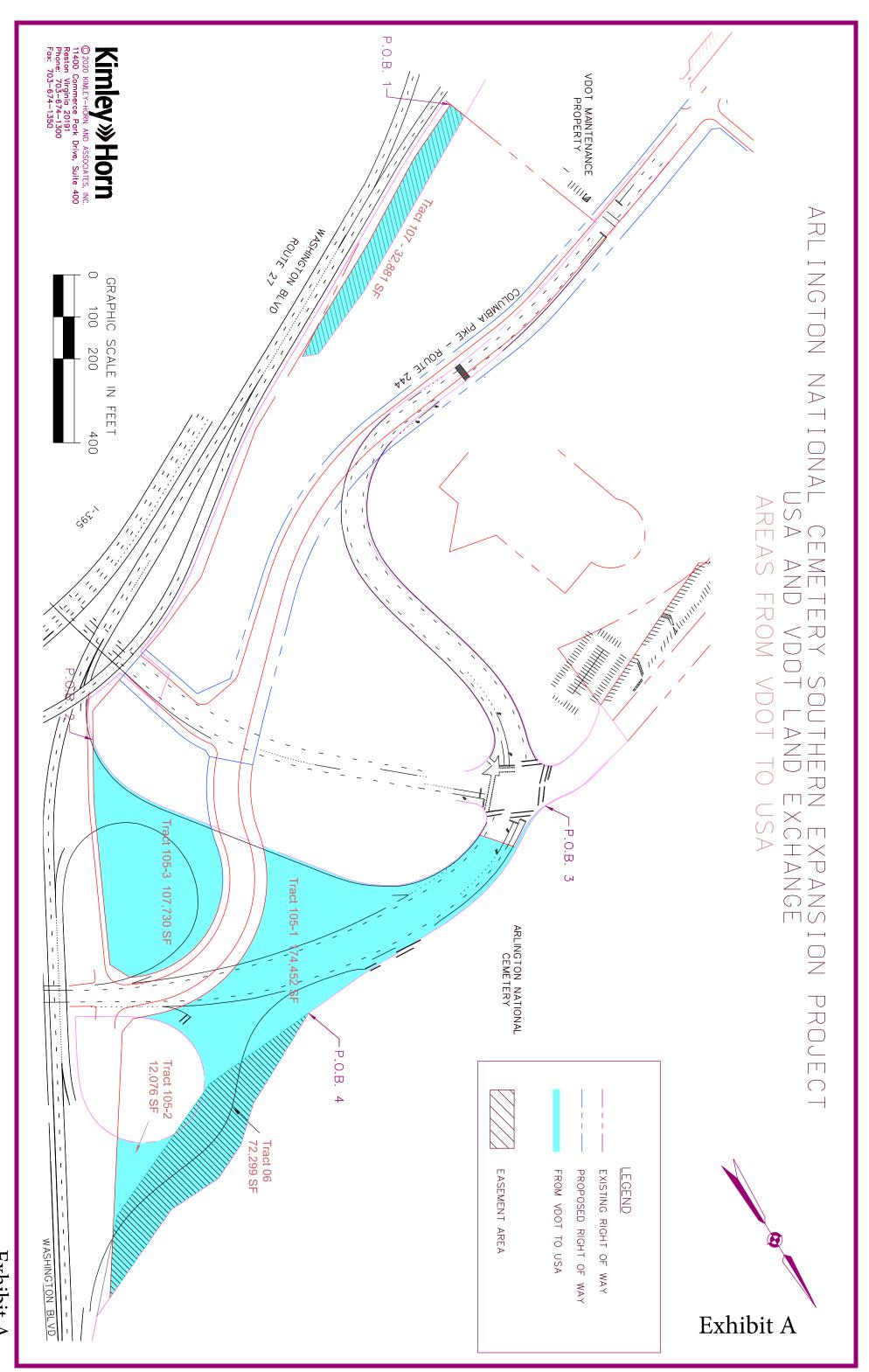
By	
	Susan K. Lewis
	Real Estate Contracting Officer
	Chief, Real Estate Division
	U.S. Army Engineer District, Baltimore

#### VIRGINIA DEPARTMENT OF TRANSPORTATION

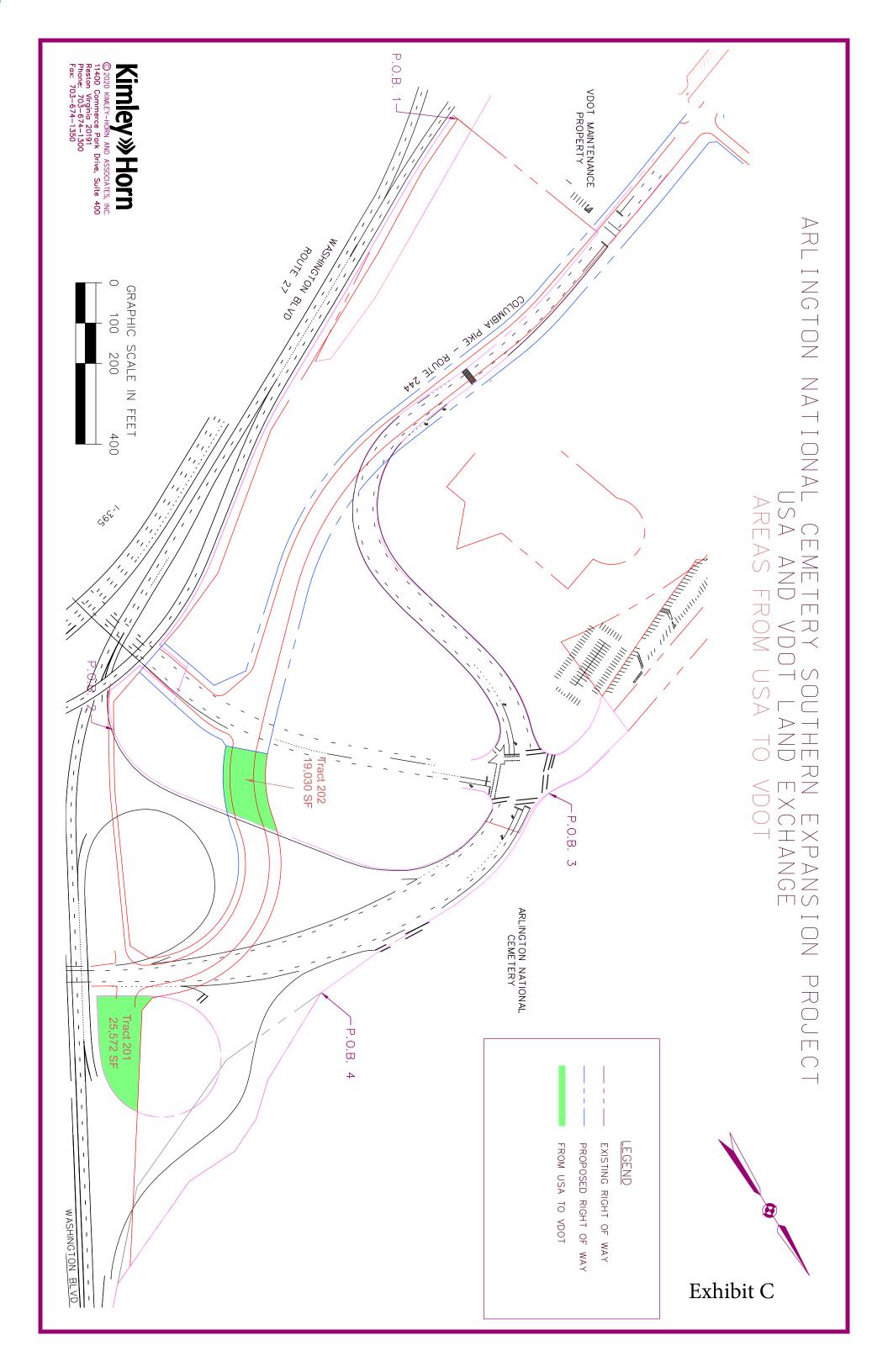
By		
	Stephen C. Brich, P.E.	
	Commissioner of Highways	

#### Exhibits:

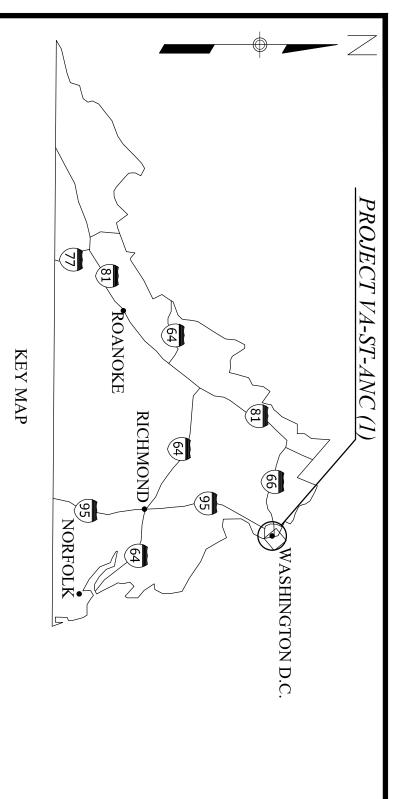
- A
- В
- $\mathbf{C}$
- Plat of Property
  Description of Property
  Plat of Replacement Land
  Description of Replacement Land
  Design Drawings
  Form of VDOT Deed C-1
- D
- E
- Form of Government's Deed F



# Exhibit B Description of Property



# Exhibit C-1 Description of Replacement Lands



# )ER DEP. HIGHWAY **IMENT ADMINISTRA** ANSPORT

REG STATE ≶ VA-ST-ANC (1)

FHWA PROJECT # VDOT PROJECT

SHEET NO.

TOTAL SHEETS LOTS

U.S. Department of Transport
Federal Highway
Administration RAL LANDS HIGHWAY DIVISION )P CIRCLE GINIA 20166















SEE SHEET 1B FOR INDEX OF SHEETS













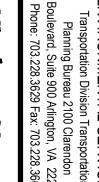


Exhibit D









REALIGNMENT OF COLUMBIA PIKE FROM WASHINGTON BOULEVARD TO S. OAK STREET, RECONFIGUATION OF INTERCHANGE WITH WASHINGTON BOULEVARD AND COLUMBIA PIKE, REMOVAL OF SOUTHGATE ROAD, CONSTRUCTION OF S. NASH STREET AND SHORTENING S. JOYCE STREET. RELOCATION OF UTILITIES FROM EXISTING LOCATIONS TO NEW ROAD ALIGNMENTS AND CONSOLIDATED UTILITY CORRIDORS, RETAINING WALLS IN VARIOUS LOCATIONS, TUNNEL UNDER COLUMBIA PIKE, MASS GRADING, AND MISCELLANEOUS WORK.

PROJECT LENGTH:

0.06

Miles (S. JOYCE STREET)

0.55 Miles (COLUMBIA PIKE, 0.16 Miles VDOT, 0.39 Miles Arlington 0.31 Miles (Route 27 RAMPS)

Co.)

**LOCATION MAP** 

IONAL

CEMETERY

THERN EXPANSIO

PRIL

22, 2020

DEFENSE ACCESS ROA

**ENTRANCE TO RTE** 

27

**VARIES** 

2"

SM-9.5E

4

IM-19.0D

6" BM-25.0

12" 21B

**VARIES** 

2" SM-9.5E

4

IM-19.0D

6" BM-25.0

12" 2

1B

1-495

**DESIGN DESIGNATION:** 

COLUMBIA PIKE

S. JOYCE STREET

S. NASH STREET

RT. 27 OFF-RAMP

RT. 27 ON-RAMP

ADT (2025) ADT (2045)

12,200 15,200

DHV

 $\Box$ 

1,730 80/20

1,550 60/40

560 50/50

540 100/0

580 100/0

5,400

4,800

4,700 5,800

16,300 13,700

4,900 5,600

**EXIT FROM RTE 27** 

WASH. BLVD. RAMPS

S. NASH STREET

**VARIES** 

2" SM-9.5E

VARIES

2" SM-9.5E

4" IM-19.0D

4" IM-19.0D

6" BM-25.0

12" 21B

6" BM-25.0

12"

)1B

**VARIES** 

2" SM-9.5E

4" IM-19.0D

6" BM-25.0

12" 21B

COLUMBIA PIKE

**JOYCE STREET** 

LANE MILES:

1.07 Miles - VDOT (RAMPS AND COLUMBIA PIKE) 2.33 Miles - ARLINGTON COUNTY

WIDTH

**SURFACE** 

INTERMEDIATE

**BASE** 

**SUBGRADE** 

0.02 Miles (S. OAK STREET)

0.06 Miles (SOUTHGATE ROAD)

0.17 Miles (S. NASH STREET)

DESCRIPTION OF PROJECT

**T**70

SCALE IN MILES

STATE OF VIRGINIA

FROM WASHINGTON BOULEVARD (ROUTE 27)

TO S. OAK STREET

PLANS

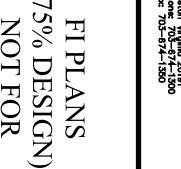
LUMBIA PIKE REALIGNMENT

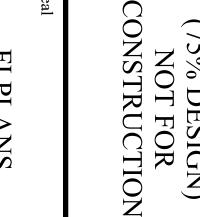
PROJECT

A-ST-ANC(1)

PLANS FOR PROPOSED









CONSTRUCTION NOT FOR

you dig.

Designed:
Drawn:
Checked: TEC OCD MRA

PLANS PREPARED FOR

U.S. Department of

75% PL

ANS

.dwg

			AY DIVISION F	ion	_
•	Plotted by: olivia.decarlo	Plotted: April 22, 2020	Path: K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets	Filename:1-TITLE_SHEET-FHWA.	

Transportation	Checked: MRA Miss Utility Transmittal #:
าพลy	
ion	Filename:1-TITLE SHEET-FHWA
AY DIVISION	Path: K:\NVA_RDWY\11024302\(\text{I}\) ANC DAR\CAD\PlanSheets
	Plotted: April 22, 2020
	Plotted by: olivia decarlo

EASTERN FEDERAL LANDS HIGHWAY DIVISION 21400 RIDGETOP CIRCLE STERLING, VIRGINIA 20166	Federal Highway Administration
Path: Plotted: April 22, 2020 Plotted by: olivia.decarlo	Filename: 1-TITLE SHEET-FHWA.

P		HIGHWAY DIVISION P.	Stration
Plotted by: olivia.decarlo	Plotted: April 22, 2020	Path: K:\NVA_RDWY\110243021 ANC DAR\CAD\PlanSheets	Filename:1-TITLE_SHEET-FHWA

HIGHWAY DIVISION Path: KNNVA_RDWY110243071 ANC DAR/CADPlanSheets	Filename:1-TITLE SHEET-FHWA

EASTERN FEDERAL LANDS HIGHWAY DIVISION
--

ARI INGTON COLINITY VIRGINIA	NSE ACCESS ROAD - COLUMBIA PIKE REALIGNME	IIILE SHEEI
------------------------------	---	-------------

	j 11			
RECOMMEN	RECOMMENDED FOR APPROVAL	SCALE:	N/A	SHEET:
/ /2020				
DATE	DEPT. OF ENVIRONMENTAL SERVICES			
//2020	RECOMMENDED FOR APPROVAL			
DATE	VDOT, STATE L&D ENGINEER			
//2020	ARLINGTON NATIONAL CEMETARY			
DATE	DIRECTOR OF ENGINEERS			

# VDOT, 2016 Road and Bridge Specifications

THOMAS SHIFFLETT EDEN JEMAL

KIMLEY-HORN

\_ead Designer

Roadway Classification

Urban Other Principal Arterial

Urban Minor Arterial

Local Road

Ramp

Interchange

Interchange Ramp

Urban

DESIGN SPEED

25 MPH

25 MPH

25 MPH

25 MPH

25

MPH

SPECIFICATIONS:

C/A

None

None

None

None

None

25

25

25

25

25

1%

1%

1%

1%

1%

2%

2%

2%

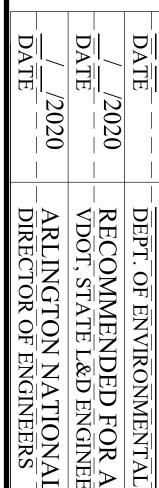
8%

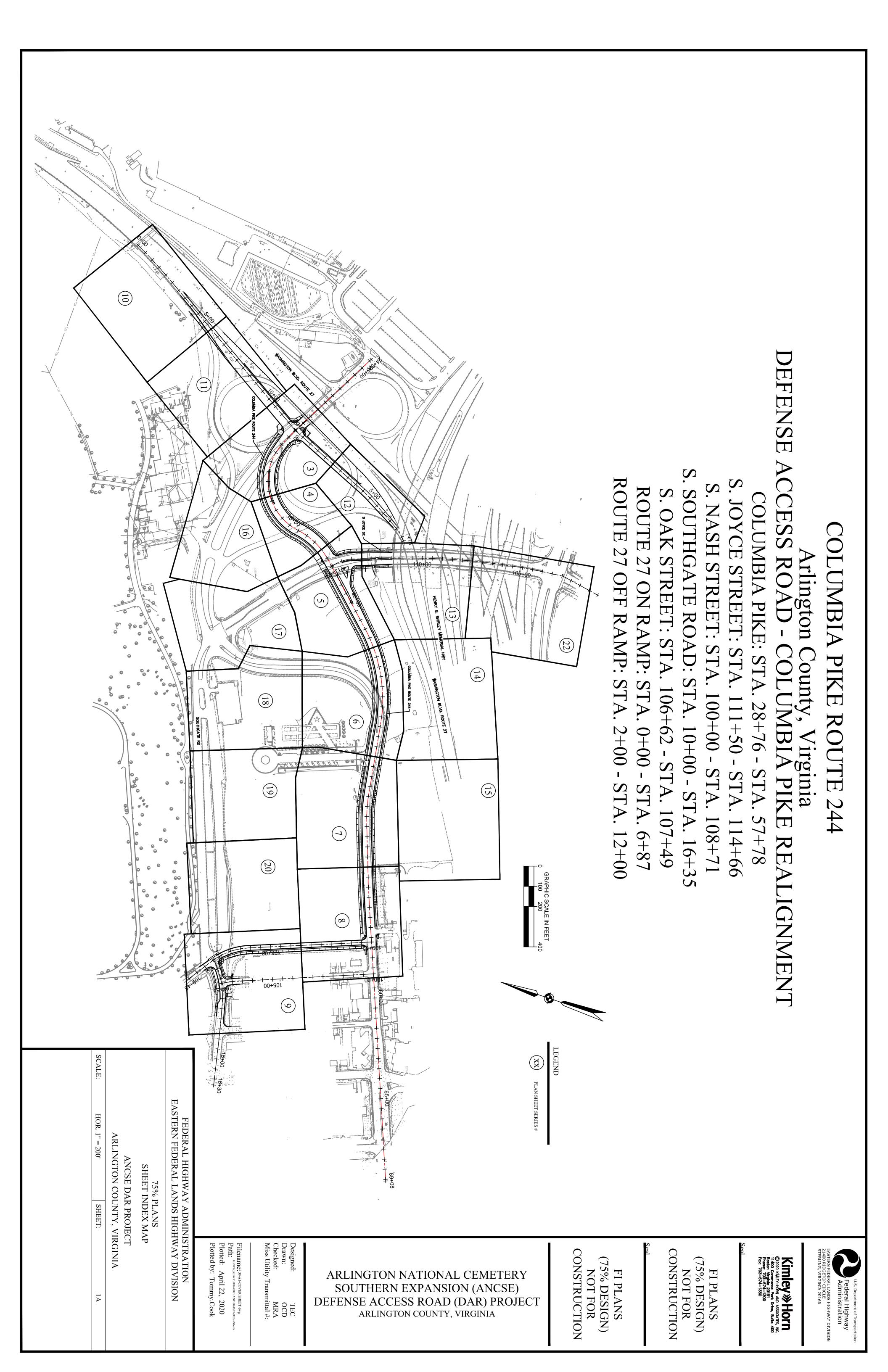
8%

V (MPH)

%Truck

e(max)





#### EXHIBIT E to CONTRACT FOR RELOCATION OR ALTERATION OF FACILITIES

Tax Map Parcel Number: not assigned

PREPARED BY THE OFFICE OF THE ATTORNEY GENERAL

Exempt from recordation taxes and fees pursuant to Sections 58.1-811(A)(3), 58.1-811(C)(4), 58.1-3315, 42.1-70, 17.1-266, and 17.1-279(E)

QUITCLAIM DEED ARLINGTON NATIONAL CEMETERY ARLINGTON COUNTY, VIRGINIA TRACT NOS. 105-1, 105-2, 105-3, 106 and 107

THIS QUITCLAIM DEED, is made and entered into between the COMMONWEALTH OF VIRGINIA, acting by and through the COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION (hereinafter the "GRANTOR") and the UNITED STATES OF AMERICA and its assigns (hereinafter the "GRANTEE"), acting by and through the (Deputy Assistant Secretary of the Army (Installations & Housing), pursuant to a delegation of authority from the SECRETARY OF THE ARMY (hereinafter the "ARMY") and/or (represented by the Chief, Real Estate Division, U. S. Army Corps of Engineers).

#### WITNESSETH THAT:

WHEREAS, the Army, under the authority of the National Defense Authorization Act of 2017, Public Law 114-328, Section 2829A, has been authorized to acquire all right, title and interest in certain lands he determines sufficient for the expansion of Arlington National Cemetery for purposes of ensuring maximization of interment sites and compatible use of adjacent properties, including any appropriate cemetery or memorial parking; and

WHEREAS, the hereinafter described property was acquired in connection with the construction, reconstruction, alteration, maintenance and repair of the State Highway System; and

WHEREAS, this conveyance is authorized in accordance with the provisions of Sections 33.2-1010 and 33.2-225 of the Code of Virginia (1950), as amended; and

WHEREAS, the GRANTOR is the fee owner of approximately 6.755 acres of land identified as Tract Numbers 105-1, 105-2 and 105-3, and holds a right of way easement over, across and upon approximately 2.415 acres of land identified as Tract Numbers 06 and 107, all of which are located in Arlington County, in the Commonwealth of Virginia, all of which contain 9.170 acres, more or less, in the aggregate and are part of the right of way known as Columbia Pike and the Route 27/Columbia Pike interchange, and the Army requires such 9.170 acres of land for the Arlington National Cemetery expansion project; and

WHEREAS, pursuant to the authority above, the GRANTOR	and GRA	NTEE entered
into that Contract for Relocation or Alteration of Facilities dated	, 2020 (	"Relocation

Agreement"), by which the GRANTEE agreed to release and convey to the GRANTOR all of its right, title and interest in such 9.170 acres of land, located in Arlington County, Virginia in exchange for the GRANTOR's provision of substitute facilities, including all right, title and interest in certain replacement lands.

NOW THEREFORE, the GRANTOR, for and in consideration of the applicable promises and consideration set forth in the Relocation Agreement and the conveyance of other good and valuable consideration, the receipt of which is hereby acknowledged, does hereby remise, release, and forever quitclaim unto the GRANTEE, its successors and assigns, without representation or warranty, express or implied, all its right, title, and interest in the Tracts 105-1, 105-2, 105-3, 06 and 107, consisting of approximately 9.170 acres situated in the County of Arlington, in the Commonwealth of Virginia, as shown on Exhibit "A" and more particularly described on Exhibit "B", both of which are attached hereto and made a part hereof;

**SUBJECT TO** all valid and existing restrictions, reservations, covenants, conditions, and easements, including but not limited to rights-of-way for railroads, highways, pipelines, and public utilities, if any, whether of public record or not.

**TO HAVE AND TO HOLD** the property granted herein to the GRANTEE and its successors and assigns, together with all and singular the tenements, hereditaments, rights and appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, or claim whatsoever of the GRANTOR, either in law or in equity.

**TOGETHER WITH** the right, title and interest which the GRANTOR may have in the banks, beds and waters of any streams bordering the said land to be conveyed, and also all interest in alleys, roads, ways, strips, gores, or railroad rights-of-way abutting or adjoining said land and in any means of ingress and egress appurtenant thereto.

All or a portion of the aforesaid property may be located within the 100 year flood plain as may be determined by the Federal Emergency Management Agency.

The acquiring federal agency is the United States Department of the Army.

#### **EXHIBITS**:

A - Plats

B – Legal Descriptions

Deed for Arlington National Cemetery expansion land

	ANTOR has caused this Deed to be executed by Lori A. tor, this the day of 20
	COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION  By:  Lori A. Snider State Right of Way and Utilities Director
COMMONWEALTH OF VIRGINIA CITY OF RICHMOND	) ) SS:
Richmond, do hereby certify that this day name is signed to the foregoing instrument and deed on the date shown, and acknowle	in and for the Commonwealth of Virginia, City of personally appeared before me Lori A. Snider, whose and who acknowledged the same to be her free act edged the same as State Right of Way Director for and ys and the Commonwealth of Virginia, Department of
	Notary Public
My Commission Expires:	
Notary Registration Number:	

#### ACCEPTANCE BY GRANTEE

assigns, subject to all or	f the conditions, reser	vations, restrictions and ter	ms contained therein, this
day of	20		
		UNITED STATES OF	AMERICA
		By: Title:	
CT ATE OF			
STATE OF	) ) SS:		
COUNTY OF	) 33.		
do hereby certify that this signed to the foregoin	nis day personally app ng instrument and wh		, County of ,, whose name o be his free act and deed on the ED STATES OF AMERICA.
		Notary Public	
My Commission Expire	es:		
Notary Registration Nu	mber:		

Attorne	 /		
United	States (office	or agend	cy)
	•		• /
Addres	s, if required)	)	

Tax Map Parcel Numbers: not assigned

Exempt from recordation taxes and fees pursuant to S ections 58.1-811(A)(3), 58.1-811(C)(4), 58.1-3315, 42.1-70, 17.1-266, and 17.1-279(E)

QUITCLAIM DEED
ARLINGTON NATIONAL CEMETERY
ARLINGTON COUNTY, VIRGINIA
TRACT NOS. 201 AND 202

THIS QUITCLAIM DEED, is made and entered into between the UNITED STATES OF AMERICA (hereinafter the "GRANTOR"), acting by and through (the Deputy Assistant Secretary of the Army (Installations & Housing), pursuant to a delegation of authority from the SECRETARY OF THE ARMY (hereinafter the "ARMY") and/or (represented by the Chief, Real Estate Division, U. S. Army Corps of Engineers, executing this Agreement), under the authority of the National Defense Authorization Act of 2017, Public Law 114-328, Section 2829A and in furtherance of the Contract for Relocation or Alteration of Facilities dated \_\_\_\_\_\_, 2020 ("Relocation Agreement") and the COMMONWEALTH OF VIRGINIA (hereinafter the "GRANTEE"), acting by and through the Commonwealth of Virginia, Department of Transportation.

#### WITNESSETH THAT:

WHEREAS, the GRANTOR is the owner of certain real property identified as Tract Numbers 201 and 202, located in Arlington County, in the Commonwealth of Virginia;

WHEREAS, the National Defense Authorization Act of 2017, Public Law 114-328, Section 2829A.b. authorized the Secretary of the Army to convey through land exchange to the GRANTEE all right, title, and interest of the United States in and to one or more parcels of property east of Joyce Street in Arlington County, Virginia, necessary for the realignment of Columbia Pike and the Washington Boulevard-Columbia Pike interchange, as well as for future improvements to Interstate 395 ramps and other real property under control of the Secretary determined by the Secretary to be excess to the needs of the Army;

Grantee's address: Virginia Department of Transportation Right of Way Division 1401 East Broad Street Richmond, Virginia 23219 WHEREAS, pursuant to such authority, the GRANTOR and the GRANTEE entered into the Relocation Agreement, by which the GRANTEE agreed to transfer to the GRANTOR in fee approximately 6.755 acres of land, and release the GRANTEE's easement for right of way over approximately 2.415 acres of land, all of which is located in Arlington County, Virginia and is part of the right of way known as Columbia Pike and the Route 27/Columbia Pike interchange, in exchange for the GRANTOR's provision of substitute facilities, including all right, title, and interest in replacement lands,

NOW THEREFORE, the GRANTOR, for and in consideration of the applicable promises and consideration set forth in the Relocation Agreement, and other good and valuable consideration, the receipt of which is hereby acknowledged, does hereby REMISE, RELEASE, AND FOREVER QUITCLAIM unto the GRANTEE, its successors and assigns, all its right, title, and interest in Tract Numbers 201 and 202, located in the County of Arlington, in the Commonwealth of Virginia, containing in the aggregate 1.204 acres, more or less, as shown on Exhibit "A" and more particularly described on Exhibit "B" attached hereto and made a part hereof (the "Property");

SUBJECT TO all valid and existing restrictions, reservations, covenants, conditions, and easements, including but not limited to rights-of-way for railroads, highways, pipelines, and public utilities, if any, whether of public record or not.

TO HAVE AND TO HOLD the Property granted herein to the GRANTEE and its successors and assigns, together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, or claim whatsoever of the GRANTOR, either in law or in equity and subject to the terms, reservations, restrictions, covenants, and conditions set forth in this Deed.

TOGETHER with all the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.

AND IT IS FURTHER AGREED AND UNDERSTOOD by and between the parties hereto that the GRANTEE, by its acceptance of this Deed, agrees that, as part of the consideration for this Deed, the GRANTEE covenants and agrees for itself, its successors and assigns, forever, that this Deed is made and accepted upon each of the following covenants, which covenants shall be binding upon and enforceable against the GRANTEE, its successors and assigns, in perpetuity by the United States and other interested parties as allowed by federal, state or local law; that the NOTICES, USE RESTRICTIONS, AND RESTRICTIVE COVENANTS set forth here are a binding servitude on the Property herein conveyed and shall be deemed to run with the land in perpetuity; and that the failure to include the NOTICES, USE RESTRICTIONS, AND RESTRICTIVE COVENANTS in subsequent conveyances does not abrogate the status of these restrictions as binding upon the parties, their successors and assigns:

#### 1. CERCLA NOTICE

[Note: clauses concerning notice provisions related to CERCLA will be inserted if and to the extent appropriate and as agreed by the parties.]

#### 2. CERCLA COVENANT

[Note: clauses concerning covenants related to CERCLA will be inserted if and to the extent appropriate and as agreed by the parties.]

#### 3. RIGHT OF ACCESS

[Note: clauses concerning Grantor's retained right of access related to CERCLA-required remediation will be inserted if and to the extent appropriate and as agreed by the parties.]

#### 4. "AS IS"

- A. The GRANTEE acknowledges that it has inspected or has had the opportunity to inspect the Property and accepts the condition and state of repair of the subject Property. The GRANTEE understands and agrees that the Property and any part thereof is offered "AS IS" without any representation, warranty, or guaranty by the GRANTOR as to quantity, quality, title, character, condition, size, or kind, or that the same is in condition or fit to be used for the purpose(s) intended by the GRANTEE, and no claim for allowance or deduction upon such grounds will be considered.
- B. No warranties, either express or implied, are given with regard to the condition of the Property, including, without limitation, whether the Property does or does not contain asbestos or lead-based paint. The GRANTEE shall be deemed to have relied solely on its own judgment in assessing the overall condition of all or any portion of the Property, including, without limitation, any asbestos, lead-based paint, or other conditions on the Property. The failure of the GRANTEE to inspect or to exercise due diligence to be fully informed as to the condition of all or any portion of the Property offered, will not constitute grounds for any claim or demand against the United States.

#### 5. HOLD HARMLESS

- A. To the extent authorized by law, the GRANTEE, its successors and assigns, covenant and agree to indemnify and hold harmless the GRANTOR, its officers, agents, and employees from (1) any and all claims, damages, judgments, losses, and costs, including fines and penalties, arising out of the violation of the NOTICES, USE RESTRICTIONS, AND RESTRICTIVE COVENANTS in this Deed by the GRANTEE, its successors and assigns, and (2) any and all any and all claims, damages, and judgments arising out of, or in any manner predicated upon, exposure to asbestos, lead-based paint, or other condition on any portion of the Property after the date of conveyance.
- B. The GRANTEE, its successors and assigns, covenant and agree that the GRANTOR shall not be responsible for any costs associated with modification or termination of the NOTICES, USE RESTRICTIONS, AND RESTRICTIVE COVENANTS in this Deed, including

without limitation, any costs associated with additional investigation or remediation of asbestos, lead-based paint, or other condition on any portion of the Property.

C. Nothing in this Hold Harmless provision will be construed to modify or negate the GRANTOR's obligation under the CERCLA Covenant or any other statutory obligations.

#### 6. POST-TRANSFER DISCOVERY OF CONTAMINATION

- A. If an actual or threatened release of a hazardous substance or petroleum product is discovered on the Property after the date of conveyance, the GRANTEE, its successors or assigns, shall be responsible for such release or newly discovered substance unless the GRANTEE is able to demonstrate that such release or such newly discovered substance was due to the GRANTOR's activities, use, or ownership of the Property. If the GRANTEE, it successors or assigns believe the discovered hazardous substance is due to Grantor's activities, use or ownership of the Property, the GRANTEE will immediately secure the site and notify the GRANTOR of the existence of the hazardous substances, and the GRANTEE will not further disturb such hazardous substances without the written permission of the GRANTOR.
- B. The GRANTEE, its successors and assigns, as consideration for the conveyance of the Property, agree to release the GRANTOR from any liability or responsibility for any claims arising solely out of the release of any hazardous substance or petroleum product on the Property occurring after the date of the delivery and acceptance of this Deed, where such substance or product was placed on the Property by the GRANTEE, or its successors, assigns, employees, invitees, agents or contractors, after the conveyance. This paragraph shall not affect the GRANTOR's responsibilities to conduct response actions or corrective actions that are required by applicable laws, rules and regulations, or the GRANTOR's indemnification obligations under applicable laws.

#### 7. ANTI-DEFICIENCY ACT

The GRANTOR's obligation to pay or reimburse any money under this Deed is subject to the availability of funds appropriated for this purpose to the Department of the Army, and nothing in this Deed shall be interpreted to require obligations or payments by the GRANTOR in violation of the Anti-Deficiency Act, 31 U.S.C. §1341.

#### 8. NO WAIVER

The failure of the GRANTOR to insist in any one or more instances upon complete performance of any of the said notices, covenants, conditions, restrictions, or reservations shall not be construed as a waiver or a relinquishment of the future performance of any such covenants, conditions, restrictions, or reservations; but the obligations of the GRANTEE, its successors and assigns, with respect to such future performance shall continue in full force and effect.

#### 9. ENVIRONMENTAL PROTECTION PROVISIONS

[Note: Environmental Protection Provisions, such as Notice of Wetlands, Notice of Historic Property and Preservation Covenant, Notice of Archeological Property Preservation Covenant, Endangered Species Act, etc., will be inserted if and to the extent appropriate and as agreed by the parties.]

EXHIBITS: A – Plat B – Legal Description
IN WITNESS WHEREOF, the GRANTOR has caused this Deed to be executed in its name by [the Deputy Assistant Secretary of the Army for Installations and Housing (I&H)], this the day of 20
UNITED STATES OF AMERICA
By:
ACKNOWLEDGEMENT
COMMONWEALTH OF VIRGINIA ) ) SS: COUNTY OF ARLINGTON )
I, the undersigned, a Notary Public in and for the Commonwealth of Virginia, County of Arlington, do hereby certify that this day personally appeared before me in the Commonwealth of Virginia, County of Arlington, [Joseph W. Whitaker, Deputy Assistant Secretary of the Army (I&H)], whose name is signed to the foregoing instrument and who acknowledged the foregoing instrument to be his free act and deed on the date shown, and acknowledged the same for and on behalf of the UNITED STATES OF AMERICA.
Notary Public
My Commission Expires:
Notary Registration Number:

#### ACCEPTANCE BY GRANTEE

	Deed for itself, its successors and assigns, subject to as and terms contained therein, this day of
	COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION
	By: Stephen C. Brich, P.E. Commissioner of Highways
COMMONWEALTH OF VIRGINIA ) SS: CITY OF RICHMOND	)
Richmond, do hereby certify that this day powhose name is signed to the foregoing instru	n and for the Commonwealth of Virginia, City of ersonally appeared before me Stephen C. Brich, ument and who acknowledged the same to be his free eledged the same as Commissioner of Highways for ginia, Department of Transportation.
	Notary Public
My Commission Expires:	
Notary Registration Number:	

#### EXHIBITS SHOULD BE ATTACHED STARTING HERE



Commonwealth Transportation Board

Shannon Valentine Chairperson 1401 East Broad Street Richmond, Virginia 23219 (804) 786-2701 Fax: (804) 786-2940

Agenda item #19

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**December 9, 2020** 

#### **MOTION**

Made By:	<b>Seconded By:</b>
-	
A	ction:

#### Title: Approval of Interstate 81 Corridor Improvement Program Progress Report

WHEREAS, Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Commonwealth Transportation Board (Board), to study financing options for improvements to Interstate I-81 (I-81) with assistance from the Office of Intermodal Planning and Investment (OIPI), Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT), develop and adopt an I-81 Corridor Improvement Plan (Plan); and

**WHEREAS**, the Board adopted the I-81 Corridor Improvement Plan on December 5, 2018 which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

**WHEREAS**, Chapters 837 and 846 of the 2019 Acts of Assembly (2019 Acts of Assembly) established Chapter 36 of Title 33.2 of the *Code of Virginia*, creating the I-81 Corridor Improvement Fund, and directing the Board to establish the I-81 Committee, to adopt an I-81 Corridor Improvement Program, to update the Program by July 1st of each year and to report to the General Assembly the status and progress of implementation of the Program (I-81 Corridor Improvement Program Progress Report) by December 15th of each year; and

**WHEREAS,** pursuant to the 2019 Acts of Assembly, the Board established the I-81 Committee (Committee) on May 15, 2019; and

**WHEREAS**, pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program shall, at a minimum:

Resolution of the Board Approval of I-81 Corridor Improvement Program Progress Report December 9, 2020 Page 2 of 2

- 1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;
- 2. Include a financing plan to support such allocation; and
- 3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board and prior to the adoption of such Program, the Board shall review the recommendations of and consult with the I-81 Committee; and

**WHEREAS,** pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program Progress Report must include, at a minimum:

- 1) The safety and performance of the Interstate 81 Corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the Interstate 81 corridor;
- 2) An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
- 3) The status of capital projects funded through the Program; and
- 4) The current and projected balances of the Fund.

**WHEREAS**, VDOT updated the I-81 Committee on October 23, 2020 on the project development process, schedule, delivery and financing options and the Committee will be provided with the draft I-81 Corridor Improvement Program Progress Report; and

**WHEREAS**, given that only approximately one year has transpired between enactment of the I-81 Corridor Improvement Program reporting requirements and the December 2020 due date, insufficient data exists for purposes of completely satisfying the above-referenced requirements set forth in the 2019 Acts of Assembly, which is noted by the 2020 I-81 Corridor Improvement Program Progress Report; and

**WHEREAS,** based on the foregoing, the purposes of Chapters 837 and 846 relating to development of an I-81 Corridor Improvement Program and update to the Plan have nevertheless been satisfied to the extent feasible.

**NOW, THEREFORE, BE IT RESOLVED,** the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Attachment A, as required by Chapters 837 and 846 of the 2019 Acts of Assembly.

####

#### **CTB Decision Brief**

#### Approval of the I-81 Corridor Improvement Program Report

**Issue:** Chapters 837 and 846 of the 2019 Acts of Assembly (2019 Acts of Assembly) established Chapter 36 of Title 33.2 of the *Code of Virginia*, creating the Interstate 81 (I-81) Corridor Improvement Fund, and directing the Commonwealth Transportation Board (Board) to establish the 81 Committee, to adopt an I-81 Corridor Improvement Program, to update the Program by July 1st of each year and to report to the General Assembly the status and progress of implementation of the Program (I-81 Corridor Improvement Program Progress Report) by December 15th of each year. Approval by the Board of the I-81 Corridor Improvement Program Report for 2020 is sought.

**Facts:** Chapter 743 of the 2018 Virginia Acts of Assembly, the General Assembly of Virginia directed the Board to study financing options for improvements to Interstate I-81 (I-81) with assistance from the Office of Intermodal Planning and Investment (OIPI), Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT), and to develop and adopt an I-81 Corridor Improvement Plan (Plan). The Board approved the I-81 Corridor Improvement Plan (Plan) on December 5, 2018 which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

The 2019 Acts of Assembly established the I-81 Corridor Improvement Fund and adopt an I-81 Corridor Improvement Program, and established the I-81 Committee. The Act requires an update to the Program by July 1 of each year and to report to the General Assembly on the status of implementation of the Program by December 15 of each year. Sources of revenues initially for the Fund included a newly-established truck registration fee as well as an I-81 corridor regional fuels tax, and statewide diesel and road taxes. Funds became available July 1, 2019. It was estimated that revenues dedicated to the fund will total \$103 million in fiscal year 2020 and will increase each subsequent year reaching an estimated \$163 million in fiscal year 2025. With the Omnibus Transportation Legislation from the 2020 General Assembly Session (HB 1414/SB 890), the statewide revenue sources are committed to the Commonwealth Transportation Fund beginning in fiscal year 2021. Additional funding, beyond the corridor's fuel tax revenues, is provided through the Interstate Operations and Enhancement Program. The legislation authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion. This will be reflected in future assumptions. The Board and VDOT will need to incorporate any impact of COVID-19 on the revenues available for the program. New estimates will be available in December 2020.

These funds will support the \$2 billion improvement program. Moneys in the Fund shall only be used for capital, operating, and other improvement costs identified in the Program. Pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;

Decision Brief

<u>Approval of the I-81 Corridor Improvement Program Report</u>

December 9, 2020

Page 2 of 3

- 2. Include a financing plan to support such allocation; and
- 3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board.

Prior to the adoption of such Program, the Board shall review the recommendations of and consult with the I-81 Committee.

The current Program schedule consists of 16 projects included in the FY2020-2025 SYIP as adopted by the Board in June and an additional 31 projects amended into the FY2020-2025 SYIP in October of 2019. The FY 2022-2027 SYIP update will include debt assumptions to set expectations for the completion of the capital plan.

Pursuant to the 2019 Acts of Assembly, the I-81 Corridor Improvement Program Progress Report must include, at a minimum:

- 1. The safety and performance of the Interstate 81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the Interstate 81 corridor;
- 2. An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
- 3. The status of capital projects funded through the Program; and
- 4. The current and projected balances of the Fund.

2019 was the first year of implementation of operational and capital improvements on the I-81 Corridor. Given that only approximately one year will have transpired between enactment of the reporting requirements and the December 2020 due date, insufficient data exists for purposes of satisfying the above-referenced requirements set forth in the 2019 Acts of Assembly, which is noted in the I-81 Corridor Improvement Program Progress Report. Results will be reported in 2021 based on a minimum of two years of data.

The established I-81 Committee which includes Board members of the Bristol, Salem and Staunton construction districts have received briefings on the status of the Program and met this year on October 23, 2020 and intends to meet December 11, 2020. At this time, the Committee plans to meet two additional times by June 30, 2021.

**Recommendations:** Approval is recommended for the submission of the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A.

Decision Brief

<u>Approval of the I-81 Corridor Improvement Program Report</u>

December 9, 2020

Page 3 of 3

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the annual I-81 Corridor Improvement Program Progress Report. The Board shall report to the Governor and the General Assembly on its recommendations for funding and prioritization of projects by December 15, 2020.

Result, if Approved: If approved, Board authorizes submission of the report.

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

**Public Comments/Reactions:** None

I-81 Program
Progress Report







**Prepared for:** 



Prepared by:



Commonwealth Transportation Board

#### **I-81 Program Progress Report**

#### Introduction

In April 2019, the Virginia General Assembly enacted legislation that Governor Northam signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified by the I-81 Corridor Improvement Plan (the Plan) to implementation. The Plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specify the roles and responsibilities of the Board and the I-81 Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

#### Legislative Requirements

Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year "regarding the status and progress of implementation of the Program." This report is mandated to document the following information.

- → The safety and performance of the I-81 corridor including:
  - Crash frequency and severity per mile expressed in equivalent property damage only (EPDO) crashes
  - ✔ Person-hours of delay per mile
  - ✓ Frequency of lane-impacting incidents per mile
  - ✓ Duration of a lane closure
- → An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program
- The status of capital projects funded through the Program
- The current and projected balances of the Fund

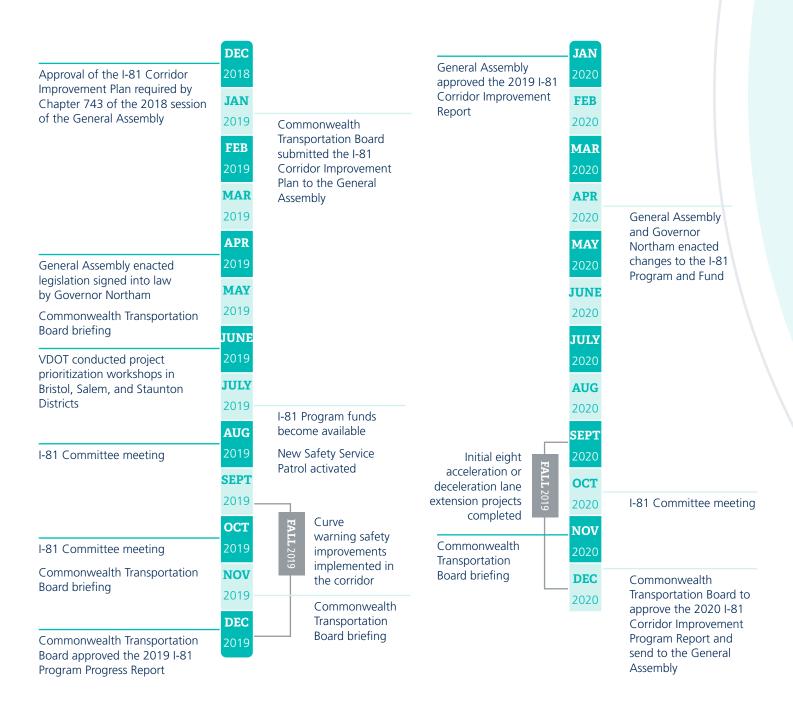
House Bill 2718 (Chapter 837), introduced by Delegates Steve Landes and Terry Austin, and Senate Bill 1716 (Chapter 846), introduced by Senators Mark Obenshain and William Carrico, establish the Program, Fund, and Committee. Governor Ralph Northam announced amendments in March 2019, providing dedicated annual funding to the corridor, estimated initially at \$103 million in fiscal year 2020 and growing to an estimated \$163 million in fiscal year 2025. These funds will support the \$2 billion improvement program. The revenues for the Fund are generated through the creation of a new truck registration fee, an I-81 corridor regional fuels tax, and statewide diesel and road taxes.

During the 2020 General Assembly, House Bill 1414 (Chapter 1230) and Senate Bill 890 (Chapter 1275) made the following changes to the Program and Fund.

- Authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion
- Converted the regional fuels tax to a cents per gallon tax with the opportunity for annual growth based on Consumer Price Index
- → Amended the regional fuels tax to only include localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
- → Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program. Previously provided statewide revenue sources are committed to the Commonwealth Transportation Fund beginning in fiscal year 2021.



#### **Timeline of Events**



2

#### **Current and Projected Balances of the Fund**

As of December 1, 2019, VDOT documented the current and projected allocations of the Program for the 32 projects added to the Six-Year Improvement Program (SYIP). This information is summarized in **Table 1**. The amounts shown in the table reflect the allocation of funding adopted by the Board on October 17, 2019 for the 32 projects amended to the FY20-25 SYIP. Program information for the 32 capital improvement projects amended to the SYIP and the 16 capital improvement projects yet to be adopted into the SYIP is available in **Appendix A**. The debt was authorized by the General Assembly during the 2020 session; this will be reflected in future assumptions. The Board and VDOT will need to incorporate any impact of COVID-19 on the revenues available for the program. New estimates will be available in December 2020. VDOT will revise the full program schedule to accelerate the remaining 16 projects and present that information to the Committee for review and the Board for consideration and adoption in the FY22-27 SYIP.

**Table 1.** Current Versus Projected Funds Available Based on the FY20-25 SYIP (in millions of dollars)

	Current	FY21	FY22	FY23	FY24	FY25	FY26	Total
Total Available	103.5	132.0	162.1	163.4	161.9	163.4	163.4	1,049.7
Total Programmed	103.5	122.4	152.5	153.8	161.7	163.2	0	857.1
<b>Total Remaining</b>	0	9.6	9.6	9.6	0.2	0.2	163.4	192.6

The Fund had a balance of \$85.5 million on June 30, 2020 and \$99.7 million on September 30, 2020.

#### Status of Projects Funded Through the Program

The FY20-25 SYIP was adopted by the Board on July 1, 2019, which included operational improvements and 40 of the 56 capital improvement projects identified in the Plan. The safety service patrol improvements identified in the Plan were implemented in July 2019. Before the end of 2020, the initial eight acceleration and deceleration lane extension projects, eight curve improvement projects, and most of the new camera installations will be completed. **Figure 1** outlines the status of the projects based on project type. A table and map summarizing the status of individual capital improvement projects can be found in **Appendix B**.

#### Performance of the I-81 Corridor

The study team prepared graphics in **Figure 2** through **Figure 5** to show how the four performance measures have changed since 2017. These figures also show completed capital improvement projects and projects that are still underway or planned. The performance measures documented in the Plan and adopted by the Board in late 2018 were through 2017. Crash data were compared between three 5-year periods: 2013-2017, 2014-2018, and 2015-2019. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix C**. Delay and incident data were compared for three 2-year periods: 2016-2017, 2017-2018, and 2018-2019. The study team calculated delay data for all three two-year periods using an updated methodology from what was used in the Plan. The resulting 2016-2017 delays generally mimic trends outlined in the Plan.

**Figure 1.** Status of Capital Projects Funded Through the Program

	Project Type				Statu	S				Total	<b>Estimated Completion</b>
	Widening	7 3								10	2033
_	Acceleration/Deceleration Extension	8		18		1	.0			36	2028
Capital	Auxiliary Lane	2 2								4	2028
3	Truck Climbing Lane	5								5	2027
	Shoulder Widening	1								1	2030
SI	Safety Service Patrol Expansion	1								1	Completed
ation	Curve Improvement	8								8	Completed
per	Camera Installation				42				9	51	2021
0	Changeable Message Sign Installation			31						31	2021
·	Legend:	Complete		Programmed	Not in SYI	Р					

DECEMBER 2020

Figure 2. Annual Equivalent Property Damage Only Crashes per Mile

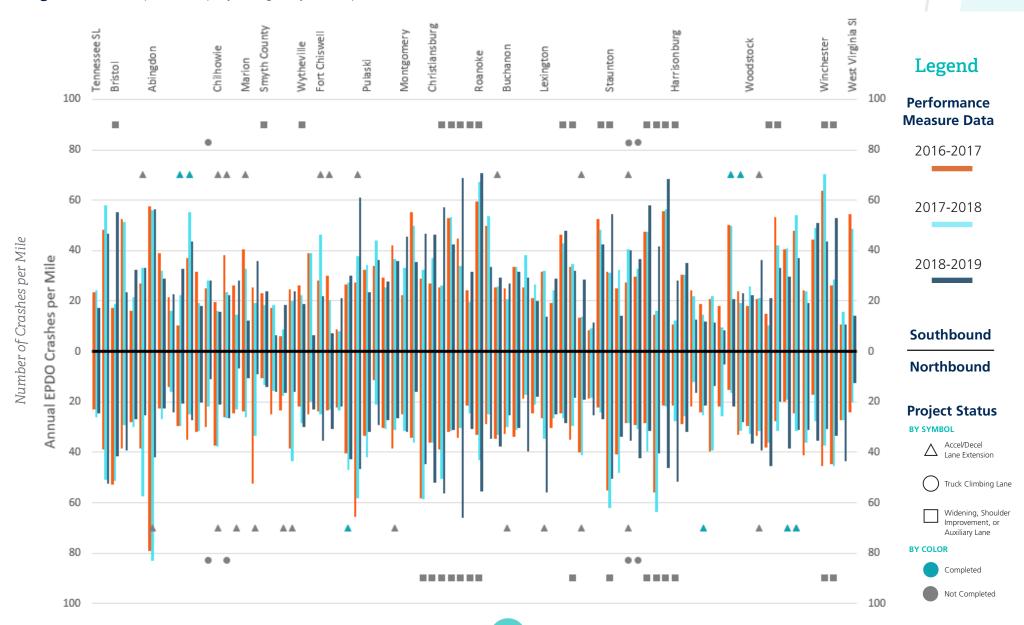


Figure 3. Annual Person-Hours of Delay per Mile

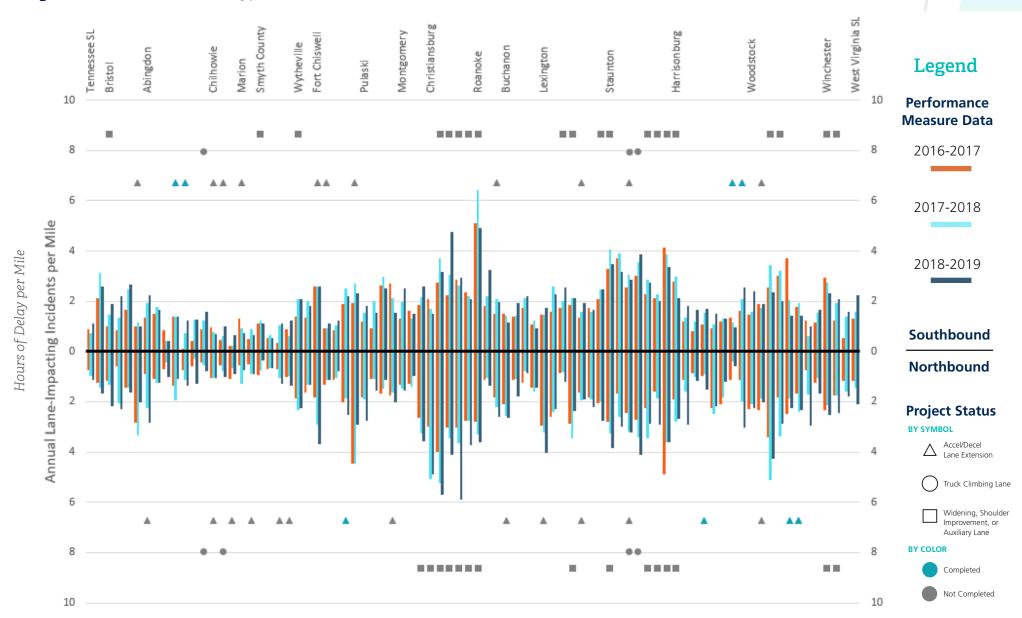
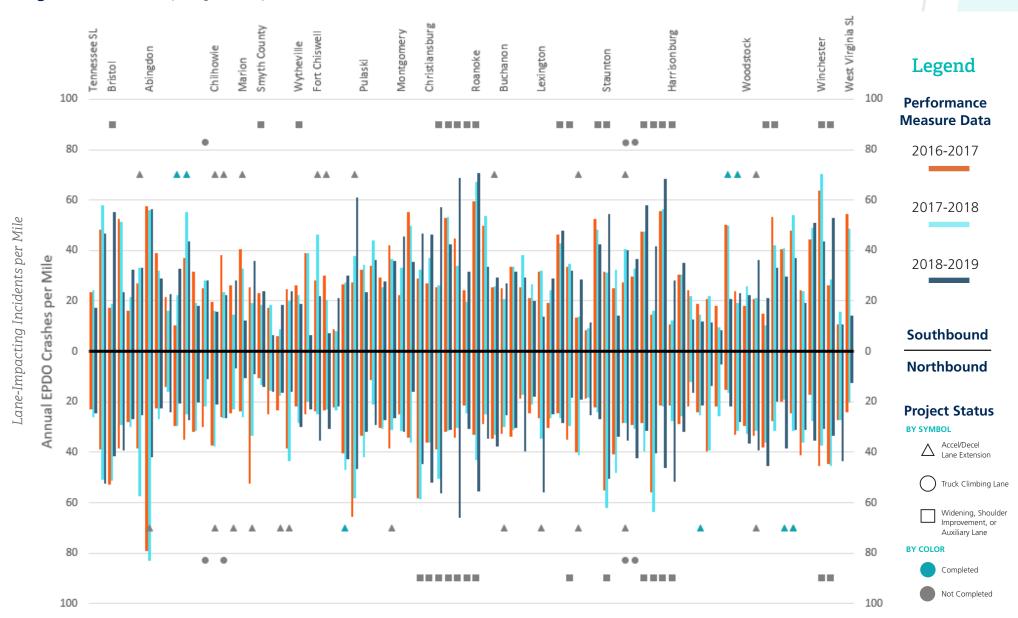
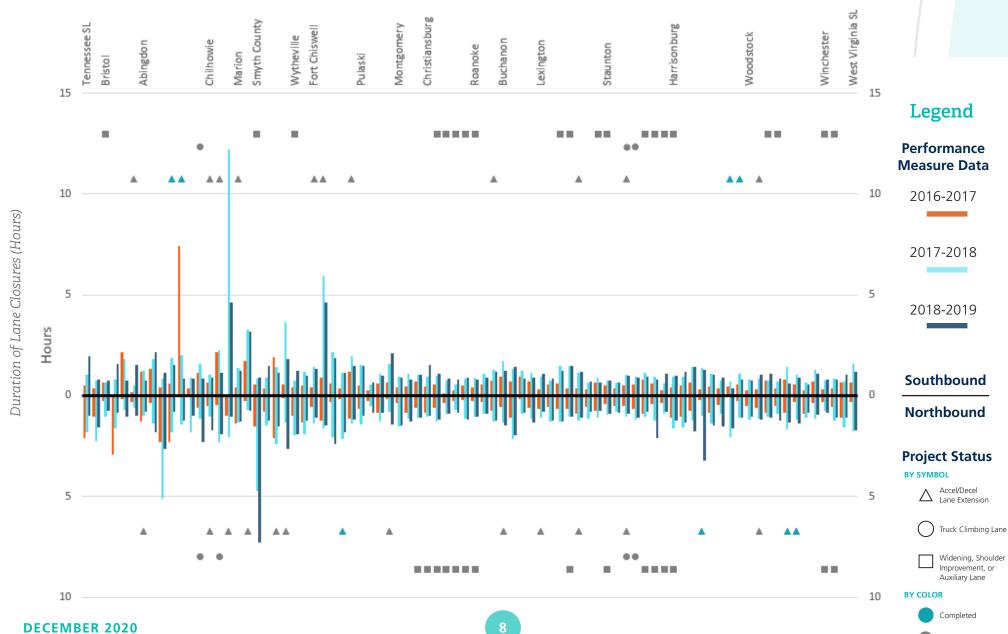


Figure 4. Annual Lane-Impacting Incidents per Mile



Not Completed

**Figure 5.** Average Duration of Lane Closures (Hours)



To show the effectiveness of the program of projects, the study team will rely on a minimum of one year of data following the implementation of the Program or Project. Since several roadway capital improvement projects were completed in late 2019 or 2020, it is not yet possible to make discernible observations about the impact of completed construction projects on the performance measures using data through 2019.

**Table 2** through **Table 5** contain corridorwide summaries for each 2- or 5-year period for the four performance measures. The performance measure data has fluctuated on a segment-by-segment and corridorwide basis in the years since the Plan was developed; the number of lane-impacting incidents and hours of lane closures have increased, while the person-hours of delay and number of EPDO crashes have decreased.

In future years, it will be challenging to evaluate the impact of completed construction projects on the performance measures for multiple reasons, such as:

- The data has fluctuated in the years since the Plan was developed
- → Performance measure data for 2020 and potentially future years will not be reflective of a typical year due to COVID-19

**Table 2.** EPDO Crashes

Years	Northbound	Southbound	Total	Total Percent Change from Previous Period
2013-2017	51,016	47,661	98,677	-
2014-2018	51,639	49,109	100,748	2%
2015-2019	49,095	50,012	99,107	-2%

**Table 3.** Person-Hours of Delay

Years	Northbound	Southbound	Total	Total Percent Change from Previous Period
2016-2017	2,326	1,838	4,164	-
2017-2018	2,325	1,919	4,244	2%
2018-2019	2,116	1,471	3,587	-15%

**Table 4.** Lane-Impacting Incidents

Years	Northbound	Southbound	Total	Total Percent Change from Previous Period
2016-2017	1,464	1,384	2,848	-
2017-2018	1,694	1,622	3,316	16%
2018-2019	1,894	1,691	3,585	8%

**Table 5.** Hours of Lane Closures

Years	Northbound	Southbound	Total	Total Percent Change from Previous Period
2016-2017	1,798	1,478	3,276	-
2017-2018	2,139	1,794	3,932	20%
2018-2019	2,329	1,812	4,141	5%

#### **Commonwealth Transportation Board Activities**

In 2020, the Office of the Secretary of Transportation, in cooperation with VDOT, delivered one I-81 briefing to the Board. According to the legislation, the Board must submit an annual progress report to the General Assembly by December 15 of each year.

#### November 2020 Commonwealth Transportation Board Briefing

The I-81 Program Delivery Director briefed the Board at its workshop on November 24 on the status of the Program. The Program Delivery Director provided two data updates:

- → Traffic volume comparisons between 2019 and 2020 to show the impact of COVID-19 on passenger car and truck travel
- Performance measures updates including data through 2019

The Program Delivery Director discussed the status and anticipated completion dates for the operational, arterial, and capital improvement projects throughout the corridor. The presentation also included information on the 2020 fiscal year performance. The November presentation delivered to the Board can be found in **Appendix D**.

#### **I-81 Committee Activities**

Following the April 2019 Board meeting, the Committee was established to advise and make recommendations to the Board regarding the development of the Program. The Committee consists of 15 voting members—seven Virginia lawmakers, three Board members representing the VDOT Bristol, Salem, and Staunton construction districts, and the five chairs of the planning district commissions in the corridor. The two ex-officio and nonvoting members of the Committee are the VDOT Commissioner and the Virginia Department of Rail and Public Transportation (DRPT) Director. The legislation requires the Committee to hold public meetings at least four times each year and to consult with interested stakeholders. Due to constraints posed by COVID-19, the Committee met twice in 2020 in October and December.

#### October 2020 Committee Meeting

The Committee met virtually on October 23, 2020. The I-81 Program Delivery Director presented traffic volume comparisons between 2019 and 2020 to show the impact of COVID-19 on passenger car and truck travel and the status of the operational, arterial, and capital improvement projects throughout the corridor. The I-81 Program Delivery Director highlighted the following conclusions:

- → All 18 SYIP projects in Bristol District are completed or under design
- → All six SYIP projects in Salem District are completed or under design
- Fourteen of the 16 SYIP projects in Staunton District are completed or under design
- → Operations improvements, including traffic cameras, changeable message signs, curve improvements, and safety service patrol are largely complete or ahead of schedule
- → All arterial improvements are under design

The October presentation delivered to the Committee can be found in **Appendix E**.

#### **Next Steps**

Many of the capital improvement projects will continue into the design phase, either by VDOT staff, on-call consultants, or project-specific consultants. The following projects were advertised in 2020 and will be under design once a consultant is procured.

- → Southbound acceleration lane extension at Exit 17 advertised in September 2020
- Widening projects in Salem District advertised in October 2020
  - ✓ Widen to three lanes between mile marker (MM) 136 and MM 139
  - ✓ Widen to three lanes between MM 139 and Exit 141
- Ramp extension projects in Staunton District (bundled into one contract) advertised in December 2020
  - ✓ Northbound acceleration lane extension at truck scales (MM 304)
  - ✓ Northbound acceleration lane extension at Exit 291
  - ✓ Southbound acceleration lane extension at Exit 296

Additionally, the following operations projects will make continued progress in 2020.

- The remaining traffic cameras will be installed with electric services and VA 511 integration
- → The Towing and Recovery Incentive Program (TRIP) will be executed
- → Construction will begin on arterial improvements

#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

#### **APPENDICES**

**Appendix A:** Preliminary Capital Improvement Project Schedule

**Appendix B:** Capital Improvement Projects Summary Map and Table

**Appendix C:** Crash Frequency and Severity per Mile for Truck-related Crashes

**Appendix D:** Commonwealth Transportation Board November 2020 PowerPoint Presentation

**Appendix E:** October I-81 Committee PowerPoint Presentation

#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

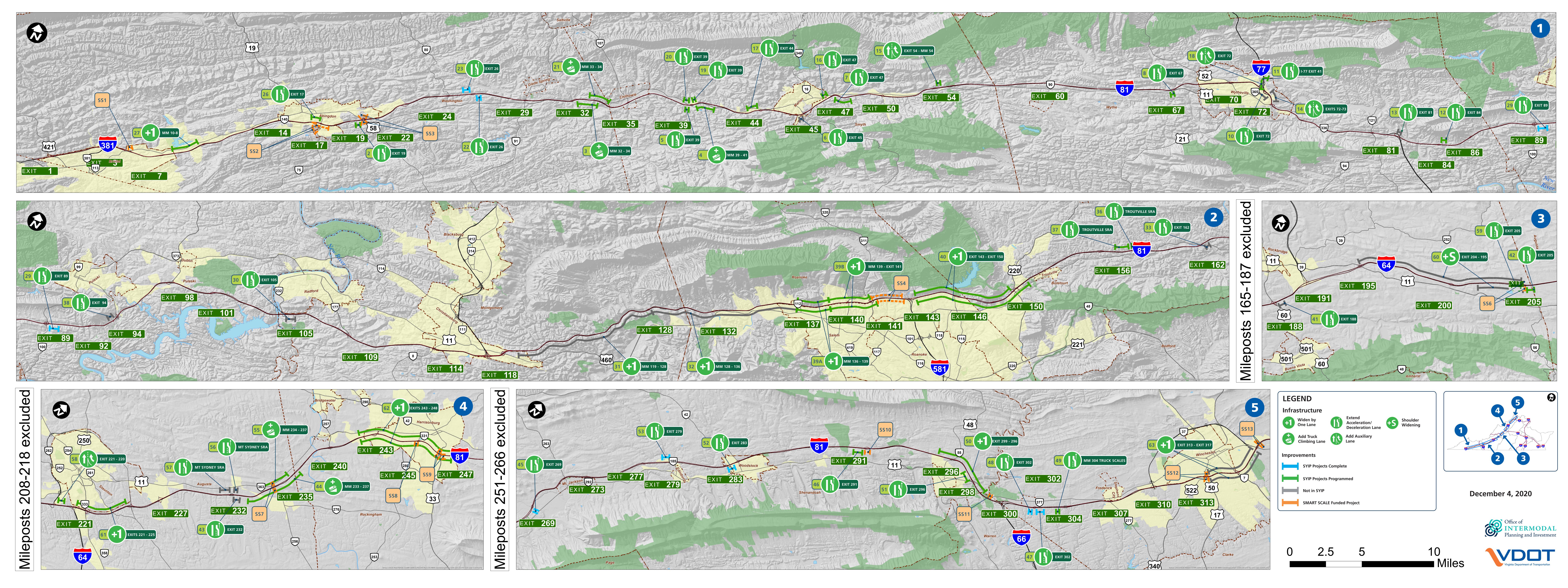
Appendix A: Preliminary Capital Improvement Project Schedule

#### **Preliminary Capital Improvement Project Schedule** Order of Projects is North to South

Mile Marker	District	Jurisdiction	Study	Direction	Insurance and Description	Proposed	Proposed Delivery	Order of	Estimated Project Development and Delivery Timeline (using D/B/B as schedule)	
From To	District	Jurisdiction	Project ID	Direction	Improvement Description	Environmental Document Type	Method	Magnitude Estimate Range	2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038	2039
313.8 317.5	Staunton	Frederick County/ Winchester	63	Both Directions	Widen to three lanes between Exit 313 and Exit 317	CE	D/B	\$204M -\$268M		
303.7 303.9	Staunton	Frederick County	49	NB only	Truck scales acceleration lane extension	PCE	D/B/B	\$2M - \$3M		
296.3 296.7	Staunton	Shenandoah County	51	SB only	Exit 296 acceleration lane extension	PCE	D/B/B	\$1M - \$2M		
295.7 299.2	Staunton	Shenandoah County /	50	SB only	Widen to three lanes between Exit 299 and Exit 296	CE	D/B/B	\$117M - \$171M		
		Warren County / Frederick						\$3M - \$5M		
290.6 291.1	Staunton	Shenandoah County  Rockingham County/	46	NB only Both	Exit 291 acceleration lane extension	PCE	D/B/B			
242.2 248.1	Staunton	Harrisonburg	62	Directions	Widen to three lanes betwen Exit 243 and Exit 248	CE	D/B	\$271M - \$362M		
234.6 236.5	Staunton	Augusta County	55	SB only	Weyers Cave truck climbing lane	CE	D/B/B	\$29M - \$39M		
233.3 237.4	Staunton	Augusta County/ Rockingham County	44	NB only	Weyers Cave truck climbing lane	CE	D/B/B	\$100M - \$148M		
232.7 232.9	Staunton	Augusta County	56	SB only	Mt. Sidney Rest Area deceleration lane extension	PCE	D/B/B	\$4M - \$5M		
232.4 232.8	Staunton	Augusta County	43	NB only	Mt. Sidney Rest Area acceleration lane extension	PCE	D/B/B	\$1M - \$8M		
231.9 232.5	Staunton	Augusta County	57	SB only	Mt. Sidney Rest Area acceleration lane extension	PCE	D/B/B	\$4M - \$9M		
221.8 225.3	Staunton	Augusta County/ Staunton	61	Both Directions	Widen to three lanes between Exit 221 and Exit 225	CE	D/B/B	\$140M - \$212M		
221.2 221.5	Staunton	Augusta County	58	SB only	Add auxiliary lane between Exit 220 and Exit 221	CE	D/B/B	\$14M - \$23M		
205.3 205.7	Staunton	Rockbridge County	42	NB only	Exit 205 acceleration lane extension	PCE	D/B/B	\$2M - \$3M		
204.7 205.2	Staunton	Rockbridge County	59	SB only	Exit 205 acceleration lane extension	PCE	D/B/B	\$3M - \$5M		
195.1 204.5	Staunton	Rockbridge County	60	SB only	Rockbridge County shoulder improvements	CE	D/B/B	\$77M - \$111M		
189 189.4	Staunton	Rockbridge County	41	NB only	Exit 188 acceleration lane extension	PCE	D/B/B	\$2M - \$3M		
162.4 162.9	Salem	Buchanan /	33	NB only	Exit 162 acceleration lane extension	PCE	D/B/B	\$5M - \$8M		
158.2 158.4	Salem	Botetourt County  Botetourt County	36	SB only	Troutville Safety Rest Area deceleration lane extension	PCE	D/B/B	\$1M - \$2M		
157.2 158	Salem	ŕ	37	SB only	Troutville Safety Rest Area acceleration lane extension	PCE	D/B/B	\$8M - \$12M	<del>┤╏╏┍╸╸┍╒╒╒╒</del> ╫╫╫	
		Botetourt County  Roanoke /		Both	· ·					
144.2 151.3	Salem	Roanoke County	40	Directions Both	Widen to three lanes between Exit 143 and Exit 150	EA	D/B/B	\$322M - \$476M		
139 141	Salem	Salem / Roanoke County	39B	Directions  Both	Widen to three lanes between MM 139 and Exit 141	EA	D/B/B	\$117M - \$274M	<del></del>	
136 139	Salem	Salem / Roanoke County	39A	Directions	Widen to three lanes between MM 136 and MM 139	EA	D/B/B	\$174M - \$238M		
128.4 136	Salem	Montgomery County / Roanoke County / Salem	32	NB only	Widen to three lanes from Exit 128 to MM 136	CE	D/B/B	\$241M - \$302M		
116 128.4	Salem	Christiansburg / Montgomery County	31	NB only	Widen to three lanes from MM116 to Exit 128	CE	D/B	\$215M - \$260M		
105.5 106	Salem	Radford / Montgomery County	30	NB only	Exit 105 acceleration lane extension	PCE	D/B/B	\$10M - \$11M		
93.7 94.2	Salem	Pulaski / Pulaski County	38	SB only	Exit 94 acceleration lane extension	PCE	D/B/B	\$3M - \$7M		
84.3 84.5	Bristol	Wythe County	12	SB only	Exit 84 deceleration lane extension	PCE	D/B/B	\$3M - \$5M		
81.7 81.9	Bristol	Wythe County	13	SB only	Exit 81 deceleration lane extension	CE	D/B/B	\$14M - \$16M		
41.6 41.8 (I-77) (I-77)	Bristol	Wythe County	18	SB only	Add auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane from I-77 to I-81 SB	CE	D/B/B	\$31M - \$40M		
73.2 73.8	Bristol	Wytheville	14	SB only	Add auxiliary lane between Exit 73 and Exit 72	CE	D/B/B	\$19M - \$29M		
73 42.9 (I-77)	Bristol	Wytheville	11	NB only	I-77 deceleration lane extension and reconfigure off-ramp	CE	D/B/B	\$22M - \$39M		
72.7 72.9	Bristol	Wytheville	10	NB only	Exit 72 deceleration lane extension	CE	D/B/B	\$34M - \$39M		
67.3 67.4	Bristol	Wytheville	8	NB only	Exit 67 deceleration lane extension	PCE	D/B/B	\$3M - \$4M		
54.1 54.4	Bristol	Smyth County	15	SB only	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area	CE	D/B/B	\$5M - \$8M		
48.1 48.9	Bristol	Marion / Smyth County	7	NB only	Exit 47 acceleration lane extension	CE	D/B/B	\$19M - \$34M		
47.4 47.6	Bristol	Marion / Smyth County	16	SB only	Exit 47 acceleration lane extension	PCE	D/B/B	\$4M - \$5M		
45.5 45.6	Bristol	Marion / Smyth County	6	NB only	Exit 45 deceleration lane extension	PCE	D/B	\$22M - \$27M		
42.8 43	Bristol	Marion / Smyth County	17	SB only	Exit 44 acceleration lane extension	PCE	D/B/B	\$221VI - \$271VI \$4M - \$6M		
39.5 40.6	Bristol	Chilhowie / Smyth County	4	NB only	Add truck climbing lane	CE	D/B/B	\$21M - \$33M		
39.4 39.5	Bristol	Smyth County	19	SB only	Exit 39 deceleration lane extension	PCE	D/B/B	\$1M - \$2M		
38.9 39	Bristol	Smyth County	5	NB only	Exit 39 deceleration lane extension	PCE	D/B/B	\$2M - \$3M		
38.7 38.9	Bristol	Smyth County	20	SB only	Exit 39 acceleration lane extension	CE	D/B/B	\$6M - \$10M		
33 34	Bristol	Washington County	21	SB only	Add truck climbing lane	CE	D/B/B	\$18M - \$26M		
32.4 33.5	Bristol	Chilhowie / Washington County	3	NB only	Add truck climbing lane	CE	D/B/B	\$23M - \$36M		
19.2 19.3	Bristol	Abingdon / Washington County	2	NB only	Exit 19 deceleration lane extension	PCE	D/B/B	\$2M - \$4M		
16.6 16.7	Bristol	Abingdon	26	SB only	Exit 17 acceleration lane extension	PCE	D/B/B	\$3M - \$4M		
8.1 9.7	Bristol	Bristol / Washington County	27	SB only	Widen to three lanes	CE	D/B/B	\$37M - \$62M		
		•								

#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

Appendix B: Capital Improvement Projects Summary Map and Table



## I-81 CORRIDOR IMPROVEMENT PLAN

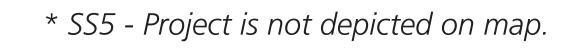
RECC	OMME	NDED	IMPROVEMENTS							
Study Project	UPC	District	Jurisdiction(s)	Direction	M	ile Marke	r	Improvement Description		
ID	UPC	DISTRICT	Jurisaiction(s)	Direction	From to To		То	improvement Description		
63	116281	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317		
49	115803	Staunton	Frederick County	NB only	303.7	to	303.9	Truck scales acceleration lane extension		
47	116236	Staunton	Frederick County	NB only	302.5	to	302.9	Exit 302 acceleration lane extension		
48	115870	Staunton	Frederick County	NB only	302.1	to	302.2	Exit 302 deceleration lane extension		
51	116244	Staunton	Shenandoah County	SB only	296.3	to	296.7	Exit 296 acceleration lane extension		
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	295.7	to	299.2	Widen to three lanes between Exit 299 and Exit 296		
46	116270	Staunton	Shenandoah County	NB only	290.6	to	291.1	Exit 291 acceleration lane extension		
52	115804	Staunton	Shenandoah County	SB only	282.9	to	283.3			
53	116243	Staunton	Shenandoah County	SB only	278.7	to	279.2	Exit 200 deceleration lane extension		
45	115802	Staunton	Shenandoah County / Harrisonburg	NB only	268.8	to	268.9	Exit 269 deceleration lane extension  Widon to three lanes between Exit 242 and Exit 248		
<b>62 55</b>	116280 116278	Staunton	Rockingham County / Harrisonburg	Both Directions	242.2 234.6	to	248.1 236.5	Wovers Cave truck climbing lane		
44	116278	Staunton Staunton	Augusta County  Augusta County / Rockingham County	SB only NB only	233.3	to	237.4	Weyers Cave truck climbing lane Weyers Cave truck climbing lane		
56	116277	Staunton	Augusta County / Nockingham County  Augusta County	SB only	232.7	to	232.9	Mt. Sidney Rest Area deceleration lane extension		
57	116276	Staunton	Augusta County  Augusta County	SB only	231.9	to	232.5	Mt. Sidney Rest Area acceleration lane extension		
43	116271	Staunton	Augusta County  Augusta County	NB only	232.4	to	232.8	Mt. Sidney Rest Area acceleration lane extension		
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.8	to	225.3	Widen to three lanes between Exit 221 and Exit 225		
58	116279	Staunton	Augusta County / Stauriton  Augusta County	SB only	221.2	to	221.5	Add auxiliary lane between Exit 220 and Exit 221		
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Exit 205 acceleration lane extension		
59	116245	Staunton	Rockbridge County	SB only	204.7	to	205.2	Exit 205 acceleration lane extension		
60	116282	Staunton	Rockbridge County	SB only	195.1	to	204.5	Rockbridge County shoulder improvements		
41	116246	Staunton	Rockbridge County	NB only	189	to	189.4	Exit 188 acceleration lane extension		
33	116199	Salem	Buchanan / Botetourt County	NB only	162.4	to	162.9	Exit 162 acceleration lane extension		
36	446202	Salem	Botetourt County	SB only	158.2	to	158.4	Troutville Safety Rest Area deceleration lane extension		
37	116202	Salem	Botetourt County	SB only	157.2	to	158	Troutville Safety Rest Area acceleration lane extension		
40	116201	Salem	Roanoke / Roanoke County	<b>Both Directions</b>	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150		
39B	446202	Salem	Salem / Roanoke County	Both Directions	139	to	141	Widen to three lanes between MM 139 and Exit 141		
39A	116203	Salem	Salem / Roanoke County	<b>Both Directions</b>	136	to	139	Widen to three lanes between MM 136 to MM 139		
32	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	136	Widen to three lanes from Exit 128 to MM 136		
31	116196	Salem	Christiansburg / Montgomery County	NB only	116	to	128.4	Widen to three lanes from MM 116 to Exit 128		
30	116198	Salem	Radford / Montgomery County	NB only	105.5	to	106	Exit 105 acceleration lane extension		
38	116200	Salem	Pulaski / Pulaski County	SB only	93.7	to	94.2	Exit 94 acceleration lane extension		
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7			
12	116165	Bristol	Wythe County	SB only	84.3	to	84.5	Exit 84 deceleration lane extension		
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Exit 81 deceleration lane extension		
18	116175	Bristol	Wythe County	SB only	41.6 (I-77)	to	41.8 (I-77)	Add auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane from I-77 SB to I-81 SB		
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72		
							42.9			
11	116164	Bristol	Wytheville	NB only	73	to	(I-77)	I-77 deceleration lane extension and reconfigure off-ramp		
10	116163	Bristol	Wytheville	NB only	72.7	to	72.9	Exit 72 deceleration lane extension		
8	116162	Bristol	Wytheville	NB only	67.3	to	67.4	Exit 67 deceleration lane extension		
15	116169	Bristol	Smyth County	SB only	54.1	to	54.4	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area		
7	116161	Bristol	Marion / Smyth County	NB only	48.1	to	48.9	Exit 47 acceleration lane extension		
16	116158	Bristol	Marion / Smyth County	SB only	47.4	to	47.6	Exit 47 acceleration lane extension		
6	116160	Bristol	Marion / Smyth County	NB only	45.5	to	45.6	Exit 45 deceleration lane extension		
17	116167	Bristol	Marion / Smyth County	SB only	42.8	to	43	Exit 44 acceleration lane extension		
4	116157	Bristol	Chilhowie / Smyth County	NB only	39.5	to	40.6	Add truck climbing lane		
19 _	116174	Bristol	Smyth County	SB only	39.4	to	39.5	Exit 39 deceleration lane extension		
5	116159	Bristol	Smyth County	NB only	38.9	to	39	Exit 39 deceleration lane extension		
20	116173	Bristol	Smyth County	SB only	38.7	to	38.9	Exit 39 acceleration lane extension		
21	116172	Bristol	Washington County	SB only	33	to	34	Add truck climbing lane		
3	116156	Bristol	Chilhowie / Washington County	NB only	32.4	to	33.5	Add truck climbing lane		
22	115345	Bristol	Washington County	SB only	26.7	to	26.8	Exit 26 deceleration lane extension		
23	115346	Bristol	Washington County	SB only	25.9	to	26.1	Exit 26 acceleration lane extension		
2	116155	Bristol	Abingdon / Washington County	NB only	19.2	to	19.3	Exit 19 deceleration lane extension		
26	116171	Bristol	Abingdon  Drietal (Marchinesters Counts)	SB only	16.6	to	16.7	Exit 17 acceleration lane extension		
27	116170	Bristol	Bristol / Washington County	SB only	8.1	to	9.7	Widen to three lanes		

SMA	SMART SCALE											
ID	UPC	District	Direction	Location	Description (Year Construction Starts)							
SS1	105309	Bristol	SB only	Exit 5	Exit 5 - widen Route 11 (Lee Highway) & widen I-81 off-ramps (2021)							
SS2	109419	Bristol	NB only	Exit 17	Exit 17 interchange improvements (2021)							
SS3	109440	Bristol	<b>Both Directions</b>	Exit 19	Exit 19 interchange improvements (2020)							
<b>SS4</b>	108906, 111373	Salem	Both Directions	Exit 141 to 143	Add auxiliary lanes between Exit 141 and Exit 143 (2019)							
SS5*	111359	Salem	SB only	MM 167.4 to MM 169.5	Safety improvements between MM 167.4 to MM 169.5 (2020)							
SS6	109370	Staunton	<b>Both Directions</b>	Exit 205	Exit 205 ramp terminal intersection improvements (2021)							
SS7	111055	Staunton	<b>Both Directions</b>	Exit 235	Exit 235 access improvements (2021)							
SS8	108809	Staunton	NB only	Exit 245	Exit 245 interchange improvements (2019)							
SS9	111230	Staunton	<b>Both Directions</b>	Exit 247	Exit 247 interchange improvements (2022)							
<b>SS10</b>	115129	Staunton	NB only	Exit 291	Exit 291 northbound ramp widening (2028)							
SS11	111054	Staunton	SB only	Exit 300	Exit 300 acceleration lane extension (2021)							
SS12	115717	Staunton	Both	Exit 313	Exit 313 bridge capacity improvement (2028)							
SS13	115181	Staunton	<b>Both Directions</b>	Exit 317	Exit 317 acceleration and deceleration lane extensions (2028)							

LEGEND	
	SYIP Projects Complete
	SYIP Projects Programmed
	Not in SYIP
	SMART SCALE Funded Project

December 4, 2020

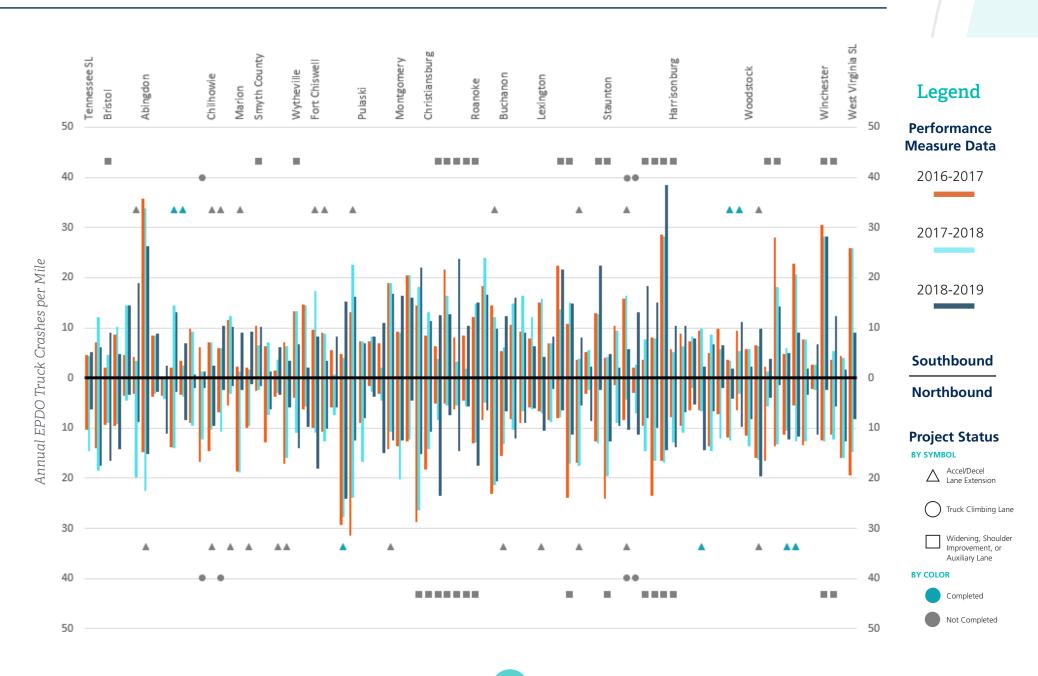






#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

Appendix C: Crash frequency and Severity per Mile for Truck-related Crashes



#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

Appendix D: Commonwealth Transportation Board November 2020 PowerPoint Presentation



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Interstate 81 Corridor Improvement Program and Fund Update

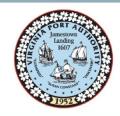
Commonwealth Transportation Board Meeting
November 2020













## Agenda

2019 Acts of Assembly

**COVID-19 Traffic Impacts in I-81 Corridor** 

**Performance Measures Comparison** 

**Project Development Process** 

**Assessment of Strategies** 

**Annual Program Allocations and Financing Plan** 

**Takeaway Scorecard** 

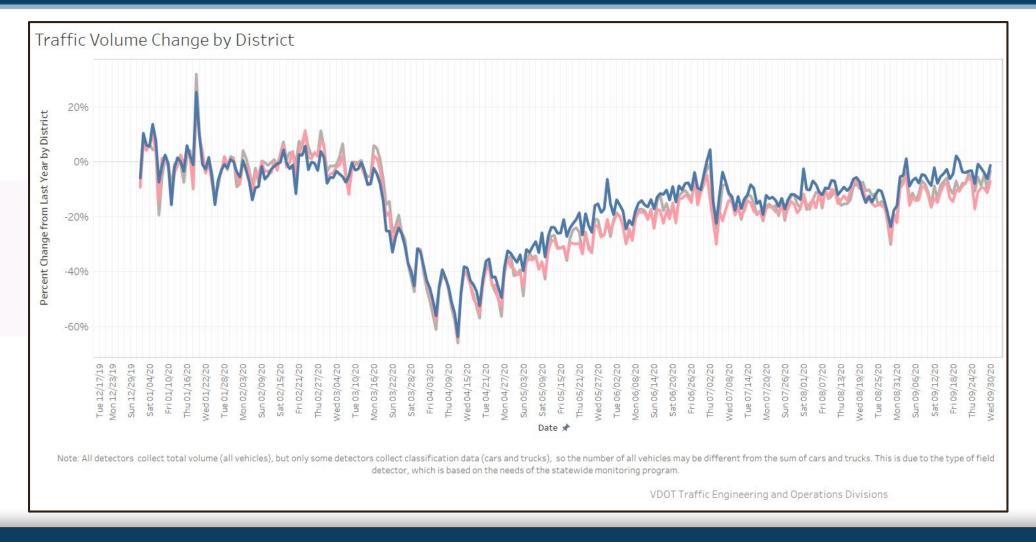
## 2019 Acts of Assembly

- Chapters 837 and 846 CTB Report Requirements
- Report by December 15 to General Assembly
  - Performance of the I-81 corridor
  - Effectiveness of operational strategies and capital improvements
  - Status of projects
  - Current and projected I-81 Fund balance
- Annual program allocation
- Financing plan
- Schedule of projects and strategies

## **COVID-19 Traffic Impacts - All Vehicles**

## All Vehicle Types

# District Bristol Salem Staunton



## **COVID-19 Traffic Impacts - Passenger Vehicles**

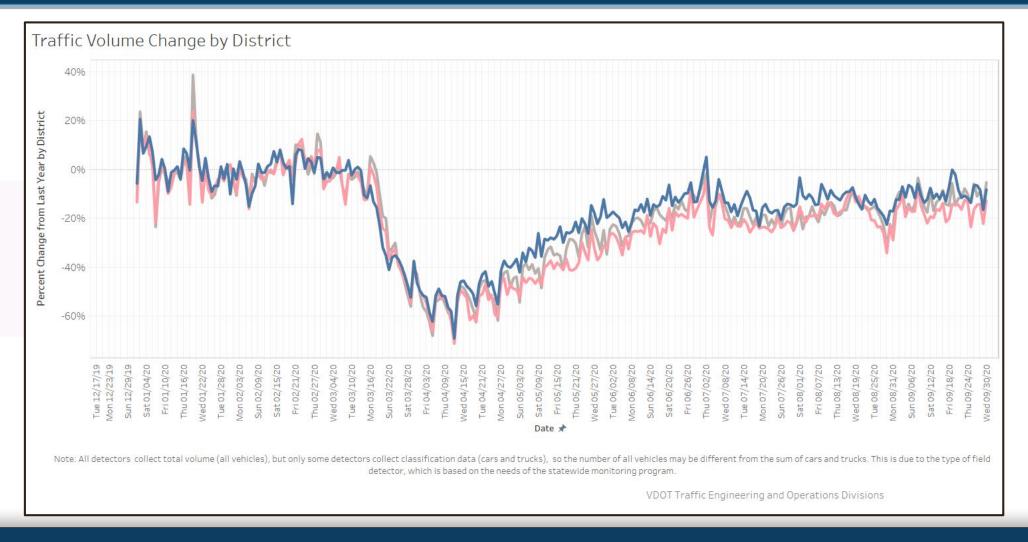
### Passenger Vehicles Only

#### District

Bristol

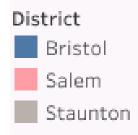
Salem

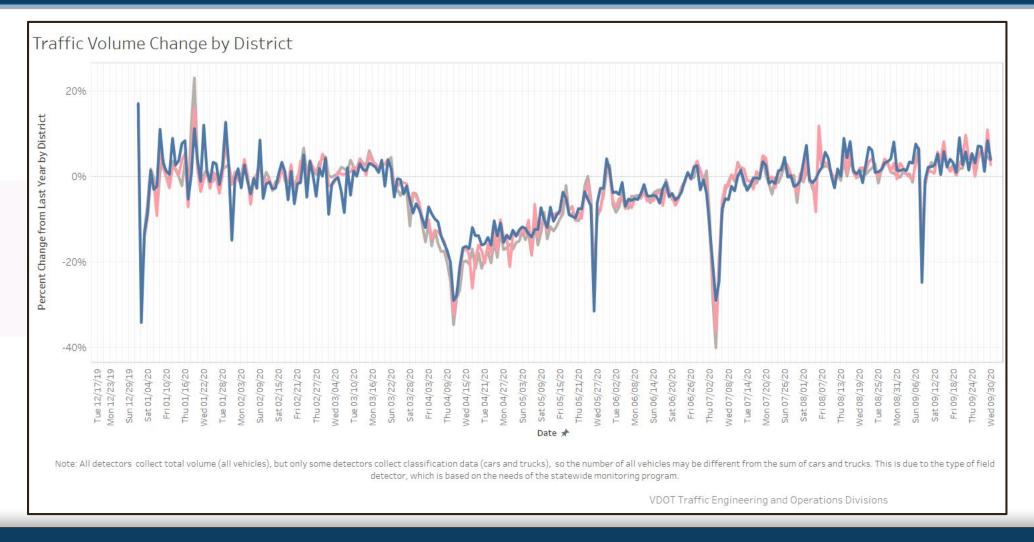
Staunton



## **COVID-19 Traffic Impacts - Trucks**

# Trucks Only





## **Performance Measures - Baseline**

## Safety and Performance of I-81

- Crash frequency and severity
- Person-hours of delay
- Number of incidents involving lane closures
- Average duration of incidents involving lane closures

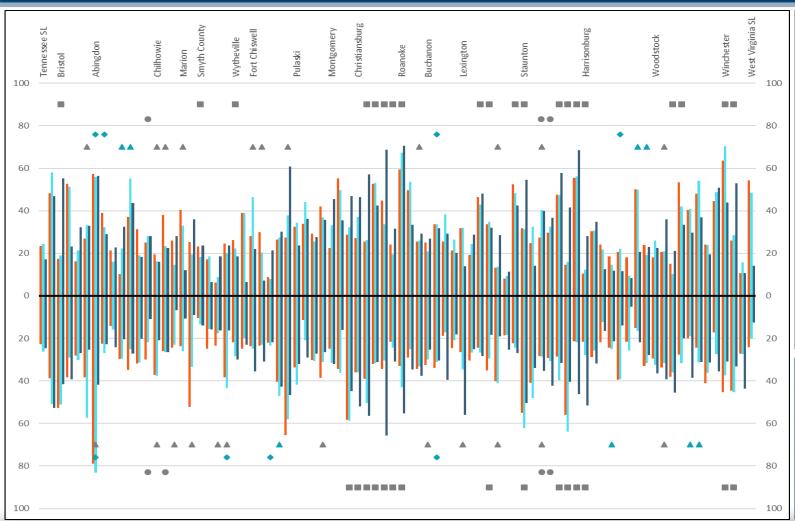
## Performance Measures - Baseline Comparison

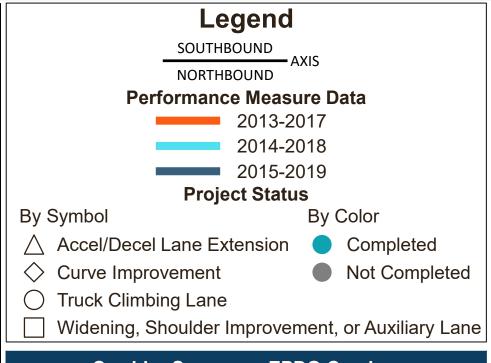
## Comparison of I-81 Corridor Improvement Plan performance measures

Start End	End	Person Hours of Delay (Thousands)		Lane-Impacting Incidents		Hours of Lane Closures				
Year	Year	Northbound	Southbound	Total	Northbound	Southbound	Total	Northbound	Southbound	Total
2017	2018	2,325	1,919	4,244	1,694	1,622	3,316	2,139	1,794	3,932
2018	2019	2,116	1,471	3,587	1,894	1,691	3,585	2,329	1,812	4,141
Percent Change		-9%	-23%	-15%	12%	4%	8%	9%	1%	5%

Start	End	EP	DO Crashes	
Year	Year	Northbound	Southbound	Total
2014	2018	51,639	49,109	100,748
2015	2019	49,095	50,012	99,107
Percent Change		-5%	2%	-2%

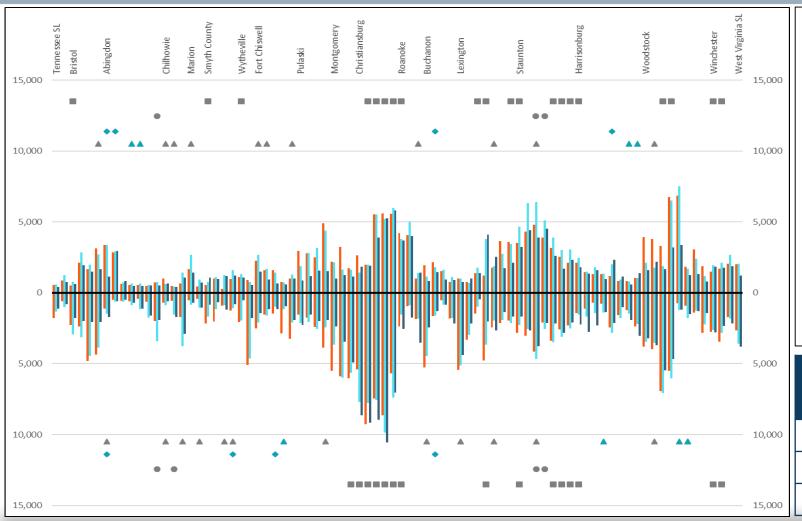
## Performance Measures - Annual EPDO Crashes per Mile

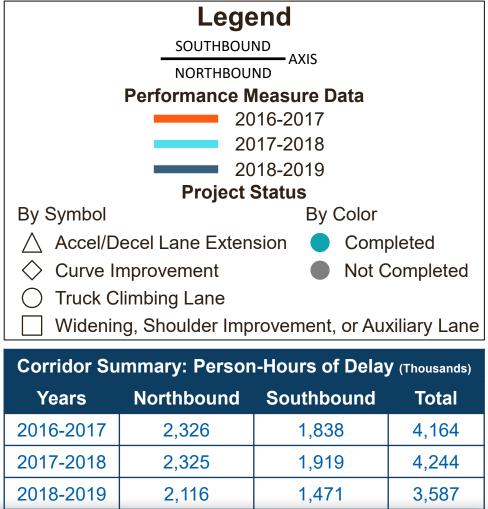




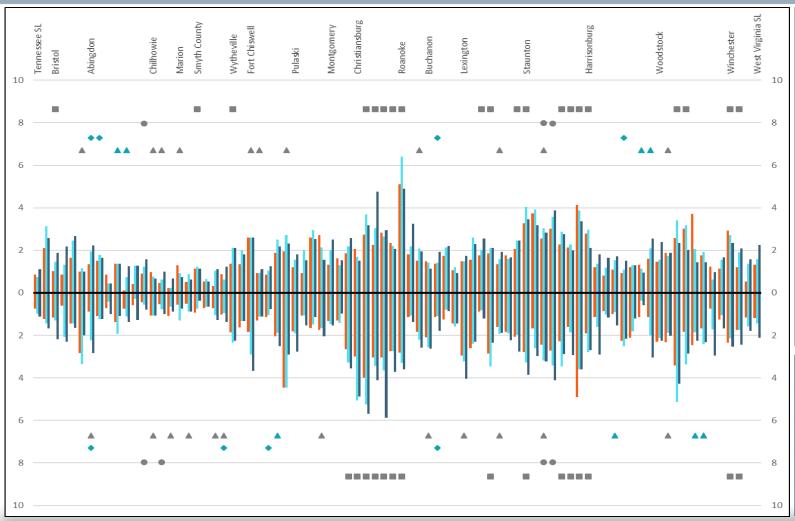
Corridor Summary: EPDO Crashes							
Years	Southbound	Total					
2013-2017	51,016	47,661	98,677				
2014-2018	51,639	49,109	100,748				
2015-2019	49,095	50,012	99,107				

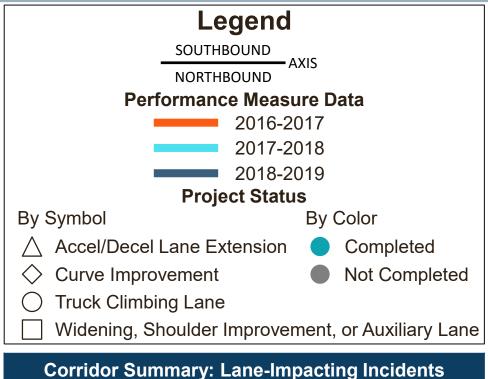
# Performance Measures - Annual Person-Hours of Delay per Mile





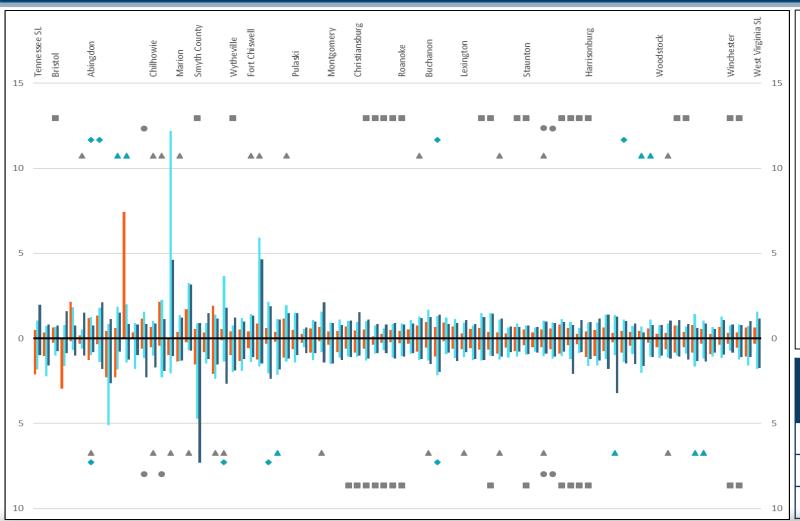
# Performance Measures - Annual Lane-Impacting Incidents per Mile

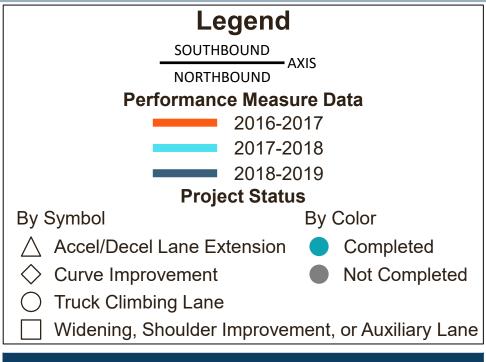




Corridor Summary: Lane-Impacting Incidents							
Years	Northbound	Southbound	Total				
2016-2017	1,464	1,384	2,848				
2017-2018	1,694	1,622	3,316				
2018-2019	1,894	1,691	3,585				

# Performance Measures - Average Duration of a Lane Closure (Hours)





Corridor Summary: Hours of Lane Closures							
Years	Northbound	Southbound	Total				
2016-2017	1,798	1,478	3,276				
2017-2018	2,139	1,794	3,932				
2018-2019	2,329	1,812	4,141				

## **Operational Improvement Project Status**

Operational Improvement Type	Status
Curve Improvements (static and flashing chevrons)	
Safety Service Patrol Enhancements	
Lift and Tow	
Towing and Recovery Incentive Program (TRIP)	March 2021
Traffic Camera Installations	42 cameras on VA 511 8 awaiting VA 511 integration 1 awaiting electric service installation
Changeable Message Signs	Under construction Ahead of schedule Fixed completion date: October 28, 2021





## **Arterial Improvement Project Status**

## **Corridor-wide Arterial Improvements**

- Traffic signal upgrades
  - Planning and design underway in concert with coordination with localities for traffic signal system integration into the VDOT central signal system along entire corridor
- Parallel route upgrades
  - Minor geometric improvement projects to facilitate access to and from I-81 during incidents under design for construction in the near future

## **Project Development Process - Capital Projects**



## Capital Improvement Project Status - Bristol District

- 7 projects under design by VDOT staff
- 6 projects under design by on-call consultant
- 2 projects under design by project-specific consultant (procured)
- 1 design-build project under design for December 2020/January 2021 advertisement
- 2 projects construction complete
- Of the 18 SYIP projects in Bristol, all are currently under design or have construction completed

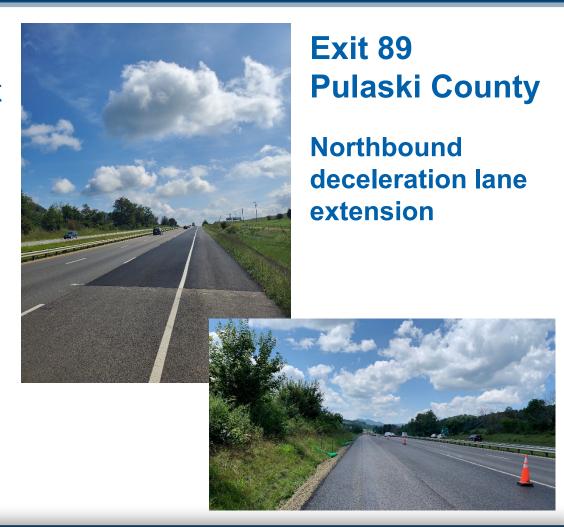


Exit 26
Washington
County

Southbound acceleration and deceleration lane extensions

## Capital Improvement Project Status - Salem District

- 2 projects under design by VDOT staff
- 0 projects under design by on-call consultant
- 1 project under design by project-specific consultant (procured)
- 2 design-build projects, bundled and advertised (Request for Qualifications), Request for Proposals was advertised in October 2020
- 1 project construction complete
- Of the 6 SYIP projects in Salem, all are currently under design or construction



## Capital Improvement Project Status - Staunton District

- 6 projects under design by VDOT staff
- 1 project under design by on-call consultant
- 2 projects under design by project-specific consultants (procured)
- 0 design-build projects
- 2 projects, bundled are currently under contract negotiation for design services (Weyers Cave northbound and southbound truck climbing lanes)
- 5 projects construction complete
- Of the 16 current SYIP projects in the Staunton District, 14 are currently under design or have completed construction



Exit 269 - Shenandoah County

Northbound deceleration lane extension

**Exit 283 - Shenandoah County Southbound acceleration lane extension** 



## Fiscal Year 2020 Performance (in millions)

## **Interstate 81 Improvement Fund**

Source		Estimate (February 2020)	Actual Collections
	Regional Fuels Tax	\$55.0	\$69.8
	Truck Registration Fee (IRP/License Fee)	30.2	19.3
	Road Tax	6.8	3.3
	Interest	-	0.7
TOTAL		\$92.0	\$93.1

Project Expenditures through June 30, 2020	\$7.6
Cash Balance on June 30, 2020	\$85.5

## **Takeaway Scorecard**

Activity	Status	<b>Anticipated Completion</b>
Curve improvements (8)	Complete	Fall 2019
Initial accel/decel lane extensions (8)	Complete	Fall 2020
Safety Service Patrol Expansion	Complete	July 2019
Additional Cameras (51)	Nearly Complete	Spring 2021
Additional Changeable Message Signs	Underway	October 2021
Arterial Upgrades	Underway	Varies by project
Remaining capital projects (32)	Underway	Varies by project

# Study Website Improve81.org

IMPROVE 81





#### What Is The I-81 Improvement Program?

The I-81 Corridor Improvement Program consists of innovative, targeted improvements that will have a substantial effect on the safety and reliability of a critical portion of our nation's infrastructure.



#### I-81 PROGRAM PROGRESS REPORT | APPENDIX

Appendix E: October I-81 Committee PowerPoint Presentation



# IMPROVE 81

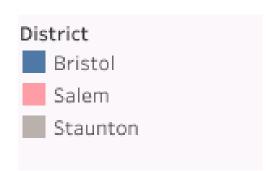
## I-81 CORRIDOR IMPROVEMENT PROGRAM

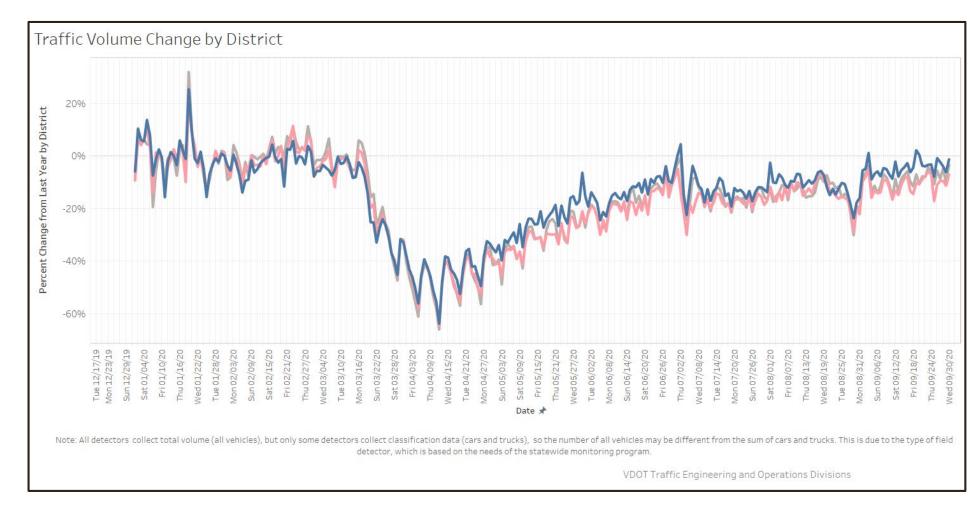
**I-81 Committee Briefing** 

Dave Covington, PE
I-81 Program Delivery Director

## I-81 Corridor Traffic Impacts Related to COVID-19

## All Vehicle Types

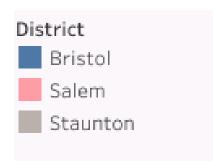


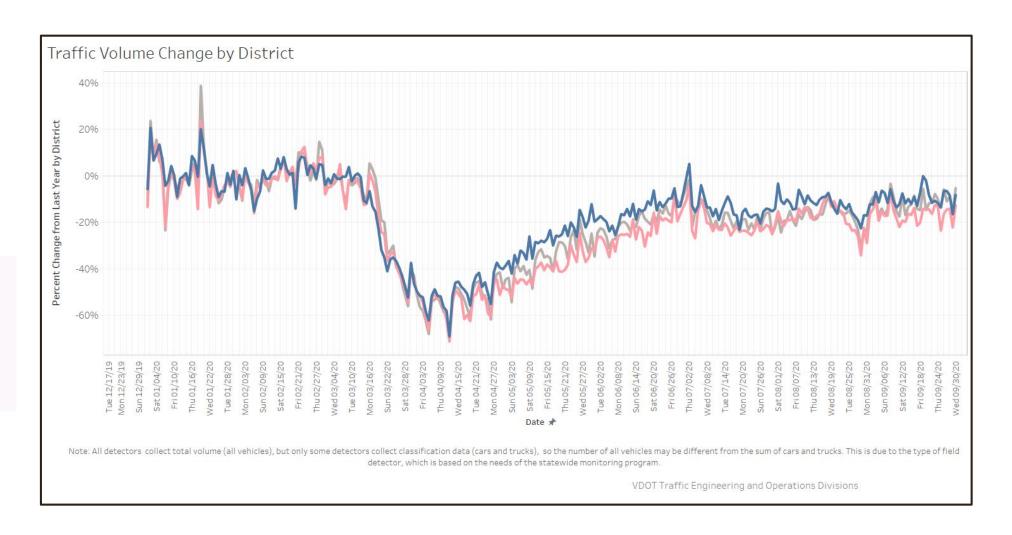




## I-81 Corridor Traffic Impacts Related to COVID-19

## Passenger Vehicles Only

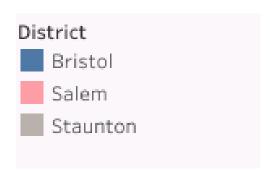


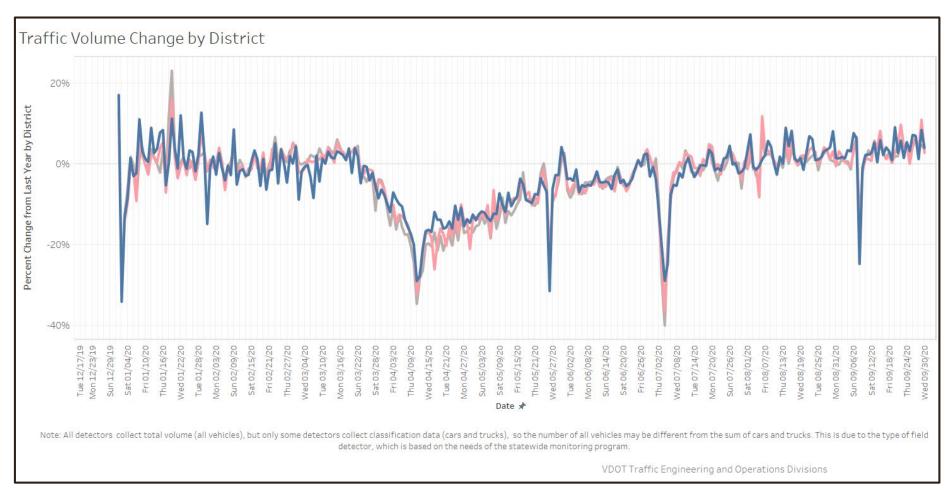




# I-81 Corridor Traffic Impacts Related to COVID-19

## **Trucks Only**







# **Project Development Process (Capital Projects)**





## Capital Improvement Project Status - Bristol

### **Bristol District**

- 7 projects under design by VDOT staff
- 6 projects under design by on-call consultant
- 2 projects under design by project-specific consultant (procured)
- 1 Design-Build project under design for December 2020/January 2021 advertisement
- 2 projects Construction Complete
- Of the 18 current SYIP projects in the District, all are currently under design or have completed construction



# Capital Improvement Project Status - Salem

### **Salem District**

- 2 projects under design by VDOT staff
- 0 projects under design by on-call consultant
- 1 project under design by project-specific consultant (procured)
- 2 Design-Build projects, bundled and advertised (Request for Qualifications), Request for Proposals will be advertised in October 2020.
- 1 project Construction Complete
- Of the 6 current SYIP projects in the District, all are currently under design or have completed construction



# Capital Improvement Project Status - Staunton

### **Staunton District**

- 6 projects under design by VDOT staff
- 1 project under design by on-call consultant
- 2 projects under design by project-specific consultants (procured)
- 0 Design-Build projects
- 5 projects Construction Complete
- Of the 16 current SYIP projects in the District, 14 are currently under design or have completed construction
- 2 projects, bundled, are currently under contract negotiation for design services (Weyers Cave Truck Climbing Lanes NB and SB)



# Operational Improvement Project Status

## **Corridor-wide Operational Improvements**

- Curve Improvements (static and flashing Chevron signs) Complete
- Safety Service Patrol Enhancements Complete
- Lift and Tow Complete
- Towing and Recovery Incentive Program Underway with implementation scheduled for March 2021
- Traffic Camera Installations 42 cameras now on VA 511, 8 awaiting integration to VA 511 (viewable to the Traffic Operations Center), 1 awaiting electric service installation.
- Changeable (Digital) Message Signs Under construction, ahead of schedule, fixed completion date October 28, 2021



# **Arterial Improvement Project Status**

## **Corridor-wide Arterial Improvements**

- Signal upgrades
  - Planning and design underway in concert with locality coordination for signal system integration into VDOT central signal system in all three Districts.
- Parallel Route upgrades
  - Minor geometric improvement projects to facilitate access to and from I-81 during incidents under design for construction in the near future.



## **Communications Status**

### **Corridor-wide Communications**

- Development of Communications Plan Complete
  - Communications Plan has been updated based on COVID-19 guidelines, specifically related to public involvement and in-person communication events.
- Development of Program-specific website Complete
  - improve81.org
- Informational Products on website:
  - Development of Briefing Package Complete
  - Development of Speaker's Bureau Complete



# **Takeaway Scorecard**

Activity	Status	Anticipated Completion
Curve improvements (8)	Complete	Fall 2019
Initial accel/decel lane extensions (8)	Complete	Fall 2020
Safety Service Patrol Expansion	Complete	July 2019
Additional Cameras (51)	Nearly Complete	Spring 2020
Additional Changeable Message Signs	Underway	October 2021
Arterial Upgrades	Underway	Varies by project
Remaining capital projects (32)	Underway	Varies by project



# **Next Steps**

- Continue Design of Capital Improvement Projects
- Complete Traffic Camera Installations (Electric service and VA 511 Integration)
- Complete Procurement of Program's First Design-Build Contract in Salem District (Exit 137 – Exit 141)
- Advertise Ramp Extension projects in Staunton District (December). Includes Exit 304, Exit 296, and Exit 291 bundled into a single construction contract
- Award Project ID 26 (MM 16.6 MM 16.7 SB) construction contract (Advertised September 8<sup>th</sup>)
- Advertise Single Phase Design Build Project in Bristol District
- Begin Arterial Improvements construction
- Execute TRIP Program





## **BIDS FOR DECEMBER CTB ACTION**

Harold Caples, P.E.

## Order No. C42 – Hampton Roads District- UPC: 98813

## **Bid Summary:**

**Number of Bidders: 7** 

**Design Estimate: \$11,930,210.38** 

Bid was within the range of the Evaluative Estimate

Low Bid: \$11,312,493.37

Vendor: Bryant Structures, Inc. of Toano, VA



## Order No. D06 – Bristol District- UPC: 109419,116171

## **Bid Summary:**

**Number of Bidders: 5** 

**Design Estimate: \$10,951,748.31** 

Bid was within the range of the Evaluative Estimate

Low Bid: \$12,980,298.31

Vendor: Phillips Construction, LLC of Henderson, KY



## Order No. D03 – Lynchburg District- UPC: 104600

## **Bid Summary:**

**Number of Bidders: 7** 

**Design Estimate: \$9,082,018.84** 

Bid was within the range of the Evaluative Estimate

Low Bid: \$8,280,091.90

Vendor: W.C. English Inc. of Lynchburg, VA



#### **December 2020 CTB Meeting**

C42 0189-M06-601, C501, B638

Suffolk/Southampton County

The purpose of this project is to replace the inoperative moveable bridge on Route 189 over the Blackwater River. The U.S. Coast Guard has required that either the movable bridge be made operational or provide a fixed bridge with a minimum of 35 ft. clearance. The proposed typical section is two eleven ft. lanes with 4 ft. paved shoulders. The new bridge will be a fixed span structure and have the required 35 ft clearance.

Traffic will be detoured. There are no local businesses whose access will be affected by this project. Access to two residences will be maintained during construction.

Fixed Completion Date: June 22, 2023

D06 0081-M02-001, C501,B601 0081-140-288, C501

**Washington County** 

In its existing condition, the Exit 17 interchange experiences operational deficiencies along SR 75 at the two signalized off/on ramp termini intersections and particularly to the south of the I-81 NB off/on ramp intersection, and subsequently, along the I-81 mainline in the vicinity of the off ramp gore areas during peak traffic periods. The geometric constraints associated with the existing interchange are insufficient to contain queued vehicles, resulting in blocked adjacent thru lanes, and limits the growth and development potential of the SR 75 corridor, and creates poor operating conditions for drivers. In order to improve interchange operations, adequate spacing distance between the two I-81 off/on ramp signalized intersections along SR 75 must be implemented in an effort to mitigate the operational impacts and the subsequent adverse safety conditions on SR 75, the I-81 off ramps, and along the I-81 mainline. The increased spacing between intersections will provide the left-turn lane storage lengths that are necessary to accommodate existing and projected left-turn movement volumes and associated queues. This will diminish the potential for queued left-turning vehicles from blocking the northbound and southbound thru lanes along SR 75, resulting in improved ramp intersection operations, as well as enhanced overall interchange operational and safety conditions.

The other portion of this project will extend the acceleration lane of I-81 southbound at Exit 17 to handle increased traffic and speeds. The extended acceleration lane will be 12 ft. width, 10 ft. paved shoulder, and guardrail MGS1 will be installed. The new "L" length (full 12' width) of the acceleration lane will be 1,875 LF, and the taper length will be 600 LF.

Fixed Completion Date: November 18, 2022

#### 0029-015-781, C501, B642

#### **Campbell County**

The purpose of this project is to replace the existing structure on Route 29 NBL over Norfolk Southern Railroad with necessary approach work without added capacity. The existing structure is in an advancing state of deterioration and carries a significant amount of traffic. This project is located on Route 29 (Wards Road) in Campbell County and is on the National Highway System. The functional classification of the primary route is Urban Principal Arterial. The existing NBL structure, which was built in 1950, is in fair condition with a sufficiency rating of 58, is a fracture critical bridge and is functionally obsolete. Considering the age, condition, geometrics, and type of structure the only practical and cost effective solution is to totally replace the structure. The existing structure has been identified as a high priority for replacement.

The proposed bridge on Route 29 NBL will have a centerline shift to the east to accommodate traffic on the existing NBL structure during construction. The Project will maintain two lanes of traffic in each direction during construction. The proposed typical section provides for 12 foot lanes with an additional 4 foot space between the edge of the 12 foot right lane and the gutter pan for bicycle accommodations. The 12 foot lanes will match the existing 12 foot lanes at the beginning of the project and at the end approaching the Rte. 29/Rte. 460 interchange. The 4 foot bike accommodation was based on the fact that cyclists are currently using the facility and the current law states that a vehicle must give a cyclist at least 3 feet between the vehicle and the cyclist and as the land within the project limits is developed the use of bikes should increase significantly. The Region 2000 Bike Plan identifies this section of Rte. 29 as a primary bike corridor.

Substantial Completion Date: November, 9, 2022

Fixed Completion Date: May 19, 2023

CTB BALLOT

Letting Date: 11/18/2020

Bid Amount: Greater Than 5 Million

#### **AWARD**

#### **ARTERIAL**

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C42	98813	FROM: 0.153 MI SOUTH OF BLACKWATER RIVER	BRYANT STRUCTURES, INC.	7	\$11,312,493.37	\$11,930,210.38	Within
	0189-M06-601, B638, C501	TO: 0.189 MI NORTH OF BLACKWATER RIVER	TOANO				
	STP-5A04(035)	SOUTHAMPTON, SUFFOLK	VA				
	Construction Funds	HAMPTON ROADS DISTRICT					
		SGR - BRIDGE REPLACEMENT OVER BLACKWATER RIVER					

<sup>1</sup> Recommended for AWARD \$11,312,493.37

Page No: 1 OF 3

Report created on: 11/20/20

CTB BALLOT Report created on: 11/20/20

Letting Date: 11/18/2020

**Bid Amount: Greater Than 5 Million** 

#### **AWARD**

#### **INTERSTATE**

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
D06	109419, 116171	FROM: .371 MI. S. RTE. 75 INT; MM 16.53	PHILLIPS CONSTRUCTION, LLC OF KY(USE IN VA BY:PHILLIPS CONST	5	\$12,980,298.31	\$10,951,748.31	Within
	0081-M02-001,C501,B601 0081-140-288,C501	TO: 0.286 MI. N. RTE. 75 INT.; MM 16.76	HENDERSON				
	NHPP-961-1(099) NHPP-081-1(381)	WASHINGTON	KY				
	Construction Funds	BRISTOL DISTRICT					
		SMART SCALE* - I-81 EXIT 17 INTERCHANGE IMPROVEMENTS					

<sup>1</sup> Recommended for AWARD \$12,980,298.31

Page No: 2 OF 3

Bid Amount: Greater Than 5 Million CTB BALLOT

Letting Date: 11/18/2020

#### **AWARD**

#### **PRIMARY**

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
D03	104600	FROM: 0.006 MI. N. OF RTE. 679	W. C. ENGLISH, INCORPORATED	7	\$8,280,091.90	\$9,082,018.84	Within
	0029-015-781, B642, C501	TO: 0.513 MI. N. OF RTE. 679	LYNCHBURG				
	NHPP-5118(282)	CAMPBELL	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SGR- REPLACE NBL BRIDGE AND APPROACHES OVER NSR					

<sup>1</sup> Recommended for AWARD \$8,280,091.90

Page No: 3 OF 3

Report created on: 11/20/20



#### VIRGINIA FREEDOM OF INFORMATION ADVISORY COUNCIL COMMONWEALTH OF VIRGINIA

#### ELECTRONIC MEETINGS PUBLIC COMMENT FORM

WE NEED YOUR HELP--Please give us your feedback regarding how meetings using electronic communications technology compare to traditional meetings where everyone is present in the same room at the same time.

1. N	ame o	f the pu	ıblic bo	dy holo	ding the meet	ing:
2. D	ate of	the me	eting: _			
3. W	hat ar	re your	overall	thougl	hts or comme	nts about this meeting?
4. W	here d	lid you	attend	this m	eeting main	meeting location OR from a remote location? (circle one)
		-			<b>O</b> 1	aly or audio/visual, devices and/or software usedplease terphone, iPad, Skype, WebEx, Telepresence, etc.):
6. W		ou able	to hear	everyo	one who spok	e at the meeting (members of the body and members of the
•		r			Excellent 5	
	1	2	3	4	5	
	CO	MMEN	VT			
7. H	ow ea	sy was	it for y	ou to o	btain agenda	materials for this meeting?
	Eas	y	2	4	Difficult 5	
	1	2	3	4	5	
	CO	MMEN	VT			
			r/unde blems i			kers said or did static, interruption, or any other
	Eas	y			Difficult	
	1	2	3	4	5	
		MMEN				
9. If			used au	dio/vi		gy, were you able to see all of the people who spoke?
	Poo	-	2	4	Clearly	
	1	2	3	4	5	
	CO	MMEN	VT			

COMMENT  1. Were the members as attentive and did they participate as much as you would have expected Less More  1 2 3 4 5  COMMENT  2. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different No Difference  1 2 3 4 5  With members participating from other locations:  Very Different No Difference  1 2 3 4 5  With the public:  Very Different No Difference  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5  COMMENT				3	4	_	
1. Were the members as attentive and did they participate as much as you would have expected Less More  1 2 3 4 5  COMMENT  1. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different No Difference  1 2 3 4 5  With members participating from other locations:  Very Different No Difference  1 2 3 4 5  With the public:  Very Different No Difference  1 2 3 4 5  With the public:  Very Different No Difference  1 2 3 4 5  COMMENT  1. A 5  COMMENT  1. A 1. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5		COM			_	5	
Less More 1 2 3 4 5  COMMENT  2. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different No Difference 1 2 3 4 5  With members participating from other locations:  Very Different No Difference 1 2 3 4 5  With the public:  Very Different No Difference 1 2 3 4 5  With the public:  Very Different No Difference 1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered Helped 1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent 1 2 3 4 5	1. W		MEN'	Γ			
Less More 1 2 3 4 5  COMMENT  2. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different No Difference 1 2 3 4 5  With members participating from other locations:  Very Different No Difference 1 2 3 4 5  With the public:  Very Different No Difference 1 2 3 4 5  With the public:  Very Different No Difference 1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered Helped 1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent 1 2 3 4 5		ere the	e mem	ıbers a	s atten	tive an	d did they participate as much as you would have expected
COMMENT  2. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different  1 2 3 4 5  With members participating from other locations:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered  Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5		_					
2. Were there differences you noticed in how the members interacted?  With the other members present:  Very Different  1 2 3 4 5  With members participating from other locations:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered  Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5		1	2	3	4	5	
With the other members present:  Very Different  1 2 3 4 5  With members participating from other locations:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  COMMENT   3. Did you feel the technology was a help or a hindrance?  Hindered  Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5		COMI	MEN'	Γ			
Very Different  1 2 3 4 5  With members participating from other locations:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  COMMENT   13. Did you feel the technology was a help or a hindrance?  Hindered  Helped  1 2 3 4 5  COMMENT  1 2 3 4 5  COMMENT  1 2 3 4 5  COMMENT  1 2 3 4 5							
With members participating from other locations:  Very Different No Difference  1 2 3 4 5  With the public:  Very Different No Difference  1 2 3 4 5  COMMENT  13. Did you feel the technology was a help or a hindrance?  Hindered Helped 1 2 3 4 5  COMMENT  14. How would you rate the overall quality of this meeting?  Poor Excellent 1 2 3 4 5					embers	presen	
With members participating from other locations:  Very Different  1 2 3 4 5  With the public:  Very Different  No Difference  1 2 3 4 5  COMMENT  13. Did you feel the technology was a help or a hindrance?  Hindered  Helped  1 2 3 4 5  COMMENT  14. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5		Very I					
Very Different No Difference  1 2 3 4 5  With the public:  Very Different No Difference  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5			_	_	-		-
1 2 3 4 5 With the public: Very Different No Difference 1 2 3 4 5 COMMENT  3. Did you feel the technology was a help or a hindrance? Hindered Helped 1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting? Poor Excellent 1 2 3 4 5					rticipat	ting fro	
With the public:  Very Different  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5							
Very Different  1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor  Excellent  1 2 3 4 5			_	_	3	4	5
1 2 3 4 5  COMMENT  3. Did you feel the technology was a help or a hindrance?  Hindered Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5			_				
3. Did you feel the technology was a help or a hindrance?  Hindered Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5		Very I	Differe	ent			
3. Did you feel the technology was a help or a hindrance?  Hindered Helped  1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting?  Poor Excellent  1 2 3 4 5							-
Hindered Helped 1 2 3 4 5  COMMENT  4. How would you rate the overall quality of this meeting? Poor Excellent 1 2 3 4 5		COMI	MEN'	Γ			
COMMENT  1 2 3 4 5  COMMENT  14. How would you rate the overall quality of this meeting?  Poor Excellent 1 2 3 4 5		•		e tech	nology	was a l	•
COMMENT		Hinde	red				<u>*</u>
Poor Excellent 1 2 3 4 5			1	2	3	4	5
Poor Excellent 1 2 3 4 5		COM	MEN	Γ			
1 2 3 4 5	4. Ho	w wot	ıld yo	u rate	the ove		
		Poor					ellent
COMMENT		1	2	3	4	5	
		COM	MEN'	Γ			

Council using the following contact information:

Virginia Freedom of Information Advisory Council
General Assembly Building, Second Floor
201 North 9th Street, Richmond, Virginia 23219
foiacouncil@dls.virginia.gov/Fax: 804-371-8705/Tele: 866-448-4100