



## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1481 EAST BROAD STREET  
RICHMOND, 23218-1828

SHIRLEY J. YBARRA  
CHAIRMAN

### AGENDA

#### MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia  
September 21, 2000  
10:00 a.m.

1. Public Comment
2. Approval of Minutes
3. Action on Additions to and Abandonments from Roads in the Secondary System – Month of August 2000.
4. Action on Discontinuances from Roads in the Secondary System – Month of September 2000.
5. Action on Payments to the Counties of Arlington and Henrico for Maintenance of Certain Roads and Streets - FY 2000-2001.
6. Action on Abandonments, Discontinuances and Transfers, changes in the Primary System due to relocation and construction: Route 202 – Northumberland and Westmoreland Counties.
7. Action on Abandonment, change in the Primary System: Frontage Road E-600 – Grayson County.
8. Action on Bridge Designation: Route 646 – Franklin County – “Raymond C. Reynolds Bridge”.
9. Action on Signage: Right-of-Way of Pedestrians in Crosswalks
10. Action on Surface Transportation Assistance Act Qualifying Highway Dedesignation: Routes 17 and 50 – Counties of Fauquier and Clarke.

11. Action on City Street Mileage: City of Danville
12. Action on Payments to Cities, Certain Towns and the Chesapeake Bay Bridge and Tunnel Commission for Maintenance to Certain Roads and Streets - FY 2000-2001.
13. Conveyances:
- (A) Route 17 – City of Portsmouth
  - (B) Route 19 – County of Russell
  - (C) Route 19 – County of Tazewell
  - (D) Route 23 – County of Wise
  - (E) Route 58 – County of Grayson
  - (F) Routes 25/58 – County of Lee
  - (G) Route 288 – County of Chesterfield
  - (H) Fairfax County Parkway – County of Fairfax
14. Action on Bids Received - August 1 (revised), 22, 30, September 6, 2000, October 16, 1998
15. Consultant Agreement:
- (A) Consultant Engineering Services  
Provide professional services for location study for Routes I-77/I-81 from 2.0 miles north of south intersection (at Wytheville) to north intersection (at Fort Chiswell) in Wythe County – total of 9 miles.  
Project No. 0077-098-104, PE-100  
Hayes, Seay, Mattern & Mattern, Inc.
- Consultant Agreement:  
(B) Consultant Engineering Design Services  
Provide professional services for complete structural plans and estimates for three highway bridges over Route I-81 on Routes 720, 724 and 11 connector in Rockingham County.  
Project No. 0081-082-123, PE-103, B-635, B-636, B-637  
Ralph Whitehead Associates, Inc.
- Consultant Agreement:  
(C) Consultant Engineering Services  
Provide professional services for complete structural plans and estimates for widening of Route I-81 from four to six lanes from 2.7 miles south of Route 11 south to 2.2 miles north of Route 11 South in Rockingham County.  
Project No. 0081-082-123, PE-101  
Rummel Klepper & Kahl, LLP

- Consultant Agreement:  
(D)                      **Consultant Engineering Design Services**  
Provide professional services for preparation of right of way and construction plans on a limited services basis for the Northern Virginia District for 2-1/2 years.  
Woolpert, LLP
- Consultant Agreement:  
(E)                      **Consultant Survey Services**  
Provide professional services for all types of surveying on a limited services basis for the Lynchburg District for two years.  
Woolpert, LLP
16. Location & Design:  
(A)                      **Route 638 (Rolling and Old Keene Mill Roads) – Fairfax County**  
Project No. CM95-029-F20, PE-105, C-517  
Federal Project No. NH-095-2 (411)  
Fr: 0.06 mile south of Old Keene Mill Road  
To: 0.11 mile north of Old Keene Mill Road
- Location & Design:  
(B)                      **Volvo Parkway – City of Chesapeake**  
Project No. U000-131-V18, PE101, RW201, C501  
Federal Project No. STP-5403 (372)  
Fr: 0.079 mil (0.128 km) east of Kempsville Road  
To: East Corporate Limits of City of Chesapeake
- Location & Design:  
(C)                      **Route 522 – Frederick County**  
Project No. 0522-034-123, PE 101 and  
Project No. 0522-034-123, RW-201, M-501  
Federal Project No. STP-522-8 (006)  
Fr: Route 673  
To: Route 746
- Location & Design:  
(D)                      **Route 83 (Apple and Beech Sta.) – Town of Pound, Wise County**  
Project No. 0083-097-103, PE-101, RW-201, C-501  
Fr: 0.19 mile (0.31 km) east of Route T-715  
To: 0.08 mile (0.12 km) east of Route T-715
- Location & Design:  
(E)                      **Route 674 (Philpott Drive) – Bassett, Henry County**  
Project No. 0674-044-321, C-501  
Fr: Route 57  
To: Route 666

17. Access – Limited Control: Route 23 – Wise County (now in City of Norton)  
(A) Project No. 6023-097-114, RW-202, C-504  
  
(B) Route 295/460 – Prince George County (now in City of Petersburg)  
Project No. 0095-074-101, RW-201, G-301  
  
(C) Route 7900 – Franconia/Springfield Parkway – Fairfax County  
Project No. R000-029-249, RW-216, C-516
18. Access – Recreational: Vinyard Park (off Berkley Road) – Roanoke County  
Project No. 0959-080-312, M-501
19. Rail – Industrial Access: Colonial Forest Products – Nottoway County
20. Through Truck Restriction: Fairfax County  
Route 2203 (Philip Road)  
Route 2202 (Kenwood Drive)  
Route 2204 (Greenfield Road)
21. VA Byways Designation: Counties of Washington, Smyth and Grayson  
Towns of Damascus and Troutdale  
Route 91, from I-81 near Glade Springs to Tenn. State Line  
Route 58, from Rte 91 in Damascus to Rte 603 in Konnarock  
Route 603, from Rte 58 in Konnarock to Rte 16 in Troutdale  
Route 600, from Rte 603 to NC State Line
22. Service Agreement between VDOT and USDA regarding Beaver Damage Management
23. Public Private Transportation Act: Proposed Concept for Privatized Completion  
Route 288 Corridor
24. Virginia/Federal Highway Reimbursement Anticipation Notes, Series 2000
25. Tentative FY 2000-2001 Virginia Transportation Development Plan and Allocations *a/k/a*  
*Tentative FY 2000-2001 Six Year Improvement Program and Allocations*
26. New Business
27. Adjournment



**MINUTES**  
**OF**  
**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

**1221 East Broad Street**  
**Richmond, Virginia**  
**September 21, 2000**  
**10:00 a.m.**

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Department of Transportation in Richmond, Virginia, on September 21, 2000, at 10:00 a.m. The Chair, Shirley J. Ybarra, presided.

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Present: Messrs. Nottingham (Vice Chair), Bevon, Byrd, Folkes, Grubb, Humphreys, Klinge, Kornblau, Martin, Mitchel, Myers, Prettyman, White, and Ms. Lionberger and Ms. Welsh.

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**Agenda Item 1: There was none.**

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**Agenda Item 2: Action on approval of Minutes.**

Moved by Mr. Martin, seconded by Mr. Kornblau. Motion carried.

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**Agenda Item 3: Action on Additions To and Abandonments From Roads in the Secondary System for the Month of August 2000. Referenced by attachment of Report.**

Moved by Mr. Grubb, seconded by Mr. Humphreys. Motion carried.

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**Agenda Item 4: Action on Discontinuances from Roads in the Secondary System for the Month of September 2000, specifically Route 684 – Buchanan County. Referenced by attachment of Resolution.**

Moved by Mr. White, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 5: Action on Payments to Counties for Maintenance of Certain Roads and Streets – FY 2000-2001, specifically the Counties of Arlington and Henrico. Referenced by attachment of Resolution and payment schedules.**

Moved by Mr. Kornblau, seconded by Mr. Martin. Motion carried.

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**Agenda Item 6: Action on Abandonments, Discontinuances and Transfers, changes in the Primary System due to relocation and construction, specifically Route 202 – Northumberland and Westmoreland Counties. Referenced by attachment of Resolution and plats.**

Moved by Mr. Humphreys, seconded by Mr. Folkes. Motion carried.

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**Agenda Item 7: Action on Abandonment, change in the Primary System, specifically Frontage Road F-600 – Grayson County. Referenced by attachment of Resolution and plat.**

Moved by Mr. Grubb, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 8: Action on Bridge Designation, specifically Route 646 over Snow Creek – Franklin County – “Raymond C. Reynolds Bridge”. Referenced by attachment of Resolution.**

Moved by Mr. Grubb, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 9: Action on Signage, specifically the Right of Way of Pedestrians in Crosswalks. Referenced by attachment of Resolution and policy.**

Moved by Mr. Grubb, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 10: Action on Surface Transportation Assistance Act Qualifying Highway Designation, specifically Routes 17 and 50 – Counties of Fauquier and Clarke. Referenced by attachment of Resolution.**

Moved by Mr. Grubb, seconded by Mr. White. Motion carried.

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**Agenda Item 11: Action on City Street Mileage, specifically in the City of Danville. Referenced by attachment of Resolution.**

Moved by Mr. Byrd, seconded by Mr. Prettyman. Motion carried.

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**Agenda Item 12: Action on Payments to Cities, Certain Towns and the Chesapeake Bay Bridge and Tunnel Commission for Maintenance to Certain Roads and Streets, specifically for Fiscal Year 2000-2001. Referenced by attachment of Resolution and tabulation sheets.**

Moved by Mr. Martin, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 13: Action (by single motion) on Conveyances, specifically (A) Route 17 - City of Portsmouth, (B) Route 19 - County of Russell, (C) Route 19 – County of Tazewell, (D) Route 23 – County of Wise, (E) Route 58 – County of Grayson, (F) Routes 25/58 – County of Lee, (G) Route 288 – County of Chesterfield and (H) Fairfax County Parkway – County of Fairfax. Referenced by attachment of Resolutions.**

(A-H) Moved by Mr. Martin, seconded by Ms. Welsh. Motion carried.

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**Agenda Item 14: Action on Bids for Interstate, Primary, Secondary, Urban and Miscellaneous Projects Received August 1 (revised), August 22, August 30, September 6, 2000 and October 16, 1998, for award and authorized execution of contracts by the Deputy Commissioner or Chief Engineer, and for rejection and authorized readvertisement. Referenced by attachment of Bid Results Report.**

(All Bids except Page 3, Item 5) Moved by Ms. Welsh, seconded by Mr. White. Motion carried.

(Page 3, Item 5) Moved by Mr. Mitchel, seconded by Mr. Kornblau. Motion carried, with Mr. Folkes abstaining.

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**Agenda Item 15: Action (by single motion) on Consultant Agreements, specifically with (A) Hayes, Seay, Mattern & Mattern, Inc., (B) Ralph Whitehead Associates, Inc., (C) Rummel Klepper & Kahl, LLP, and (D, E) Woolpert, LLP. Referenced by attachment of Resolutions.**

(A-E) Moved by Mr. White, seconded by Mr. Kornblau. Motion carried.

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**Agenda Item 16: Action (by separate motions) on Location & Design Projects, specifically (A) Route 638 (Rolling and Old Keene Mill Roads) – Fairfax County, (B) Volvo Parkway – City of Chesapeake, (C) Route 522 – Frederick County, (D) Route 83 (Apple and Beech Streets) – Town of Pound in Wise County, and (E) Route 674 (Philpott Drive) – Bassett in Henry County. Referenced by attachment of Resolutions.**

- (A) Moved by Mr. White, seconded by Ms. Welsh. Motion carried.
- (B) Moved by Mr. Folkes, seconded by Mr. White. Motion carried.
- (C) Moved by Ms. Welsh, seconded by Mr. White. Motion carried.
- (D) Moved by Mr. Martin, seconded by Mr. Grubb. Motion carried.
- (E) Moved by Ms. Lionberger, seconded by Mr. Grubb. Motion carried.

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**Agenda Item 17: Action (by separate motions) on Limited Control Access Projects, specifically (A) Route 23 – Wise County (now in City of Norton), (B) Route 295/460 – Prince George County (now in City of Petersburg), and (C) Route 7900 – Franconia/Springfield Parkway – Fairfax County. Referenced by attachment of Resolutions.**

- (A) Moved by Mr. Martin, seconded by Mr. White. Motion carried.
- (B) Moved by Mr. Kornblau, seconded by Mr. Martin. Motion carried.
- (C) Moved by Mr. Mitchel, seconded by Mr. White. Motion carried.

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**Agenda Item 18: Action on a Recreational Access Project, specifically Vinyard Park (off Berkley Road) – Roanoke County. Referenced by attachment of Resolution.**

Moved by Mr. Grubb, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 19: Action on a Rail – Industrial Access Project, specifically Colonial Forest Products – Nottoway County. Referenced by attachment of Resolution.**

Moved by Mr. White, seconded by Ms. Welsh. Motion carried.

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**Agenda Item 20: Action on a Through Truck Restriction, specifically Route 2203 (Philip Road), Route 2202 (Kenwood Drive), Route 2204 (Greenfield Road) – Fairfax County. Referenced by attachment of Resolution.**

Moved by Mr. Grubb, seconded by Mr. Folkes. Motion carried.

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**Agenda Item 21: Action on Virginia Byways Designation Proposal in Counties of Washington, Smyth and Grayson and Towns of Damascus and Troutdale, specifically Route 91, from I-81 near Glade Springs to Tennessee State Line; Route 58, from Route 91 in Damascus to Route 603 in Konnarock; Route 603, from Route 58 in Konnarock to Route 16 in Troutdale; Route 600, from Route 603 to North Carolina State Line. Referenced by attachment of Resolution.**

Moved by Mr. Kornblau, seconded by Ms. Lionberger. Motion carried.

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**Agenda Item 22: Action on Cooperative Service Agreement between Virginia Department of Transportation and the United States Department of Agriculture Animal and Plant Health Inspection Service Wildlife Services, specifically Beaver Damage Management. Referenced by attachment of Resolution and agreement.**

Moved by Ms. Welsh, seconded by Mr. White. Motion carried.

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**Agenda Item 23: Action on Conceptual Proposals for Privatized Completion of Route 288 Corridor pursuant to the Public-Private Transportation Act of 1995, specifically the approval of those proposals submitted by Tri-County Developers, FD/MK, LLC, and Virginia Transportation Constructors, LLC; and the advancement of said proposals to the Public-Private Transportation Advisory Panel for review and consideration; and the request for submission of detailed proposals no later than close of business, Friday, October 13, 2000. Referenced by attachment of Resolution.**

Moved by Mr. Byrd, seconded by Mr. Kornblau. Motion carried.

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**Agenda Item 24: Action on the Authorization of the Issuance and Sale of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000. Referenced by attachment of Resolution and supporting documents: a Master Indenture of Trust, a First Supplemental Indenture of Trust, a Payment Agreement, a Preliminary Official Statement, a Note Purchase Agreement, and a Continuing Disclosure Agreement.**

Moved by Mr. Kornblau, seconded by Mr. Mitchel. Motion carried.

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**Agenda Item 25: Action on Tentative FY 2000-2001 Virginia Transportation Development Plan and Allocations (*a/k/a* Tentative FY 2000-2001 Six Year Improvement Program and Allocations). Referenced by attachment of Resolution.**

Moved by Ms. Lionberger, seconded by Ms. Welsh. Motion carried.

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**Agenda Item 26: New Business: Action on Conceptual Proposals for a Network of Infrastructure Improvements along the Route 28 Corridor pursuant to the Public-Private Transportation Act of 1995, specifically the approval of those proposals submitted by Route 28 Corridor Improvements, LLC and FD/MK, LLC; and the advancement of said proposals to the Public-Private Transportation Advisory Panel for an expedited review and consideration. Referenced by attachment of Resolution.**

Moved by Mr. Byrd, seconded by Mr. Mitchel. Motion carried.

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The meeting was adjourned at 11:25 p.m.

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The next meeting will be held on October 18, 2000, in Lexington, Virginia on the campus of the Virginia Military Institute.

**Minutes of the Commonwealth Transportation Board  
Meeting of September 21, 2000  
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**Approved:**

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**Chairman**

**Attested:**

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**Secretary**

REPORT TO  
THE COMMONWEALTH TRANSPORTATION BOARD  
MEETING OF  
SEPTEMBER 21, 2000

SUMMARY OF CHANGES TO THE SECONDARY SYSTEM OF STATE HIGHWAYS  
EFFECTIVE DURING  
AUGUST 2000

**Table of Mileage Changes by District and Type of Change**

District	Addition	Abandonment	District Total
Bristol	0.86	-0.40	0.46
Culpeper	0.55	-0.63	0.03
Fredericksburg	1.61	-0.02	1.59
Lynchburg	1.62	-0.24	1.38
Northern Virginia	2.34	0.00	2.34
Richmond	6.68	0.00	6.68
Salem	0.36	-0.02	0.36
Staunton	1.53	-0.22	1.31
Suffolk	2.86	-0.38	2.48
<b>Statewide Total:</b>	<b>18.44</b>	<b>-1.81</b>	<b>16.63</b>

The following reports, for additions and abandonments affecting the Secondary System of State Highways, are submitted for approval by the Commonwealth Transportation Board.

Pertinent data relating to these reports are posted in the Central File Room of the Virginia Department of Transportation, 1401 East Broad Street, Richmond, Virginia 23219.



**Report to the Commonwealth Transportation Board**

**Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
<b>Allegheny</b>									
Abandon	None	Lands Drive	663	SN	0.25 Mile South Route 687	Net Mileage Change Reported Route 687	0.25	9/21/1993	8/30/2000
<b>Augusta</b>									
Abandonment	0635-007-304, M501 - Segments 1,2,3,4	None	633	WE	Defined In Project Sketch	Net Mileage Change Reported Defined In Project Sketch	1.06	10/12/1994	8/31/2000
Addition	0635-007-304, M501 - Segment 10	None	846	WE	Defined In Project Sketch	Defined In Project Sketch	0.02	10/12/1994	8/31/2000
Addition	0635-007-304, M501 - Segment 9	None	810	SN	Defined In Project Sketch	Defined In Project Sketch	0.04	10/12/1994	8/31/2000
Addition	0635-007-304, M501 - Segments 5,6,7,8	None	635	SN	Defined In Project Sketch	Defined In Project Sketch	0.36	10/12/1994	8/31/2000
Addition	Teaverton, Unit 10	Kearington Drive	1365	SN	0.04 Mile East Route 1356	0.03 Mile North Route 1356	0.10	6/14/2000	8/25/2000
Addition	Teaverton, Unit 10	Lambeth Court	1357	SN	Route 1356	Cul-De-Sac	0.07	6/14/2000	8/25/2000
Addition	Teaverton, Unit 10	Windisor Road	1356	WE	0.20 Mile West Route 1357	Route 1365	0.25	6/14/2000	8/25/2000
Addition	Teaverton, Unit 9	Drinby Way	1352	WE	Routes 1354/1355	Route 1360	0.19	6/14/2000	8/25/2000
Addition	Teaverton, Unit 9	Forest View Lane	1353	SN	Route 1352	Cul-De-Sac	0.08	6/14/2000	8/25/2000
Addition	Teaverton, Unit 9	Inglewood Place	1355	SN	Route 1352	Cul-De-Sac	0.06	6/14/2000	8/25/2000
Addition	Teaverton, Unit 9	Shady Oaks Lane	1354	SN	Cul-De-Sac	Route 1352	0.11	6/14/2000	8/25/2000
<b>Bedford</b>									
Abandonment	0668-009-263, M501 - Segment 1	Goode Road	668	SN	Defined In Project Sketch	Net Mileage Change Reported Defined In Project Sketch	0.09	5/23/2000	8/29/2000
Addition	0668-009-263, M501 - Segment 2	Goode Road	668	SN	Defined In Project Sketch	Defined In Project Sketch	0.02	5/23/2000	8/29/2000
<b>Buckingham</b>									
Addition	None	None	811	WE	Cul-De-Sac	Net Mileage Change Reported Route 13	1.35	7/10/2000	8/29/2000
<b>Caroline</b>									
Abandonment	6017-016-111, C502 - Segment 3	Camden Road	686	WE	Defined In Project Sketch	Net Mileage Change Reported Defined In Project Sketch	0.38	12/13/1994	8/30/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00  
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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOIS Resolution	E. Effective
Addition	6017-016-111, C502 - Segment 4	Camden Road	686	WE	Defined In Project Sketch	Defined In Project Sketch	0.40	12/13/1994	8/30/2000
<b>Chesterfield</b>									
Addition	Ben Air Vista	Winterslow Road	4194	SN	Route 4197	Net Mileage Change Reported Cut-De-Sac	3.37	7/26/2000	8/30/2000
Addition	Ben Air Vista	Winterslow Road	4194	SN	Route 2142	Route 4197	0.06	7/26/2000	8/30/2000
Addition	Ben Air Vista	Winterslow Terrace	4197	WE	Cut-De-Sac	Route 4194	0.08	7/26/2000	8/30/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	Route 4844 East	0.01 Mile East Route 4844 East	0.07	7/26/2000	8/30/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	Route 5266	Route 4844 East	0.01	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	Route 5266	Route 5266	0.02	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	Route 4844 West	Route 5266	0.02	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	Route 4843	Route 4844 West	0.03	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle	5267	WE	0.02 Mile West Route 4843	Route 4843	0.02	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Circle (Loop)	4844	WE	Route 5267 West	Route 5267 East	0.05	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Way	4843	SN	Route 5267	0.06 Mile North Route 5267	0.06	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Green Garden Way	4843	SN	0.06 Mile North Route 5267	0.16 Mile North Route 5267 Via Circle	0.10	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Greenside Court	4842	WE	Route 5266	Cut-De-Sac	0.06	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Greenside Drive	5266	SN	Route 5268	Route 4842	0.05	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Greenside Drive	5266	SN	Route 5267	Route 5268	0.05	5/24/2000	8/9/2000
Addition	Greenside At River's Bend, Section 1	Greenside Drive	5266	SN	Route 4842	Route 4840	0.11	5/24/2000	8/9/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length		E Effective
							Miles	Date BOS Resubmit	
Addition	Greenside At River's Bend, Section 1	Greenside Terrace	5266	WE	Route 5266	Cal-De-Sac	0.04	5/24/2000	8/9/2000
Addition	Lomas Parkway	Lomas Parkway	6045	SN	Cal-De-Sac	Route 360	0.52	7/26/2000	8/30/2000
Addition	Naim, Section 1	Naim Court	4979	SN	Cal-De-Sac	Route 4978	0.08	6/28/2000	8/25/2000
Addition	Naim, Section 1	Naim Lane	4978	SN	Route 4977 South	Route 4979	0.40	6/28/2000	8/25/2000
Addition	Naim, Section 1	Naim Lane	4978	SN	Route 4979	Route 4977 North	0.11	6/28/2000	8/25/2000
Addition	Naim, Section 1	Naim Road	4977	SN	Route 4978 South	Route 4978 North	0.07	6/28/2000	8/25/2000
Addition	Naim, Section 1	Naim Road	4977	SN	Route 4964	Route 4978 South	0.04	6/28/2000	8/25/2000
Addition	Naim, Section 1	South Happy Hill Road	4964	WE	Route 625	Routes 4965/4977	0.30	6/28/2000	8/25/2000
Addition	Waverly at The Reservoir	Sailview Court	4633	WE	Cal-De-Sac	Route 4632	0.15	7/26/2000	8/30/2000
Addition	Waverly at The Reservoir	Sailview Drive	4632	SN	Route 4633	Route 604	0.11	7/26/2000	8/30/2000
Addition	Waverly at The Reservoir	Sailview Drive	4632	SN	0.03 Mile South Route 4633 Via Circle	Route 4633	0.03	7/26/2000	8/30/2000
Addition	Waverly at The Reservoir	Sailview Drive	4632	SN	0.15 Mile South Route 4633	0.03 Mile South Route 4633 Via Circle	0.12	7/26/2000	8/30/2000
Addition	Woodland Pond, Section 10	Owl Trace Drive	3806	WE	Cal-De-Sac	Route 3807	0.13	7/26/2000	8/29/2000
Addition	Woodland Pond, Section 10	Owl Trace Drive	3806	WE	Route 3807	Route 3670	0.21	7/26/2000	8/29/2000
Addition	Woodland Pond, Section 10	Timber Point Drive	3807	SN	Cal-De-Sac	Route 3806	0.17	7/26/2000	8/29/2000
<b>City of Suffolk</b>									
Addition	Nansmond Pointe	Blue Heron Pointe	2083	WE	Cal-De-Sac	Net Mileage Change Reported Route 2080	2.14		8/31/2000
Addition	Nansmond Pointe	Eagle's Nest Trace	2082	WE	Cal-De-Sac	Route 2081	0.08	6/21/2000	8/31/2000
Addition	Nansmond Pointe	Nansmond Pointe Drive	2080	SN	Route 629 South	Route 629 North Via Loop	0.52	6/21/2000	8/31/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date Resolution	BOIS Effective
Addition	Nanssmond Pointe	Pelican Reach	2081	SN	Route 629 South	Route 629 North Via Loop	0.32	6/21/2000	8/31/2000
Addition	Nanssmond Pointe	Rushwood Court	2085	WE	Route 2080	Cul-De-Sac	0.18	6/21/2000	8/31/2000
Addition	Nanssmond Pointe	Salt Marsh Way	2084	WE	Cul-De-Sac	Route 2080	0.08	6/21/2000	8/31/2000
Addition	Riverside Estates, Sections 2, 3	Neal Court	1926	WE	Route 1925	Cul-De-Sac	0.11	6/21/2000	8/31/2000
Addition	Riverside Estates, Sections 2, 3	Ram Court	1927	WE	Route 1925	Cul-De-Sac	0.05	6/21/2000	8/31/2000
Addition	Riverside Estates, Sections 2, 3	Riverside Drive	1925	SN	Cul-De-Sac	Route 1926	0.33	6/21/2000	8/31/2000
Addition	Warrington Estates, Section 2	King Charles Court	2011	SN	Cul-De-Sac	Route 2025	0.09	6/21/2000	8/31/2000
Addition	Warrington Estates, Section 2	King of France Court	2012	SN	Route 2025	Cul-De-Sac	0.08	6/21/2000	8/31/2000
Addition	Warrington Estates, Section 2	Saint Andrews Drive	2025	WE	Route 2026	Routes 2011/2012	0.10	6/21/2000	8/31/2000
Addition	Warrington Estates, Section 2	Saint Brit East	2027	WE	Route 2026	Cul-De-Sac	0.08	6/21/2000	8/31/2000
<b>Culpeper</b>									
Abandonment	0640-023-190, C501 - Segments 1-5	None	640	SN	Defined in Project Sketch	Net Mileage Change Reported Defined in Project Sketch	0.63 -0.53	2/7/1995	8/30/2000
Addition	0640-023-190, C501 - Segment 11	None	628	WE	Defined in Project Sketch	Defined in Project Sketch	0.01	2/7/1995	8/30/2000
Addition	0640-023-190, C501 - Segments 6-10	None	640	SN	Defined in Project Sketch	Defined in Project Sketch	0.55	2/7/1995	8/30/2000
<b>Fairfax</b>									
Addition	Huntington Commons	Edgehill Court	1618	SN	Cul-De-Sac	Net Mileage Change Reported 0.07 Mile South Route 1613	0.14 0.01	8/7/2000	8/30/2000
Addition	Oakton Hill	Proffit Estates Court	8984	SN	Route 685	Cul-De-Sac	0.10	8/7/2000	8/30/2000
Addition	South Run Oaks	Oaktop Court	7924	WE	0.03 Mile West Route 7921	Cul-De-Sac	0.03	8/7/2000	8/30/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-09  
3

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
<b>Franklin</b>									
Addition	Three Points Isle	Three Points Isle Drive	1139	WE	Cul-De-Sac	Net Mileage Change Reported Franklin/Plymouth County Line	0.11	8/15/2000	8/28/2000
<b>Gloucester</b>									
Addition	Founders Mill, Section 3	Founders Mill	1422	SN	0.16 Mile South Route 1421	Net Mileage Change Reported Route 1421	0.16	8/1/2000	8/31/2000
Addition	Founders Mill, Section 3	Founders Mill (East)	1421	WE	Route 1422	0.44 Mile East Route 1422	0.44	8/1/2000	8/31/2000
<b>Goodland</b>									
Addition	Mansie's Bend	Mansie's Lane	1134	WE	Cul-De-Sac	Net Mileage Change Reported Route 621	0.17	8/1/2000	8/30/2000
<b>Grayson</b>									
Addition	None	Slymark Lane	908	WE	0.08 Mile West Route 813	Net Mileage Change Reported Route 813	0.08	6/13/2000	8/31/2000
<b>Hallifax</b>									
Abandonment	065H-041-287, CS01 - Segment 2	Ashton Hall Road	662	SN	Defined in Project Sketch	Net Mileage Change Reported Defined in Project Sketch	0.80	8/7/2000	8/29/2000
Addition	065H-041-287, CS01 - Segment 1	Ashton Hall Road	662	SN	Defined in Project Sketch	Defined in Project Sketch	-0.05	8/7/2000	8/29/2000
<b>Hanover</b>									
Addition	Baulfield Green, Sections A-7	Retreat Hill Court	1627	WE	Cul-De-Sac	Net Mileage Change Reported Route 1632	2.37	4/26/2000	8/24/2000
Addition	Pearlfield Green, Section A-7	Skimish Lane	1632	SN	Cul-De-Sac	Route 1646	0.05	4/26/2000	8/24/2000
Addition	Baulfield Green, Section A-7	Winding Hills Drive	1626	SN	Route 1630	Route 1627	0.21	4/26/2000	8/24/2000
Addition	Berry Pointe, Section B	Apricot Court	1523	SN	Route 1446	Route 1486	0.06	7/26/2000	8/28/2000
Addition	Berry Pointe, Section B	Loganberry Court	1527	SN	Cul-De-Sac	Route 1486	0.03	7/26/2000	8/28/2000
Addition	Berry Pointe, Section B	Mary Mumble Lane	1496	WE	Cul-De-Sac	0.06 Mile West Route 1487	0.16	7/26/2000	8/28/2000
Addition	Cypressures, Section 2	Catwalk Court	1378	SN	Cul-De-Sac	Route 1377	0.03	7/26/2000	8/25/2000
Addition	Cypressures, Section 2	Cypressures Lane	1368	SN	Route 1372	0.02 Mile South Route 1369	0.09	7/26/2000	8/25/2000
Addition	Cypressures, Section 2	Evergreen Lane	1377	WE	0.02 Mile West Route 1378	Route 1376	0.18	7/26/2000	8/25/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00  
6

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Cypressree, Section 2	Gillings Court	1373	WE	0.02 Mile West Route 1372	Cul-De-Sac	0.05	7/26/2000	8/23/2000
Addition	Cypressree, Section 2	Goodfellow Lane	1371	SN	Route 1372	0.09 Mile South Route 1369	0.03	7/26/2000	8/23/2000
Addition	Cypressree, Section 2	Kiwi Lane	1372	WE	Route 643	Route 1373	0.24	7/26/2000	8/23/2000
Addition	Cypressree, Section 2	Scooter Lane	1374	WE	0.02 Mile West Route 1372	Route 1372	0.02	7/26/2000	8/23/2000
Addition	Cypressree, Section 2	Snowshed Lane	1369	WE	0.01 Mile East Route 1372	Route 1377	0.06	7/26/2000	8/23/2000
Addition	Cypressree, Section 2	Solitude Lane	1376	SN	Route 1373	Route 1377	0.07	7/26/2000	8/23/2000
Addition	Summer Grove, Section A	Compass Point Lane	1073	SN	Route 360	Route 1077	0.28	7/26/2000	8/28/2000
Addition	Summer Grove, Section A	Crump Drive	1076	WE	0.05 Mile East Route 1075	Route 1075	0.05	7/26/2000	8/28/2000
Addition	Summer Grove, Section A	Gardenbrook Way	1077	WE	Route 1078	Route 1075	0.13	7/26/2000	8/28/2000
Addition	Summer Grove, Section A	Ships Lane	1079	WE	Route 1078	Cul-De-Sac	0.10	7/26/2000	8/28/2000
Addition	Summer Grove, Section A	Sussex Road	1078	SN	Cul-De-Sac	0.12 Mile North Route 1079	0.22	7/26/2000	8/28/2000
Addition	Tangle Oaks, Section 2	Tangle Ridge Drive	1476	SN	0.03 Mile North Route 1475	Cul-De-Sac	0.11	4/26/2000	8/24/2000
<b>James City</b> Addition	Hankins Industrial Park	Hankins Industrial Park Road	1019	SN	Cul-De-Sac	Net Mileage Change Reported Route 754	0.17		
						Route 754	0.17	3/14/2000	8/29/2000
<b>Loudoun</b> Addition	Cascades, Section 4	Blockhouse Point Place	1679	WB	Route 1651	Net Mileage Change Reported Cul-De-Sac	0.89		
						Cul-De-Sac	0.30	4/17/2000	8/31/2000
Addition	Cascades, Section 4	Longier Way	1655	WE	Route 1658	Route 1679	0.05	4/17/2000	8/31/2000
Addition	Catoctin Meadows, Phases 1,2	Dresden Court	1687	SN	Route 1686	Cul-De-Sac	0.04	1/11/2000	8/31/2000
Addition	Catoctin Meadows, Phases 1,2	Dunridge Court	1669	SN	Route 1667	Cul-De-Sac	0.05	8/11/2000	8/31/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

06-Sep-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Catoctin Meadows, Phases 1,2	Glenwade Circle	1667	SN	0.02 Mile South Route 1686	Route 1685	0.14	1/11/2000	8/31/2000
Addition	Catoctin Meadows, Phases 1,2	Kinloch Court	1668	SN	Cal-De-Sac	Route 1667	0.07	1/11/2000	8/31/2000
Addition	Catoctin Meadows, Phases 1,2	Rockburn Court	1685	SN	Route 1667	Cal-De-Sac	0.08	1/11/2000	8/31/2000
Addition	Welsh Lawn/Catoctin Meadows, Phases 1,2	Ashleigh Road	1686	WE	Route 1667	Route 690	0.16	1/11/2000	8/31/2000
<b>Montgomery</b>									
Addition	None	None	701	WE	0.25 Mile West Route 637	Net Mileage Change Reported Route 637	0.25	4/24/2000	8/30/2000
<b>New Kent</b>									
Addition	The Woods at Five Lakes, Section 1	Holly Woods Court	1236	WE	Route 1232	Net Mileage Change Reported Cal-De-Sac	0.87	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 1	Magnolia Woods Court	1233	WE	Cal-De-Sac	Route 1232	0.08	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 1	Magnolia Woods Lane	1232	SN	Route 60	0.03 Mile North Route 1236	0.30	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 1	Magnolia Woods Place	1234	WE	Route 1232	Cal-De-Sac	0.12	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 1	Magnolia Woods Terrace	1235	SN	Route 1232	Cal-De-Sac	0.04	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 1	Poplar Woods Court	1237	SN	Route 1236	0.04 Mile North Route 1236	0.04	8/21/999	8/23/2000
Addition	The Woods at Five Lakes, Section 2	Poplar Woods Court	1237	SN	0.04 Mile North Route 1236	Cal-De-Sac	0.12	5/8/2000	8/31/2000
<b>Northampton</b>									
Abandonment	Town of Chertion	Old Wilson Road	T-1307	SN	0.08 Mile South Route T-1306	Net Mileage Change Reported Route T-1306	-0.04	8/7/2000	8/31/2000
Addition	Town of Chertion - Sunnyside Village	Wilson Court	T-1318	WE	Route T-1307	0.50 Mile Southwest Route T- 1307	0.04	3/16/2000	8/4/2000
<b>Pittsylvania</b>									
Abandonment	None	None	1123	WE	0.26 Mile West Route 29	Net Mileage Change Reported 0.07 Mile West Route 29	0.03	6/20/2000	8/31/2000
							-0.19	6/20/2000	8/31/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-09

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Three Points Isle	Three Points Isle Drive	1139	WE	Franklin/Pennsylvania County Line	Route 626	0.22	6/29/2000	8/28/2000
<b>Powhatan</b>									
Addition	Maple Grove, Section 1	Maple Grove Place	1173	SN	Route 615	Net Mileage Change Reported Route 1175	0.10	6/12/2000	8/20/2000
<b>Prince William</b>									
Addition	Ashland, Phase 1, Section 1	Pinnacle Drive	3121	WE	Route 3120	Net Mileage Change Reported 0.27 Mile East Route 3120	1.31	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 1	Toddsbury Lane	3120	SN	Route 234	Route 3121	0.12	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 3	Kibewan Court	3123	SN	Route 3120	Cul-De-Sac	0.07	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 3	Paine Run Place	3122	SN	Route 3120	Cul-De-Sac	0.08	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 3	Toddsbury Lane	3120	SN	Route 3123	Cul-De-Sac	0.09	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 5	Toddsbury Lane	3120	SN	Route 3122	Route 3123	0.09	3/7/2000	8/29/2000
Addition	Ashland, Phase 1, Section 3	Toddsbury Lane	3120	SN	Route 3121	Route 3122	0.05	3/7/2000	8/29/2000
Addition	Great Oaks, Section 6	Lemon Tree Court	2994	SN	Route 2990	Cul-De-Sac	0.08	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Lime Tree Court	2992	SN	Route 2990	Cul-De-Sac	0.09	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Loblolly Trail	2990	WE	Route 2992	Routes 2993/2994	0.09	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Loblolly Trail	2990	WE	Route 2993, 2994	Route 2991	0.08	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Loblolly Trail	2990	WE	0.02 Mile East Route 2980	Route 2992	0.03	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Plum Tree Court	2991	SN	Route 2990	Cul-De-Sac	0.05	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Plum Tree Court	2991	SN	Cul-De-Sac	Route 2990	0.07	1/4/2000	8/29/2000
Addition	Great Oaks, Section 6	Sesame Court	2993	SN	Cul-De-Sac	Route 2990	0.05	1/4/2000	8/29/2000



**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00  
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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resubmission	Effective
<b>Russell</b>									
Addition	0899-083-387, NS01 - REVENUE SHARING RUR ADD	Huber Drive	899	WE	Route 654	Net Mileage Change Reported 0.21 Mile East Route 654	0.21	4/3/2000	8/9/2000
<b>Scott</b>									
Abandonment	None	None	710	SN	Route 661	Net Mileage Change Reported 0.90 Mile South Route 619	-0.40	6/7/2000	8/29/2000
<b>Southampton</b>									
Addition	Scarswood	Jennifer's Place	1741	SN	Route 1731	Net Mileage Change Reported Cul-De-Sac	0.06	5/22/2000	8/31/2000
<b>Spotsylvania</b>									
Addition	Salem Run, Section 5, Phase 1	Abington Court	1465	SN	Cul-De-Sac	Net Mileage Change Reported Route 1431	0.14	6/27/2000	8/24/2000
<b>Stafford</b>									
Addition	Little Falls Village, Section 2B	Fresh Water Drive	1639	WE	Route 1620	Net Mileage Change Reported Cul-De-Sac	0.47	6/20/2000	8/24/2000
Addition	Oakbrooke	Murray Circle	1644	SN	Route 1643	Cul-De-Sac	0.04	6/20/2000	8/24/2000
Addition	Oakbrooke	Wedman Way	1643	WE	Route 751	Route 1644	0.09	6/20/2000	8/24/2000
Addition	Oakbrooke	Wedman Way	1643	WE	Route 1644	Cul-De-Sac	0.04	6/20/2000	8/24/2000
<b>Sussex</b>									
Abandonment	0603-091- 177,M502;0603-320- 177,M501-Segment 4A	Old Wakefield Road	613	WF	Defined In Project Sketch	Net Mileage Change Reported Defined In Project Sketch	0.18	11/17/1994	8/30/2000
Abandonment	0603-091- 177,M502;0603-320- 177,M501- Segments 3,4,5	Old Wakefield Road	603	SN	Defined In Project Sketch	Defined In Project Sketch	-0.29	11/17/1994	8/30/2000
Addition	0603-091- 177,M502;0603-320- 177,M501-Segment 8	High Street	714	SN	Defined In Project Sketch	Defined In Project Sketch	0.17	11/17/1994	8/30/2000

**Report to the Commonwealth Transportation Board  
Abandonments and Additions to the Secondary System of State Highways**

08-Sep-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BODS Resolution	Effective
Addition	0603-091- 177.M502-0603-320- 177.M501- Sgs 9A, 9, 10, 11	Old Wakefield Road, Spring Hill Road	603	SN	Defined In Project Sketch	Defined In Project Sketch	0.28	11/17/1994	8/30/2000
<b>Washington</b>									
Addition	Bracland Meadows	Crabtree Court	1011	SN	Route 1010	Net Message Change Reported Cal-De-Sac	0.57 0.25	6/13/2000	8/23/2000
Addition	Bracland Meadows	Hedgerow Lane	1010	WE	Route F-022	Out-De-Sac	0.32	6/13/2000	8/23/2000



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 4*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. White    Seconded By: Ms. Llenberger    Action: Motion Carried**

**Title: Discontinuances from the Secondary System of State Highways**  
**Route 684 – Buchanan County**

WHEREAS, State Route 684 in Buchanan County, from Route 460 to its end of state maintenance at the entrance to Mac Construction Company, serves said company and 15 occupied homes.

WHEREAS, this road needs to be improved and hard surfaced but improvement of this road to the Department's minimum standards will displace a significant number of the families residing along the road.

WHEREAS, improvement to this degree and displacement of the families served is opposed by the Board of Supervisors of Buchanan County and those living on the road.

WHEREAS, the Board of Supervisors of Buchanan County held a public hearing regarding State Route 684 and, by formal resolution dated the 5<sup>th</sup> day of June, 2000, determined that the road no longer serves public convenience warranting its maintenance at public expense and should be discontinued as part of the secondary system of state highways.

WHEREAS, discontinuance maintains this road as a public way and returns the jurisdiction of the road to Buchanan County for improvement and continued operation by the Board of Supervisors.

NOW, THEREFORE BE IT RESOLVED, that, in accordance with said request and pursuant to Section 33.1-150 of the Code of Virginia, as amended, the Commonwealth Transportation Board hereby discontinues State Route 684 in Buchanan County, from 0.15 mile south of Route 460 to 0.58 mile south of Route 460, a distance of 0.43 mile, effective this date.

####

WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1638

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 5*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Kornblau Seconded By: Mr. Martin Action: Motion Carried**

**Title: Arlington and Henrico Counties Maintenance Payments FY 2000-2001**

WHEREAS, Section 33.1-23.5:1 of the Code of Virginia, as amended, 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 Section 33.1-23.5:1, Code of Virginia; and

WHEREAS, Item 521 (D) of HB 30 (FY 2001 Appropriations Act) directs the Department of Transportation to review the formula used in determining the distribution of financial assistance to localities; and

WHEREAS, the Budget and Finance Committee of the Commonwealth Transportation Board met in April of 2000 to consider alternatives and supported a higher mileage rate for Henrico County; and

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

WE KEEP VIRGINIA MOVING

Resolution of the Board  
Arlington and Henrico Counties – Maintenance Payments – FY 2000-2001  
September 21, 2000  
Page Two

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NOW, THEREFORE, BE IT RESOLVED, that total payment and quarterly payments for Fiscal Year 2000-2001 to Arlington and Henrico Counties are revised as stated on the attached tabulations.

BE IT FURTHER RESOLVED, that the quarterly amounts for each locality are hereby approved for payment as indicated on the attached tabulations.

####

**ARLINGTON COUNTY  
FY 2000-2001  
CONSTRUCTION AND MAINTENANCE ALLOCATION**

**CONSTRUCTION PAYMENT**

	CONSTRUCTION ALLOCATION	-	FEDERAL AID TO BE ESCROWED	=	STATE FUNDS TO BE DISTRIBUTED
<i>FY 2000-2001 (33.1-23.4 C)</i>	\$5,087,438		\$2,702,465		\$2,384,973
<i>FY 2000-2001 STP &amp; EQUITY ADJUSTMENT</i>	\$0		\$0		\$0
<b>TOTAL CONSTRUCTION PAYMENT</b>					<b>\$2,384,973</b>

**MAINTENANCE PAYMENT**

<i><u>RATE / LANE MILE</u></i>	<i><u>2000 MCI Factor</u></i>	
7201	1.582	
 <i><u>LANE MILES</u></i>	 <i><u>RATE</u></i>	
957.86	11391.982	
 <b>TOTAL MAINTENANCE PAYMENT</b>		<b>\$10,911,924</b>
<b>TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT</b>		<b>\$13,276,897</b>
 <b>QUARTERLY PAYMENT</b>		 <b>\$3,319,224</b>

**HENRICO COUNTY  
FY 2000-2001  
CONSTRUCTION AND MAINTENANCE ALLOCATION**

**CONSTRUCTION PAYMENT**

	<b>CONSTRUCTION ALLOCATION</b>	<b>FEDERAL AID TO BE ESCROWED</b>	<b>STATE FUNDS TO BE DISTRIBUTED</b>
<i>FY 2000-2001 (33.1-23.4 C)</i>	\$7,187,021	\$3,822,172	\$3,344,849
<i>FY 2000-2001 STP &amp; EQUITY ADJUSTMENT</i>	\$246,927	\$187,542	\$48,385
<b>TOTAL</b>			<b>\$3,394,234</b>

**MAINTENANCE PAYMENT**

<i><u>RATE / LANE MILE</u></i>	<i><u>2000 MCI Factor</u></i>	
5424	1.582	
<i><u>LANE MILES</u></i>	<i><u>RATE</u></i>	
3018.05	8580.768	
<b>TOTAL MAINTENANCE PAYMENT</b>		<b>\$25,897,187</b>
<b>TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT</b>		<b>\$29,291,421</b>
<b>QUARTERLY PAYMENT</b>		<b>\$7,322,855</b>



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1838

**SHERLEY J. YBARRA**  
CHAIRMAN

*Agenda item # 6*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Humphreys**

**Seconded By: Mr. Folkes**

**Action: Passed**

**Title: Abandonments, Discontinuances and Transfers, changes in the Primary System due to relocation and construction - Northumberland and Westmoreland Counties**

WHEREAS, Route 202 in Northumberland and Westmoreland Counties has been altered and reconstructed as shown on the plans for Project: 656-A; and

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

WHEREAS, two sections of the old road no longer serve public convenience warranting maintenance at public expense and are no longer necessary for the use of the State Highway System; and

WHEREAS, three sections of the old road are to be transferred from the Primary System to the Secondary System.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia (1950), as amended, 5.92 miles of old Route 202, designated as Sections 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14, 16, 17, 18, 19 and 20 on the plat dated May 18, 2000, Project 656-A, be abandoned as part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 1.68 miles of old Route 202, designated as Sections 15 and 21 on the plat dated May 18, 2000, Project 656-A, be discontinued as part of the State Highway System; and

WE KEEP VIRGINIA MOVING

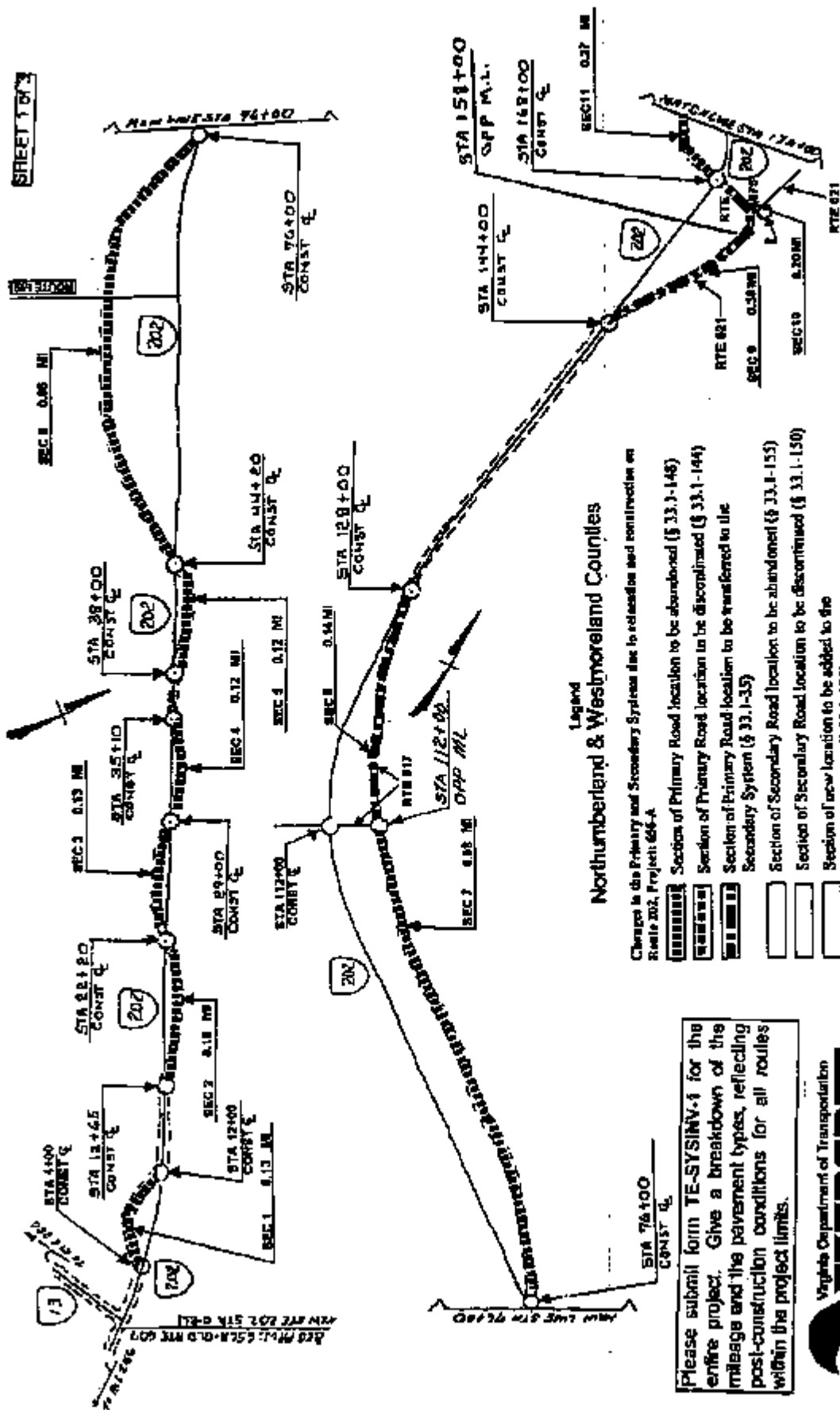


**Resolution of the Board  
Abandonments, Discontinuences and Transfers, Changes in Primary System  
Northumberland and Westmoreland Counties  
September 21, 2000  
Page Two**

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**BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia, (1950, as amended, 0.64 mile of old Route 202, designated as Sections 8, 9 and 10 on this plat dated May 18, 2000, Project 656-A, be transferred from the Primary System to the Secondary System of Highways and numbered as Route 617, Route 621 and Route 675 respectively.**

**####**



### Legend

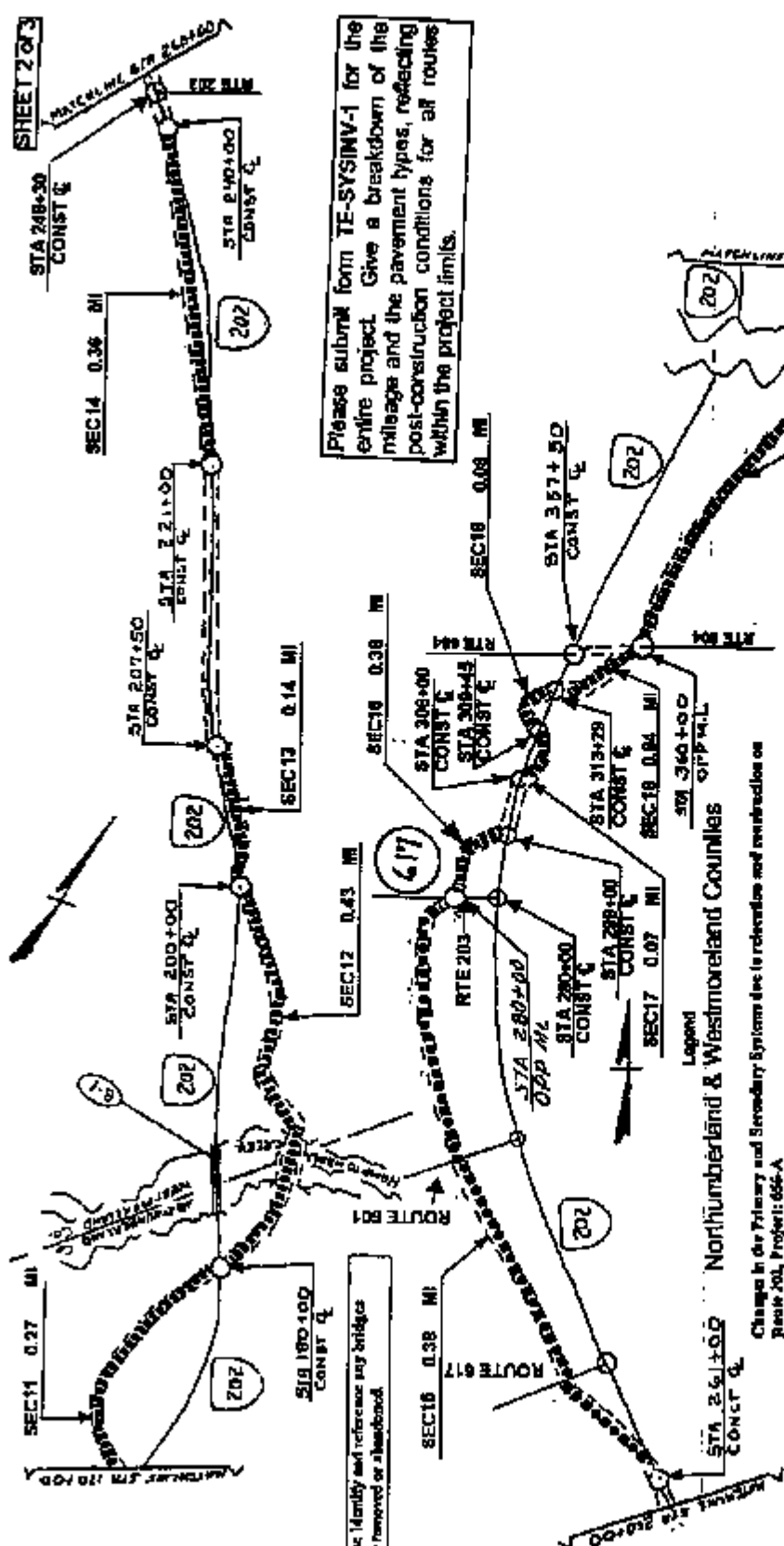
#### Northumberland & Westmoreland Counties

Changes in the Primary and Secondary System due to relocation and construction on Route 202, Project 664-A

- Section of Primary Road location to be abandoned (§ 33.1-148)
- Section of Primary Road location to be discontinued (§ 33.1-144)
- Section of Tertiary Road location to be transferred to the Secondary System (§ 33.1-35)
- Section of Secondary Road location to be abandoned (§ 33.1-155)
- Section of Secondary Road location to be discontinued (§ 33.1-150)
- Section of new location to be added to the Secondary System (§ 33.1-229)
- Connection to be added to the Secondary System (§ 33.1-229)
- Section of add location to be renumbered

Please submit form TE-SYSINV.1 for the entire project. Give a breakdown of the mileage and the pavement types, reflecting post-construction conditions for all routes within the project limits.













Please submit form TE-SYSINV-1 for the entire project. Give a breakdown of the mileage and the pavement types, reflecting post-construction conditions for all routes within the project limits.

**Legend**  
 Northumberland & Westmoreland Counties

Changes in the Primary and Secondary Systems due to relocation and reconstruction on Route 202, Project: 656-A

-  Section of Primary Road location to be abandoned (§ 33.1-146)
-  Section of Primary Road location to be discontinued (§ 33.1-144)
-  Section of Primary Road location to be transferred to the Secondary System (§ 33.1-35)
-  Section of Secondary Road location to be abandoned (§ 33.1-155)
-  Section of Secondary Road location to be discontinued (§ 33.1-150)
-  Section of new location to be added to the Secondary System (§ 33.1-229)
-  Comparisons to be added to the Secondary System (§ 33.1-229)
-  Section of old location to be renumbered







## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1839

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD September 21, 2000

#### MOTION

**Made By: Mr. Grubb Seconded By: Ms. Lionberger Action: Motion Carried**

**Title: Abandonment, change in the Primary System  
Frontage Road F-600 - Grayson County**

WHEREAS, Frontage Road F-600 in Grayson County is included in the Primary System of State Highways; and

WHEREAS, the Commissioner has filed an application with the Commonwealth Transportation Board, pursuant to Section 33.1-145 of the Code of Virginia, (1950), as amended, by letter dated June 29, 2000 to abandon Frontage Road F-600 in Grayson County as it is no longer necessary for public use; and

WHEREAS, the chairman of the Commonwealth Transportation Board had posted at the Grayson County Circuit Court Building on June 29, 2000, which is at least 3 days before the July term of the Circuit Court of Grayson County, notice of such application to abandon; and

WHEREAS, the Chairman sent by certified mail notice of the Commissioner's application for abandonment to the Grayson County Board of Supervisors; and

WHEREAS, no petition has been received by the Commonwealth Transportation Board from any interested land owner or the Board of Supervisors; and

WHEREAS, the Commonwealth Transportation Board is satisfied that no public necessity exists for the continuance of this section of road as a public road.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board in accordance with and under the authority entrusted by Section 33.1-145 of the Code of Virginia, (1950), as amended, hereby abandons as part of the Primary System 0.36 mile of old Frontage Road F-600 as shown on the plat dated June 20, 2000.

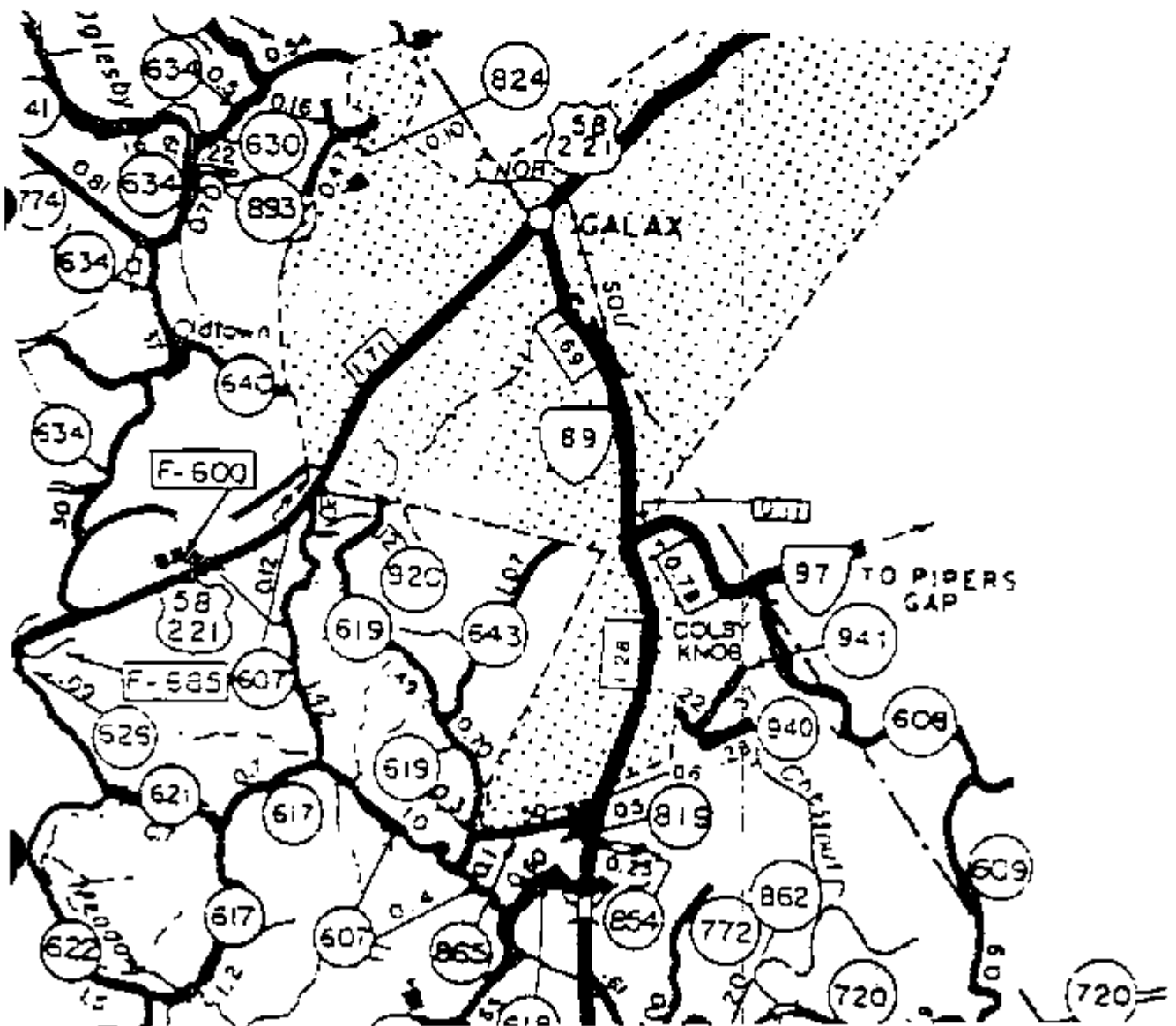
####

WE KEEP VIRGINIA MOVING

LEGEND

Frontage Road F-600 to  
be abandoned--0.36 Mi.  
June 20, 2000

# GRAYSON COUNTY





## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21 , 2000

#### MOTION

Made By:Mr. Grubb

Seconded By:Ms. Lionberger

Action:Passed

Title: Bridge Designation - Route 646 over Snow Creek - Franklin County  
"Raymond C. Reynolds Bridge"

WHEREAS, the Board of Supervisors of Franklin County did adopt a resolution by which the Commonwealth Transportation Board was petitioned to designate the new bridge over Snow Creek on Route 646 located between the intersections of Route 625 and Route 629 in Franklin County as a memorial to the late Raymond C. Reynolds; and

WHEREAS, Mr. Raymond C. Reynolds had provided community service to the citizens of Franklin County and residents of the Snow Creek area in Franklin County; and

WHEREAS, the Board of Supervisors of Franklin County has agreed to pay the cost and expense incident to the placement of appropriate markers; and

WHEREAS, it is the desire of the Commonwealth Transportation Board to honor this citizen, now deceased.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board, in accordance with the authority entrusted under Section 33.1-250 of the Code of Virginia, (1950), as amended, does hereby declare that the bridge on Route 646 in Franklin County, as herein described, be named the "Raymond C. Reynolds Bridge"; and

BE IT FURTHER RESOLVED, that appropriate markers, as directed by the Department's engineers, be placed calling attention to this designation.

####

WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1839

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 9*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Grubb Seconded By: Ms. Lionberger Action: Motion Carried

### Title: Signage; Right-Of-Way of Pedestrians In Crosswalks

WHEREAS, the General Assembly of Virginia in its 2000 session determined that the governing body of any county having the county manager plan of government, or any city with a population between 110,000 and 115,000 may by ordinance provide for the installation and maintenance of highway signs at marked crosswalks, specifically requiring operators of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway; and

WHEREAS, the General Assembly determined that any operator of a motor vehicle who fails at such locations to yield the right-of-way to pedestrians as required by such signs shall be guilty of a traffic infraction punishable by a fine of no less than \$100 or more than \$500; and

WHEREAS, the General Assembly determined that the Commonwealth Transportation Board shall develop criteria for the design, location, and installation of such signs; and

WHEREAS, the policy for the design, location and installation of such signs has been developed for the Commonwealth Transportation Board by the Virginia Department of Transportation in accordance with §46.2-924 as amended and reenacted by the 2000 session of the General Assembly.

NOW THEREFORE BE IT RESOLVED, that a Policy for the design, location and installation of Signs Requiring Operators Of Motor Vehicles To Yield The Right-Of-Way To Pedestrians In Crosswalks as developed in accordance with §46.2-924, and which is attached hereto, is hereby adopted and is to become effective immediately.

####

WE KEEP VIRGINIA MOVING



**POLICY FOR SIGNS REQUIRING OPERATORS OF MOTOR VEHICLES TO YIELD THE RIGHT-OF-WAY TO PEDESTRIANS IN CROSSWALKS**

**PURPOSE**

The purpose of this policy is to establish the criteria for the design, location and installation of signs requiring operators of motor vehicles to yield the right-of-way to pedestrians in crosswalks in certain localities as prescribed in §46.2-924 of the Code of Virginia.

**CRITERIA**

The signs used to identify those specific crosswalks where the increased penalty will be enforced shall be in accordance with the attached sign design.

Location of such signs may be at any crosswalk on any non-limited access highway as determined by the localities prescribed in §46.2-924 of the Code of Virginia.

Installation and maintenance of such signs shall be accomplished by the localities and shall conform to the applicable requirements of the *Federal Manual on Uniform Traffic Control Devices for Streets and Highways*.



This sign is intended to be used in conjunction with Section 46.2-924 of the Code of Virginia to indicate that motorists must yield to pedestrians in the crosswalks and to notify them of the monetary range of the fine when found to be in violation of this regulation.

<b>SHAPE</b>	Horizontal Rectangle	
<b>COLOR</b>	Message and Border: Field:	White (Reflectorized) Black (Non-Reflectorized)
<b>SIZE</b>	Horizontal: Vertical:	36" 30"
<b>MESSAGE</b>	Line 1 Capitals: Line 2 Capitals: Line 3 Capitals: Bar: Line 4 Capitals: Line 5 Capitals:	4" D 3" C 3" C 1/4" 3" C 3" C
<b>MARGIN WIDTH</b>	3/8"	
<b>BORDER WIDTH</b>	5/8"	
<b>CORNER RADIUS</b>	1 1/2"	

Notes: Vertical spacing between the lines of message is 2". Vertical spacing between Lines 3 and 4 and the bar is 1 1/2". Length of the bar is 32". Message shall be centered vertically and horizontally between the borders.

Where conditions prevent the installation of this sign due to its size, the sign may be downsized appropriately provided the message is retained and is of sufficient size for motorist legibility.



## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

**Made By: Mr. Grubb Seconded By: Mr. White Action: Motion Passed**

**Title: STAA Qualifying Highway – Routes 17 & 50, Fauquier & Clarke Counties**

**WHEREAS**, by resolution dated May 17, 1984, this Board designated a list of qualifying highways for the operation of tractor truck semi-trailer combinations and tractor truck semi-trailer combinations drawing one trailer with no overall combination length restriction under the Surface Transportation Assistance Act of 1982 (STAA); and

**WHEREAS**, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways; and

**WHEREAS**, this Board, on August 16, 1990 based on requests for access from the trucking industry and a study conducted by the Virginia Department of Transportation, designated Route 17 in Fauquier County between Route I-66 and Route 50 and Route 17/50 between Route 17 in Fauquier County and Route 340 in Clarke County as Qualifying Highways for operation of these tractor truck combinations with no overall combination length restriction under the STAA; and

**WHEREAS**, in response to concerns of the surrounding communities, the Virginia Department of Transportation conducted a study in 1999 and has been continuously monitoring the safety and operational characteristics of the Routes 17 & 50 corridor in Fauquier and Clarke Counties; and

**WHEREAS**, the truck traffic on this section of Routes 17 and 50 has increased from 17% to a range of 25% - 30% of the total volume since the designation in 1990; and

**WHEREAS**, it is estimated that the change in designation would result in reducing the truck percentage to the level before the STAA designation in 1990; and

**WE KEEP VIRGINIA MOVING**

Resolution of the Board  
STAA Qualifying Highway – Routes 17 & 50 – Fauquier and Clarke Counties  
September 21, 2000  
Page Two

**WHEREAS**, a reasonable alternate routing exist for these tractor-trailers by way of Routes I-66 and Route I-81;

**NOW THEREFORE, BE IT RESOLVED**, that the following routes are deleted as Qualifying Highways from Virginia's Designated System under the Surface Transportation Assistance Act of 1982 and tractor truck semi-trailer combinations in excess of 65 feet and tractor truck semi-trailer combinations drawing one trailer are restricted from the following routes:

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Fauquier County	17	Route I-66 West Int. Exit #23	Route 50 (Paris)
Fauquier County Clarke County	50	Route 17 (Paris) (Fauquier County)	Route 340 (Clarke County)

####



## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHERLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 11*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

Made By: Mr. Byrd

Seconded By: Mr. Prettyman

Action: Motion Carried

#### Title: Action on City Street Mileage - City of Danville

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended to approve payments to cities and certain towns for street maintenance, construction and reconstruction purposes; and,

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the City of Danville are eligible for such payment; and,

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Danville for street payments on Principal Arterial Roads and Local Streets meeting the required criteria;

NOW, THEREFORE BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the City of Danville for Principal Arterial Roads and Local Streets be increased by 4.22 centerline miles. This increase is a result of additions of Principal Arterial Roads and Local Streets as described on tabulation sheets numbered 1 through 2 for the City of Danville as functionally classified by the Transportation Planning Division dated May 18, 2000.

The tabulation sheets are on file in the Department's Urban Division.

**Resolution of the Board  
Action on City Street Mileage - City of Danville  
September 21, 2000  
Page Two**

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**The Principal Arterial Road additions totaling 0.42 mile increases the total mileage to 33.07 centerline miles of approved roads subject to street payments effective for payment beginning July 1, 2000.**

**The Local Street additions totaling 3.80 miles increases the total mileage to 197.88 centerline miles of approved streets subject to street payments effective for payment beginning July 1, 2000.**

**#####**



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1638

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 12*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin

Seconded By: Ms. Lionberger

Action: Passed

Title: Payments to Cities, Certain Towns and the Chesapeake Bay Bridge Tunnel  
Commission for Maintenance to Certain Roads and Streets - FY - 2000-2001

WHEREAS, Section 33.1-41.1 of the Code of Virginia, (1950), as amended, provides that for the purpose of calculating street allocations to the eligible cities and towns, and for making street payments; that the Department of Transportation shall divide affected roads and streets into two categories: (1) Principal and Minor Arterial Roads, and (2) Collector and Local Streets; and

WHEREAS, Section 33.1-288 of the Code of Virginia, (1950), as amended, provides that the Commonwealth Transportation Board may pay to the Chesapeake Bay Bridge and Tunnel Commission, the same amounts authorized by Section 33.1-41.1; and

WHEREAS, the Department 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 on the 1986 base per-lane-mile payment rate adjusted by a statewide maintenance cost index; and

**Resolution of Board  
Payments to Cities, Certain Towns and Chesapeake Bay Bridge Tunnel Commission  
for Maintenance to Certain Roads and Streets, FY 2000-2001  
September 21, 2000  
Page Two**

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

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

NOW, THEREFORE BE IT RESOLVED, that the mileage for the calculations of street payments and the yearly and quarterly payments for FY 00-01 for each local entity are hereby approved as indicated on the attached tabulation.

####



VDOT  
URBAN DIVISION  
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
STATE FUNCTIONAL CLASSIFICATION  
FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>BRISTOL DISTRICT</b>						
<b>Abingdon</b>						
	Principal Arterials	2.24	7.70	\$12,319	\$23,714.08	\$94,856.30
	Minor Arterials	5.07	13.10	\$12,319	\$40,344.73	\$161,378.90
	Collectors	4.97	10.68	\$7,233	\$18,312.11	\$77,248.44
	Locals	40.39	80.17	\$7,233	\$144,967.40	\$579,869.61
	Totals:	52.67	111.66		\$228,338.31	\$913,353.25
	Comb PA/MA	7.31	20.80	\$12,319	\$64,058.80	\$256,235.20
	Comb COL/LOC	45.38	90.85	\$7,233	\$164,279.51	\$657,118.05
	Totals:	52.67	111.65		\$228,338.31	\$913,353.25
<b>Big Stone Gap</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	5.98	11.96	\$12,319	\$36,833.81	\$147,335.24
	Collectors	1.28	2.52	\$7,233	\$4,556.79	\$18,227.16
	Locals	21.13	42.00	\$7,233	\$75,846.50	\$303,786.00
	Totals:	28.39	56.48		\$117,337.10	\$489,348.40
	Comb PA/MA	5.98	11.96	\$12,319	\$36,833.81	\$147,335.24
	Comb COL/LOC	22.41	44.52	\$7,233	\$80,503.29	\$322,013.16
	Totals:	28.39	56.48		\$117,337.10	\$469,348.40
<b>Bluefield</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	5.02	11.12	\$12,319	\$34,246.82	\$136,987.28
	Collectors	6.67	13.34	\$7,233	\$24,122.06	\$96,488.22
	Locals	14.62	29.05	\$7,233	\$52,529.66	\$210,118.65
	Totals:	26.31	53.51		\$110,898.54	\$443,594.15
	Comb PA/MA	5.02	11.12	\$12,319	\$34,246.82	\$136,987.28
	Comb COL/LOC	21.29	42.39	\$7,233	\$76,651.72	\$306,606.87
	Totals:	26.31	53.51		\$110,898.54	\$443,594.15

VDOT  
 URBAN DIVISION  
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
 STATE FUNCTIONAL CLASSIFICATION  
 FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER LM	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>Bristol</b>						
Principal Arterials	6.27	18.77	18.77	\$12,319	\$57,806.91	\$231,227.63
Minor Arterials	13.25	29.47	29.47	\$12,319	\$90,760.23	\$363,040.93
Collectors	13.14	26.96	26.96	\$7,233	\$48,750.42	\$195,001.68
Locals	85.90	171.23	171.23	\$7,233	\$309,626.65	\$1,238,506.59
Totals:	118.56	246.43	246.43		\$506,944.21	\$2,027,776.83
Comb P/MA	19.52	48.24	48.24	\$12,319	\$148,567.14	\$594,268.56
Comb COL/LOC	99.04	198.19	198.19	\$7,233	\$358,377.07	\$1,433,508.27
Totals:	118.56	246.43	246.43		\$506,944.21	\$2,027,776.83
<b>Lebanon</b>						
Principal Arterials	0.00	0.00	0.00	\$12,319	\$0.00	\$0.00
Minor Arterials	7.34	16.95	16.95	\$12,319	\$52,201.76	\$208,807.05
Collectors	0.00	0.00	0.00	\$7,233	\$0.00	\$0.00
Locals	21.85	42.78	42.78	\$7,233	\$77,356.94	\$309,427.74
Totals:	29.19	59.73	59.73		\$129,558.70	\$518,234.79
Comb P/MA	7.34	16.95	16.95	\$12,319	\$52,201.76	\$208,807.05
Comb COL/LOC	21.85	42.78	42.78	\$7,233	\$77,356.94	\$309,427.74
Totals:	29.19	59.73	59.73		\$129,558.70	\$518,234.79
<b>Marion</b>						
Principal Arterials	0.00	0.00	0.00	\$12,319	\$0.00	\$0.00
Minor Arterials	5.82	18.48	18.48	\$12,319	\$56,913.78	\$227,655.12
Collectors	4.71	9.42	9.42	\$7,233	\$17,033.72	\$68,134.88
Locals	30.65	61.30	61.30	\$7,233	\$110,845.73	\$443,382.90
Totals:	41.18	89.20	89.20		\$184,793.22	\$739,172.88
Comb P/MA	5.82	18.48	18.48	\$12,319	\$56,913.78	\$227,655.12
Comb COL/LOC	35.36	70.72	70.72	\$7,233	\$127,879.44	\$511,517.76
Totals:	41.18	89.20	89.20		\$184,793.22	\$739,172.88

VDOT  
URBAN DIVISION  
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
STATE FUNCTIONAL CLASSIFICATION  
FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>Norton</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	9.13	19.89	\$12,319	\$60,640.28	\$242,561.11
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	19.66	39.27	\$7,233	\$71,009.98	\$284,039.91
	Totals:	28.79	58.96		\$131,650.26	\$526,601.02
	Comb PA/MA	9.13	19.89	\$12,319	\$60,640.28	\$242,561.11
	Comb COL/LOC	19.66	39.27	\$7,233	\$71,009.98	\$284,039.91
	Totals:	28.79	58.96		\$131,650.26	\$526,601.02
<b>Richlands</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	4.79	10.16	\$12,319	\$31,290.26	\$125,161.04
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	16.29	32.13	\$7,233	\$58,099.07	\$232,396.29
	Totals:	21.08	42.29		\$89,389.33	\$357,557.33
	Comb PA/MA	4.79	10.16	\$12,319	\$31,290.26	\$125,161.04
	Comb COL/LOC	16.29	32.13	\$7,233	\$58,099.07	\$232,396.29
	Totals:	21.08	42.29		\$89,389.33	\$357,557.33
<b>Saltville</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	3.33	6.66	\$12,319	\$20,511.14	\$82,044.54
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	13.26	24.84	\$7,233	\$44,916.93	\$179,667.72
	Totals:	16.59	31.50		\$65,428.07	\$261,712.26
	Comb PA/MA	3.33	6.66	\$12,319	\$20,511.14	\$82,044.54
	Comb COL/LOC	13.26	24.84	\$7,233	\$44,916.93	\$179,667.72
	Totals:	16.59	31.50		\$65,428.07	\$261,712.26

VDOT  
 URBAN DIVISION  
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
 STATE FUNCTIONAL CLASSIFICATION  
 FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>Tazewell</b>						
Principal Arterials	0.00	0.00	0.00	\$12,319	\$0.00	\$0.00
Minor Arterials	10.05	21.58	21.58	\$12,319	\$66,461.01	\$265,844.02
Collectors	0.00	0.00	0.00	\$7,233	\$0.00	\$0.00
Locals	12.51	23.63	23.63	\$7,233	\$42,728.95	\$170,915.79
Totals:	22.56	45.21	45.21		\$109,189.95	\$436,759.81
Comb PA/MA	10.05	21.58	21.58	\$12,319	\$66,461.01	\$265,844.02
Comb COL/LOC	12.51	23.63	23.63	\$7,233	\$42,728.95	\$170,915.79
Totals:	22.56	45.21	45.21		\$109,189.95	\$436,759.81
<b>Wise</b>						
Principal Arterials	0.00	0.00	0.00	\$12,319	\$0.00	\$0.00
Minor Arterials	6.55	14.93	14.93	\$12,319	\$45,980.67	\$183,922.67
Collectors	0.00	0.00	0.00	\$7,233	\$0.00	\$0.00
Locals	9.62	18.17	18.17	\$7,233	\$32,855.90	\$131,423.61
Totals:	16.17	33.10	33.10		\$78,836.57	\$315,346.28
Comb PA/MA	6.55	14.93	14.93	\$12,319	\$45,980.67	\$183,922.67
Comb COL/LOC	9.62	18.17	18.17	\$7,233	\$32,855.90	\$131,423.61
Totals:	16.17	33.10	33.10		\$78,836.57	\$315,346.28
<b>Wytheville</b>						
Principal Arterials	3.53	10.98	10.98	\$12,319	\$33,815.66	\$135,262.62
Minor Arterials	7.61	23.79	23.79	\$12,319	\$73,267.25	\$293,069.01
Collectors	12.66	26.30	26.30	\$7,233	\$47,556.98	\$190,227.90
Locals	59.23	117.95	117.95	\$7,233	\$213,283.09	\$853,132.35
Totals:	83.03	179.02	179.02		\$367,922.97	\$1,471,691.88
Comb PA/MA	11.14	34.77	34.77	\$12,319	\$107,082.91	\$428,331.63
Comb COL/LOC	71.89	144.25	144.25	\$7,233	\$280,840.06	\$1,043,360.25
Totals:	83.03	179.02	179.02		\$367,922.97	\$1,471,691.88

VDOT  
 URBAN DIVISION  
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
 STATE FUNCTIONAL CLASSIFICATION  
 FY 00-01

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>BRISTOL DISTRICT TOTALS</b>						
Principal Arterials	12.04	37.45	37.45	\$12,319	\$115,336.64	\$461,346.55
Minor Arterials	83.94	197.89	197.89	\$12,319	\$609,451.73	\$2,437,806.91
Collectors	43.43	89.22	89.22	\$7,233	\$161,332.07	\$645,328.26
Locals	345.11	682.52	682.52	\$7,233	\$1,234,166.79	\$4,936,667.16
Totals:	484.52	1007.08	1007.08		\$2,120,287.22	\$8,481,148.88
Comb PA/MA	95.98	235.34	235.34	\$12,319	\$724,788.37	\$2,899,153.46
Comb COL/LOC	388.54	771.74	771.74	\$7,233	\$1,395,498.85	\$5,581,995.42
Totals:	484.52	1007.08	1007.08		\$2,120,287.22	\$8,481,148.88

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>SALEM DISTRICT</b>						
<b>Bedford</b>						
Principal Arterials	8.02	20.33	20.33	\$12,319	\$62,611.32	\$250,445.27
Minor Arterials	1.51	3.02	3.02	\$12,319	\$9,300.85	\$37,203.38
Collectors	7.31	14.62	14.62	\$7,233	\$26,436.62	\$105,746.46
Locals	25.06	49.83	49.83	\$7,233	\$90,105.10	\$360,420.39
Totals:	41.90	87.80	87.80		\$188,453.88	\$753,815.50
Comb PA/MA	9.53	23.35	23.35	\$12,319	\$71,912.16	\$287,648.65
Comb COLLOC	32.37	64.45	64.45	\$7,233	\$116,541.71	\$466,166.85
Totals:	41.90	87.80	87.80		\$188,453.88	\$753,815.50
<b>Blacksburg</b>						
Principal Arterials	6.37	21.01	21.01	\$12,319	\$64,705.55	\$258,822.19
Minor Arterials	8.95	26.16	26.16	\$12,319	\$80,566.26	\$322,265.04
Collectors	5.11	10.62	10.62	\$7,233	\$19,203.62	\$76,814.46
Locals	82.23	165.07	165.07	\$7,233	\$298,487.83	\$1,193,951.31
Totals:	102.66	222.86	222.86		\$462,963.25	\$1,851,853.00
Comb PA/MA	15.32	47.17	47.17	\$12,319	\$145,271.81	\$581,087.23
Comb COLLOC	87.34	175.69	175.69	\$7,233	\$317,891.44	\$1,270,765.77
Totals:	102.66	222.86	222.86		\$462,963.25	\$1,851,853.00
<b>Christiansburg</b>						
Principal Arterials	8.32	25.66	25.66	\$12,319	\$79,026.39	\$316,105.54
Minor Arterials	5.62	13.18	13.18	\$12,319	\$40,591.11	\$162,364.42
Collectors	4.19	9.06	9.06	\$7,233	\$16,382.75	\$65,530.98
Locals	82.39	164.45	164.45	\$7,233	\$297,366.71	\$1,189,466.85
Totals:	100.52	212.35	212.35		\$433,366.95	\$1,733,467.79
Comb PA/MA	13.94	38.84	38.84	\$12,319	\$119,817.49	\$478,469.96
Comb COLLOC	86.58	173.51	173.51	\$7,233	\$313,749.46	\$1,254,997.83
Totals:	100.52	212.35	212.35		\$433,366.95	\$1,733,467.79

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<b>Galax</b>						
	Principal Arterials	8.00	26.08	\$12,319	\$80,319.88	\$321,279.52
	Minor Arterials	4.94	9.88	\$12,319	\$30,427.93	\$121,711.72
	Collectors	8.07	16.14	\$7,233	\$29,185.16	\$116,740.62
	Locals	39.38	78.28	\$7,233	\$141,549.81	\$566,199.24
	Totals:	60.39	130.38		\$281,482.78	\$1,125,931.10
	Comb PA/MA	12.94	35.96	\$12,319	\$110,747.81	\$442,991.24
	Comb COL/LOC	47.45	94.42	\$7,233	\$170,734.97	\$682,939.86
	Totals:	60.39	130.38		\$281,482.78	\$1,125,931.10
<b>Martinsville</b>						
	Principal Arterials	7.46	26.60	\$12,319	\$81,921.35	\$327,686.40
	Minor Arterials	14.22	37.00	\$12,319	\$113,950.75	\$455,803.00
	Collectors	9.58	18.97	\$7,233	\$34,302.50	\$137,210.01
	Locals	67.99	136.98	\$7,233	\$247,694.08	\$990,776.34
	Totals:	99.25	219.55		\$477,868.69	\$1,911,474.75
	Comb PA/MA	21.68	63.60	\$12,319	\$195,872.10	\$783,488.40
	Comb COL/LOC	77.57	155.95	\$7,233	\$281,996.59	\$1,127,986.35
	Totals:	99.25	219.55		\$477,868.69	\$1,911,474.75
<b>Narrows</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	0.10	0.20	\$12,319	\$615.95	\$2,463.80
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	15.78	30.81	\$7,233	\$55,350.53	\$221,402.13
	Totals:	15.88	30.81		\$55,966.48	\$223,865.93
	Comb PA/MA	0.10	0.20	\$12,319	\$615.95	\$2,463.80
	Comb COL/LOC	15.78	30.81	\$7,233	\$55,350.53	\$221,402.13
	Totals:	15.88	30.81		\$55,966.48	\$223,865.93

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<b>Pearisburg</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	1.67	3.34	\$12,319	\$10,286.37	\$41,145.46
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	18.11	36.02	\$7,233	\$65,133.17	\$260,532.66
	Totals:	19.78	39.36		\$75,419.53	\$301,678.12
	Comb PA/MA	1.67	3.34	\$12,319	\$10,286.37	\$41,145.46
	Comb COL/LOC	18.11	36.02	\$7,233	\$65,133.17	\$260,532.66
	Totals:	19.78	39.36		\$75,419.53	\$301,678.12
<b>Pulaski</b>						
	Principal Arterials	5.43	17.04	\$12,319	\$52,478.94	\$209,915.76
	Minor Arterials	11.41	25.78	\$12,319	\$79,395.96	\$317,583.82
	Collectors	4.19	8.38	\$7,233	\$15,153.14	\$60,612.54
	Locals	46.08	91.61	\$7,233	\$165,653.78	\$662,615.13
	Totals:	67.11	142.81		\$312,681.81	\$1,250,727.25
	Comb PA/MA	16.84	42.82	\$12,319	\$131,874.90	\$527,499.58
	Comb COL/LOC	50.27	99.99	\$7,233	\$180,806.92	\$723,227.67
	Totals:	67.11	142.81		\$312,681.81	\$1,250,727.25
<b>Radford</b>						
	Principal Arterials	5.91	17.21	\$12,319	\$53,002.50	\$212,009.99
	Minor Arterials	11.75	26.86	\$12,319	\$82,722.09	\$330,868.34
	Collectors	3.75	7.06	\$7,233	\$12,766.25	\$51,064.98
	Locals	49.68	99.75	\$7,233	\$180,372.94	\$721,491.75
	Totals:	71.09	150.88		\$328,863.77	\$1,315,455.06
	Comb PA/MA	17.66	44.07	\$12,319	\$135,724.58	\$542,898.33
	Comb COL/LOC	53.43	106.81	\$7,233	\$193,139.18	\$772,556.73
	Totals:	71.09	150.88		\$328,863.77	\$1,315,455.06



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<b>Roanoke</b>						
	Principal Arterials	28.33	108.98	\$12,319	\$329,471.66	\$1,317,886.82
	Minor Arterials	47.39	119.99	\$12,319	\$369,539.20	\$1,478,156.81
	Collectors	25.56	55.75	\$7,233	\$100,809.94	\$403,239.75
	Locals	351.29	711.83	\$7,233	\$1,287,166.60	\$5,148,666.39
	Totals:	452.57	994.55		\$2,086,987.39	\$8,347,949.57
	Comb PA/MA	75.72	226.97	\$12,319	\$699,010.86	\$2,796,043.43
	Comb COL/LOC	376.85	767.58	\$7,233	\$1,387,976.54	\$5,551,906.14
	Totals:	452.57	994.55		\$2,086,987.39	\$8,347,949.57
<b>Rocky Mount</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	9.41	26.59	\$12,319	\$81,890.55	\$327,562.21
	Collectors	3.61	7.22	\$7,233	\$13,055.57	\$52,222.26
	Locals	25.85	51.61	\$7,233	\$93,323.78	\$373,295.13
	Totals:	38.87	85.42		\$188,269.90	\$753,079.60
	Comb PA/MA	9.41	26.59	\$12,319	\$81,890.55	\$327,562.21
	Comb COL/LOC	29.46	58.83	\$7,233	\$108,379.35	\$425,517.39
	Totals:	38.87	85.42		\$188,269.90	\$753,079.60
<b>Salem</b>						
	Principal Arterials	11.60	37.95	\$12,319	\$118,876.51	\$467,506.05
	Minor Arterials	9.25	28.06	\$12,319	\$80,258.29	\$321,033.14
	Collectors	10.78	21.86	\$7,233	\$39,528.35	\$158,113.38
	Locals	101.71	201.49	\$7,233	\$384,344.29	\$1,457,377.17
	Totals:	133.34	287.36		\$601,007.44	\$2,404,029.74
	Comb PA/MA	20.85	64.01	\$12,319	\$197,134.80	\$788,539.19
	Comb COL/LOC	112.49	223.35	\$7,233	\$403,872.64	\$1,615,490.55
	Totals:	133.34	287.36		\$601,007.44	\$2,404,029.74

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Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>Vinton</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	3.57	13.10	\$12,319	\$40,344.73	\$161,378.90
	Collectors	1.77	3.40	\$7,233	\$6,148.05	\$24,592.20
	Locals	32.35	64.40	\$7,233	\$116,451.30	\$465,805.20
	Totals:	37.69	80.90		\$162,944.08	\$651,776.30
	Comb PA/MA	3.57	13.10	\$12,319	\$40,344.73	\$161,378.90
	Comb COL/LOC	34.12	67.80	\$7,233	\$122,599.35	\$490,397.40
	Totals:	37.69	80.90		\$162,944.08	\$651,776.30
<b>SALEM DISTRICT TOTALS</b>						
	Principal Arterials	89.44	298.86	\$12,319	\$920,414.09	\$3,681,656.34
	Minor Arterials	129.79	331.16	\$12,319	\$1,019,890.01	\$4,079,560.04
	Collectors	83.92	173.08	\$7,233	\$312,971.91	\$1,251,887.64
	Locals	937.90	1881.93	\$7,233	\$3,402,999.92	\$13,611,999.69
	Totals:	1241.05	2685.03		\$5,656,275.93	\$22,625,103.71
	Comb PA/MA	219.23	630.02	\$12,319	\$1,940,304.10	\$7,761,216.38
	Comb COL/LOC	1021.82	2055.01	\$7,233	\$3,715,971.83	\$14,863,887.33
	Totals:	1241.05	2685.03		\$5,656,275.93	\$22,625,103.71

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<b>LYNCHBURG DISTRICT</b>						
<b>Altavista</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	2.31	4.62	\$12,319	\$14,228.45	\$56,913.78
	Collectors	4.93	9.86	\$7,233	\$17,829.35	\$71,317.38
	Locals	18.65	36.83	\$7,233	\$66,597.85	\$266,391.39
	Totals:	25.89	51.31		\$98,655.64	\$394,622.55
	Comb PA/MA	2.31	4.62	\$12,319	\$14,228.45	\$56,913.78
	Comb COLLOC	23.58	46.69	\$7,233	\$84,427.19	\$337,708.77
	Totals:	25.89	51.31		\$98,655.64	\$394,622.55
<b>Danville</b>						
	Principal Arterials	33.07	123.61	\$12,319	\$380,887.90	\$1,522,751.59
	Minor Arterials	32.18	90.84	\$12,319	\$279,764.49	\$1,119,057.96
	Collectors	45.93	93.27	\$7,233	\$168,655.48	\$674,621.91
	Locals	197.88	396.71	\$7,233	\$717,350.86	\$2,869,403.43
	Totals:	309.06	704.43		\$1,546,458.72	\$6,185,834.89
	Comb PA/MA	65.25	214.45	\$12,319	\$880,452.39	\$2,641,809.55
	Comb COLLOC	243.81	489.98	\$7,233	\$886,006.34	\$3,544,025.34
	Totals:	309.06	704.43		\$1,546,458.72	\$6,185,834.89
<b>Farmville</b>						
	Principal Arterials	3.74	11.02	\$12,319	\$33,938.85	\$135,755.38
	Minor Arterials	6.82	20.99	\$12,319	\$64,643.95	\$258,575.81
	Collectors	7.85	15.51	\$7,233	\$28,045.96	\$112,183.83
	Locals	25.83	50.92	\$7,233	\$92,076.09	\$368,304.36
	Totals:	44.24	98.44		\$218,704.85	\$874,819.38
	Comb PA/MA	10.56	32.01	\$12,319	\$98,582.80	\$394,331.19
	Comb COLLOC	33.68	66.43	\$7,233	\$120,122.05	\$480,488.19
	Totals:	44.24	98.44		\$218,704.85	\$874,819.38

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<b>Lynchburg</b>						
	Principal Arterials	28.93	75.24	\$12,319	\$231,720.39	\$926,881.56
	Minor Arterials	58.30	142.56	\$12,319	\$439,049.16	\$1,756,196.64
	Collectors	28.23	56.74	\$7,233	\$102,600.11	\$410,400.42
	Locals	242.24	480.88	\$7,233	\$689,551.26	\$3,478,205.04
	Totals:	357.70	755.42		\$1,642,920.92	\$6,571,683.66
	Comb PAMA	87.23	217.80	\$12,319	\$670,769.55	\$2,683,078.20
	Comb COL/LOC	270.47	537.62	\$7,233	\$972,151.37	\$3,888,605.46
	Totals:	357.70	755.42		\$1,642,920.92	\$6,571,683.66
<b>South Boston</b>						
	Principal Arterials	5.64	16.14	\$12,319	\$49,707.17	\$198,828.66
	Minor Arterials	10.68	25.03	\$12,319	\$77,086.14	\$308,344.57
	Collectors	3.86	7.72	\$7,233	\$13,959.69	\$55,838.76
	Locals	42.72	85.23	\$7,233	\$154,117.15	\$616,466.59
	Totals:	62.90	134.12		\$294,870.15	\$1,179,480.58
	Comb PAMA	16.32	41.17	\$12,319	\$126,793.31	\$507,173.23
	Comb COL/LOC	46.58	92.95	\$7,233	\$168,076.84	\$672,307.35
	Totals:	62.90	134.12		\$294,870.15	\$1,179,480.58
<b>LYNCHBURG DISTRICT TOTALS</b>						
	Principal Arterials	71.38	226.01	\$12,319	\$686,054.30	\$2,784,217.19
	Minor Arterials	110.29	284.04	\$12,319	\$874,772.19	\$3,499,088.76
	Collectors	90.80	183.10	\$7,233	\$331,090.58	\$1,324,362.30
	Locals	527.32	1050.57	\$7,233	\$1,899,693.20	\$7,598,772.81
	Totals:	799.79	1743.72		\$3,801,610.27	\$15,206,441.06
	Comb PAMA	181.67	510.05	\$12,319	\$1,570,828.49	\$6,283,305.95
	Comb COL/LOC	618.12	1233.67	\$7,233	\$2,230,781.78	\$8,923,135.11
	Totals:	799.79	1743.72		\$3,801,610.27	\$15,206,441.06

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<b>RICHMOND DISTRICT</b>						
<b>Ashtland</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	10.83	33.12	\$12,319	\$102,001.32	\$408,005.28
	Collectors	3.85	6.59	\$7,233	\$11,916.37	\$47,665.47
	Locals	29.83	60.86	\$7,233	\$110,050.10	\$440,200.38
	Totals:	44.51	100.57		\$223,967.78	\$895,871.13
	Comb PA/MA	10.83	33.12	\$12,319	\$102,001.32	\$408,005.28
	Comb COL/LOC	33.68	67.45	\$7,233	\$121,968.46	\$487,865.85
	Totals:	44.51	100.57		\$223,967.78	\$895,871.13
<b>Blackstone</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	7.96	17.00	\$12,319	\$52,355.75	\$209,423.00
	Collectors	3.58	7.16	\$7,233	\$12,947.07	\$51,788.28
	Locals	21.92	43.18	\$7,233	\$78,080.24	\$312,320.94
	Totals:	33.46	67.34		\$143,383.06	\$573,532.22
	Comb PA/MA	7.96	17.00	\$12,319	\$52,355.75	\$209,423.00
	Comb COL/LOC	25.50	50.34	\$7,233	\$91,027.31	\$364,109.22
	Totals:	33.46	67.34		\$143,383.06	\$573,532.22
<b>Chase City</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	0.87	1.74	\$12,319	\$5,358.77	\$21,435.06
	Collectors	2.93	5.86	\$7,233	\$10,234.70	\$40,938.78
	Locals	13.48	26.83	\$7,233	\$48,515.35	\$194,061.39
	Totals:	17.18	34.23		\$64,108.81	\$256,435.23
	Comb PA/MA	0.87	1.74	\$12,319	\$5,358.77	\$21,435.06
	Comb COL/LOC	16.31	32.49	\$7,233	\$58,750.04	\$235,000.17
	Totals:	17.18	34.23		\$64,108.81	\$256,435.23

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<b>Colonial Heights</b>						
	Principal Arterials	5.08	19.75	\$12,319	\$80,825.06	\$243,300.25
	Minor Arterials	3.02	8.67	\$12,319	\$26,701.43	\$106,805.73
	Collectors	7.90	19.27	\$7,233	\$34,844.98	\$139,379.91
	Locals	67.82	136.68	\$7,233	\$247,151.61	\$988,606.44
	Totals:	83.83	184.37		\$369,523.08	\$1,478,092.33
	Comb PA/MA	8.11	28.42	\$12,319	\$87,526.50	\$350,105.98
	Comb COL/LOC	75.72	155.95	\$7,233	\$281,998.59	\$1,127,986.35
	Totals:	83.83	184.37		\$369,523.08	\$1,478,092.33
<b>Hopewell</b>						
	Principal Arterials	8.84	34.62	\$12,319	\$106,620.95	\$426,483.78
	Minor Arterials	14.06	32.48	\$12,319	\$100,030.26	\$400,121.12
	Collectors	3.68	7.80	\$7,233	\$14,104.35	\$56,417.40
	Locals	95.48	190.64	\$7,233	\$344,724.78	\$1,378,899.12
	Totals:	122.06	265.54		\$565,480.36	\$2,261,921.42
	Comb PA/MA	22.90	67.10	\$12,319	\$206,651.23	\$826,604.90
	Comb COL/LOC	99.16	198.44	\$7,233	\$358,829.13	\$1,435,316.52
	Totals:	122.06	265.54		\$565,480.36	\$2,261,921.42
<b>Petersburg</b>						
	Principal Arterials	17.57	58.28	\$12,319	\$179,487.83	\$717,951.32
	Minor Arterials	21.48	48.48	\$12,319	\$149,306.28	\$597,225.12
	Collectors	20.86	41.68	\$7,233	\$75,367.86	\$301,471.44
	Locals	120.73	239.10	\$7,233	\$432,352.58	\$1,729,410.30
	Totals:	180.64	387.54		\$836,514.55	\$3,346,058.18
	Comb PA/MA	39.05	106.76	\$12,319	\$328,794.11	\$1,315,176.44
	Comb COL/LOC	141.59	280.78	\$7,233	\$507,720.44	\$2,030,881.74
	Totals:	180.64	387.54		\$836,514.55	\$3,346,058.18

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<b>Richmond</b>						
Principal Arterials	56.89	242.08	242.08	\$12,319	\$745,545.88	\$2,982,183.52
Minor Arterials	95.08	284.41	284.41	\$12,319	\$875,811.70	\$3,503,646.79
Collectors	77.11	166.01	166.01	\$7,233	\$300,187.58	\$1,200,750.33
Locals	590.70	1147.28	1147.28	\$7,233	\$2,074,589.06	\$8,298,276.24
Totals:	819.78	1839.78	1839.78		\$3,996,214.22	\$15,984,856.89
Comb PA/MA	151.97	526.49	526.49	\$12,319	\$1,821,457.58	\$6,485,830.31
Comb COL/LOC	667.81	1313.29	1313.29	\$7,233	\$2,374,756.64	\$9,499,026.57
Totals:	819.78	1839.78	1839.78		\$3,996,214.22	\$15,984,856.88
<b>South Hill</b>						
Principal Arterials	3.69	8.00	8.00	\$12,319	\$24,638.00	\$98,552.00
Minor Arterials	7.65	17.04	17.04	\$12,319	\$52,478.94	\$209,915.76
Collectors	2.80	5.20	5.20	\$7,233	\$9,402.90	\$37,611.60
Locals	24.75	49.48	49.48	\$7,233	\$89,472.21	\$357,888.84
Totals:	38.69	79.72	79.72		\$175,982.05	\$703,968.20
Comb PA/MA	11.34	25.04	25.04	\$12,319	\$77,116.94	\$308,467.76
Comb COL/LOC	27.35	54.68	54.68	\$7,233	\$98,875.11	\$395,500.44
Totals:	38.69	79.72	79.72		\$175,982.05	\$703,968.20
<b>RICHMOND DISTRICT TOTALS</b>						
Principal Arterials	92.08	382.73	382.73	\$12,319	\$1,117,117.72	\$4,468,470.87
Minor Arterials	160.95	442.94	442.94	\$12,319	\$1,364,144.47	\$5,456,577.86
Collectors	122.41	259.37	259.37	\$7,233	\$489,005.80	\$1,876,023.21
Locals	964.71	1894.05	1894.05	\$7,233	\$3,424,915.91	\$13,699,663.66
Totals:	1340.15	2959.09	2959.09		\$6,375,183.90	\$25,500,735.59
Comb PA/MA	253.03	805.67	805.67	\$12,319	\$2,481,262.18	\$9,925,048.73
Comb COL/LOC	1087.12	2153.42	2153.42	\$7,233	\$3,893,921.72	\$15,575,686.86
Totals:	1340.15	2959.09	2959.09		\$6,375,183.90	\$25,500,735.59

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<b>SUFFOLK DISTRICT</b>						
<b>Chesapeake</b>						
	Principal Arterials	55.98	167.81	\$12,319	\$516,812.85	\$2,067,251.39
	Minor Arterials	87.22	256.74	\$12,319	\$790,695.02	\$3,162,780.06
	Collectors	107.72	228.93	\$7,233	\$413,962.67	\$1,655,850.69
	Locals	688.79	1392.13	\$7,233	\$2,517,319.07	\$10,069,276.29
	Totals:	939.71	2045.61		\$4,238,789.61	\$16,955,158.43
	Comb PA/MA	143.20	424.55	\$12,319	\$1,307,507.86	\$5,230,031.45
	Comb COL/LOC	796.51	1621.06	\$7,233	\$2,931,281.75	\$11,725,126.98
	Totals:	939.71	2045.61		\$4,238,789.61	\$16,955,158.43
<b>Chincoteague</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	4.30	8.60	\$12,319	\$26,485.85	\$105,943.40
	Collectors	7.17	14.34	\$7,233	\$25,930.31	\$103,721.22
	Locals	11.72	23.44	\$7,233	\$42,385.38	\$169,541.52
	Totals:	23.19	46.38		\$94,801.54	\$379,208.14
	Comb PA/MA	4.30	8.60	\$12,319	\$26,485.85	\$105,943.40
	Comb COL/LOC	18.89	37.78	\$7,233	\$88,315.69	\$273,262.74
	Totals:	23.19	46.38		\$94,801.54	\$379,206.14
<b>Emporia</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	7.36	19.04	\$12,319	\$58,638.44	\$234,553.76
	Collectors	8.30	16.60	\$7,233	\$30,016.95	\$120,067.80
	Locals	20.01	39.80	\$7,233	\$71,968.35	\$287,873.40
	Totals:	35.67	75.44		\$160,623.74	\$642,494.96
	Comb PA/MA	7.36	19.04	\$12,319	\$58,638.44	\$234,553.76
	Comb COL/LOC	28.31	56.40	\$7,233	\$101,985.30	\$407,941.20
	Totals:	35.67	75.44		\$160,623.74	\$642,494.96



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<b>Franklin</b>						
Principal Arterials	3.05	10.83	10.83	\$12,319	\$33,353.69	\$133,414.77
Minor Arterials	12.04	27.98	27.98	\$12,319	\$88,171.41	\$344,685.62
Collectors	5.18	10.26	10.26	\$7,233	\$18,552.65	\$74,210.58
Locals	28.96	57.76	57.76	\$7,233	\$104,444.52	\$417,778.08
Totals:	49.21	106.83	106.83		\$242,522.26	\$970,089.05
Comb PAMA	15.09	38.81	38.81	\$12,319	\$119,525.10	\$478,100.39
Comb COL/LOC	34.12	68.02	68.02	\$7,233	\$122,997.17	\$491,988.66
Totals:	49.21	106.83	106.83		\$242,522.26	\$970,089.05
<b>Hampton</b>						
Principal Arterials	10.65	59.00	59.00	\$12,319	\$181,706.25	\$726,821.00
Minor Arterials	63.84	236.94	236.94	\$12,319	\$729,715.97	\$2,918,863.86
Collectors	32.82	82.33	82.33	\$7,233	\$148,873.22	\$595,492.89
Locals	322.75	656.27	656.27	\$7,233	\$1,186,700.23	\$4,746,800.91
Totals:	430.26	1034.54	1034.54		\$2,246,994.67	\$8,987,978.66
Comb PAMA	74.89	295.94	295.94	\$12,319	\$911,421.22	\$3,645,684.86
Comb COL/LOC	355.57	738.60	738.60	\$7,233	\$1,335,573.45	\$5,342,293.80
Totals:	430.26	1034.54	1034.54		\$2,246,994.67	\$8,987,978.66
<b>Newport News</b>						
Principal Arterials	23.62	118.68	118.68	\$12,319	\$365,504.73	\$1,462,018.92
Minor Arterials	41.52	151.27	151.27	\$12,319	\$465,873.78	\$1,863,495.13
Collectors	51.48	120.15	120.15	\$7,233	\$217,261.24	\$869,044.95
Locals	373.17	758.94	758.94	\$7,233	\$1,372,353.26	\$5,489,413.02
Totals:	489.77	1149.04	1149.04		\$2,420,993.01	\$9,683,972.02
Comb PAMA	65.14	269.95	269.95	\$12,319	\$831,378.51	\$3,325,514.05
Comb COL/LOC	424.63	879.09	879.09	\$7,233	\$1,589,614.49	\$6,358,457.97
Totals:	489.77	1149.04	1149.04		\$2,420,993.01	\$9,683,972.02

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<b>Norfolk</b>						
	Principal Arterials	53.61	253.11	\$12,319	\$779,515.52	\$3,118,062.09
	Minor Arterials	68.76	217.73	\$12,319	\$670,553.97	\$2,682,215.87
	Collectors	58.87	127.91	\$7,233	\$231,293.26	\$925,173.03
	Locals	526.46	1043.35	\$7,233	\$1,888,637.64	\$7,546,550.55
	Totals:	707.70	1642.10		\$3,568,000.39	\$14,272,001.54
	Comb PAMA	122.37	470.84	\$12,319	\$1,450,069.49	\$5,800,277.86
	Comb COL/LOC	585.33	1171.26	\$7,233	\$2,117,930.90	\$8,471,723.58
	Totals:	707.70	1642.10		\$3,568,000.39	\$14,272,001.54
<b>Poquoson</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	5.01	12.00	\$12,319	\$36,957.00	\$147,828.00
	Collectors	10.10	20.20	\$7,233	\$36,526.65	\$146,106.60
	Locals	36.65	72.77	\$7,233	\$131,588.35	\$526,345.41
	Totals:	51.76	104.97		\$205,070.00	\$820,280.01
	Comb PAMA	5.01	12.00	\$12,319	\$36,957.00	\$147,828.00
	Comb COL/LOC	46.75	92.97	\$7,233	\$168,113.00	\$672,452.01
	Totals:	51.76	104.97		\$205,070.00	\$820,280.01
<b>Portsmouth</b>						
	Principal Arterials	11.72	51.80	\$12,319	\$158,915.10	\$635,660.40
	Minor Arterials	42.45	140.71	\$12,319	\$433,351.62	\$1,733,406.49
	Collectors	35.22	74.85	\$7,233	\$135,347.51	\$541,380.05
	Locals	306.07	606.29	\$7,233	\$1,096,323.89	\$4,385,295.57
	Totals:	395.46	873.45		\$1,823,938.13	\$7,295,752.51
	Comb PAMA	54.17	192.31	\$12,319	\$592,266.72	\$2,369,066.89
	Comb COL/LOC	341.29	681.14	\$7,233	\$1,231,671.41	\$4,926,685.62
	Totals:	395.46	873.45		\$1,823,938.13	\$7,295,752.51

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<b>Smithfield</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	4.33	8.60	\$12,319	\$26,485.85	\$105,943.40
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	34.78	69.71	\$7,233	\$126,053.11	\$504,212.43
	Totals:	39.11	78.31		\$152,538.96	\$610,155.83
	Comb PA/MA	4.33	8.60	\$12,319	\$26,485.85	\$105,943.40
	Comb COL/LOC	34.78	69.71	\$7,233	\$126,053.11	\$504,212.43
	Totals:	39.11	78.31		\$152,538.96	\$610,155.83
<b>Suffolk</b>						
	Principal Arterials	1.74	6.30	\$12,319	\$19,402.43	\$77,809.70
	Minor Arterials	5.36	12.59	\$12,319	\$38,774.05	\$155,098.21
	Collectors	5.24	10.77	\$7,233	\$19,474.85	\$77,899.41
	Locals	24.23	47.99	\$7,233	\$86,777.92	\$347,111.67
	Totals:	36.57	77.65		\$184,429.25	\$657,716.99
	Comb PA/MA	7.10	18.89	\$12,319	\$58,176.48	\$232,705.91
	Comb COL/LOC	29.47	58.76	\$7,233	\$106,252.77	\$425,011.08
	Totals:	36.57	77.65		\$184,429.25	\$657,716.99
<b>Virginia Beach</b>						
	Principal Arterials	39.43	207.10	\$12,319	\$637,816.23	\$2,551,264.90
	Minor Arterials	153.61	512.13	\$12,319	\$1,577,232.37	\$6,308,929.47
	Collectors	150.85	337.39	\$7,233	\$610,085.47	\$2,440,341.87
	Locals	1047.98	2105.61	\$7,233	\$3,807,469.28	\$15,229,877.13
	Totals:	1391.87	3162.23		\$6,632,603.34	\$26,530,413.37
	Comb PA/MA	193.04	719.23	\$12,319	\$2,215,048.59	\$8,860,194.37
	Comb COL/LOC	1198.83	2443.00	\$7,233	\$4,417,554.75	\$17,670,219.00
	Totals:	1391.87	3162.23		\$6,632,603.34	\$26,530,413.37

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<b>Williamsburg</b>						
Principal Arterials	3.76	12.96	12.96	\$12,319	\$39,913.56	\$159,654.24
Minor Arterials	9.76	28.79	28.79	\$12,319	\$82,508.50	\$330,026.01
Collectors	4.78	10.48	10.48	\$7,233	\$18,914.30	\$75,657.18
Locals	29.34	58.12	58.12	\$7,233	\$105,095.49	\$420,381.96
Totals:	47.64	108.33	108.33		\$246,429.85	\$985,719.39
Comb PA/MA	13.52	39.75	39.75	\$12,319	\$122,420.06	\$489,680.25
Comb COL/LOC	34.12	68.58	68.58	\$7,233	\$124,009.79	\$496,039.14
Totals:	47.64	108.33	108.33		\$246,429.85	\$985,719.39
<b>SUFFOLK DISTRICT TOTALS</b>						
Principal Arterials	203.76	887.39	887.39	\$12,319	\$2,732,939.35	\$10,931,757.41
Minor Arterials	505.56	1631.12	1631.12	\$12,319	\$5,023,441.82	\$20,093,767.28
Collectors	477.69	1054.19	1054.19	\$7,233	\$1,908,239.07	\$7,624,966.27
Locals	3450.91	6932.18	6932.18	\$7,233	\$12,535,114.49	\$50,140,457.94
Totals:	4637.92	10504.88	10504.88		\$22,197,734.73	\$88,790,938.90
Comb PA/MA	709.32	2518.51	2518.51	\$12,319	\$7,758,381.17	\$31,025,524.69
Comb COL/LOC	3928.60	7986.37	7986.37	\$7,233	\$14,441,353.55	\$57,765,414.21
Totals:	4637.92	10504.88	10504.88		\$22,197,734.73	\$88,790,938.90

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<b>FREDERICKSBURG DISTRICT</b>						
Fredericksburg						
	Principal Arterials	6.48	25.80	\$12,319	\$79,457.55	\$317,830.20
	Minor Arterials	9.41	21.58	\$12,319	\$66,461.01	\$265,844.02
	Collectors	12.00	23.31	\$7,233	\$42,150.31	\$168,601.23
	Locals	48.37	101.29	\$7,233	\$183,157.64	\$732,630.57
	Totals:	76.26	171.98		\$371,226.51	\$1,484,906.02
	Comb PA/MA	15.89	47.38	\$12,319	\$145,918.56	\$583,674.22
	Comb COL/LOC	60.37	124.60	\$7,233	\$225,307.95	\$901,231.80
	Totals:	76.26	171.98		\$371,226.51	\$1,484,906.02
<b>FRED'BURG DISTRICT TOTALS</b>						
	Principal Arterials	6.48	25.80	\$12,319	\$79,457.55	\$317,830.20
	Minor Arterials	9.41	21.58	\$12,319	\$66,461.01	\$265,844.02
	Collectors	12.00	23.31	\$7,233	\$42,150.31	\$168,601.23
	Locals	48.37	101.29	\$7,233	\$183,157.64	\$732,630.57
	Totals:	76.26	171.98		\$371,226.51	\$1,484,906.02
	Comb PA/MA	15.89	47.38	\$12,319	\$145,918.56	\$583,674.22
	Comb COL/LOC	60.37	124.60	\$7,233	\$225,307.95	\$901,231.80
	Totals:	76.26	171.98		\$371,226.51	\$1,484,906.02

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<b>CULPEPER DISTRICT</b>						
<b>Charlottesville</b>						
	Principal Arterials	14.66	43.92	\$12,319	\$135,262.62	\$541,050.48
	Minor Arterials	12.45	29.44	\$12,319	\$90,667.84	\$362,671.36
	Collectors	14.92	28.82	\$7,233	\$53,560.37	\$214,241.46
	Locals	92.85	182.19	\$7,233	\$329,445.07	\$1,317,780.27
	Totals:	134.88	285.17		\$608,935.89	\$2,435,743.57
	Comb PA/MA	27.11	73.36	\$12,319	\$225,930.46	\$903,721.84
	Comb COL/LOC	107.77	211.81	\$7,233	\$383,005.43	\$1,532,021.73
	Totals:	134.88	285.17		\$608,935.89	\$2,435,743.57
<b>Culpeper</b>						
	Principal Arterials	4.64	10.21	\$12,319	\$31,444.25	\$125,776.99
	Minor Arterials	6.32	15.36	\$12,319	\$47,386.56	\$189,466.22
	Collectors	2.98	5.88	\$7,233	\$10,632.51	\$42,530.04
	Locals	30.46	61.21	\$7,233	\$110,682.98	\$442,731.93
	Totals:	44.40	92.68		\$200,126.30	\$800,505.18
	Comb PA/MA	10.96	25.59	\$12,319	\$78,810.80	\$315,243.21
	Comb COL/LOC	33.44	67.09	\$7,233	\$121,315.49	\$485,261.97
	Totals:	44.40	92.68		\$200,126.30	\$800,505.18
<b>Orange</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	10.36	23.89	\$12,319	\$73,575.23	\$294,300.91
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	16.59	32.96	\$7,233	\$59,599.92	\$238,399.68
	Totals:	26.95	56.85		\$133,175.15	\$532,700.59
	Comb PA/MA	10.36	23.89	\$12,319	\$73,575.23	\$294,300.91
	Comb COL/LOC	16.59	32.96	\$7,233	\$59,599.92	\$238,399.68
	Totals:	26.95	56.85		\$133,175.15	\$532,700.59
<b>Warrenton</b>						

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Principal Arterials	2.11	8.36	\$12,319	\$25,746.71	\$102,986.84
Minor Arterials	9.13	23.34	\$12,319	\$71,881.37	\$287,525.48
Collectors	1.04	2.08	\$7,233	\$3,761.16	\$15,044.64
Locals	21.07	41.78	\$7,233	\$75,512.52	\$302,050.08
Totals:	33.35	75.54		\$176,901.76	\$707,607.02
Comb PAMA	11.24	31.70	\$12,319	\$97,628.08	\$390,512.30
Comb COL/LOC	22.11	43.84	\$7,233	\$79,273.68	\$317,094.72
Totals:	33.35	75.54		\$176,901.76	\$707,607.02
<b>CULPEPER DISTRICT TOTALS</b>					
Principal Arterials	21.41	62.49	\$12,319	\$192,453.58	\$769,814.31
Minor Arterials	38.26	92.05	\$12,319	\$283,490.99	\$1,133,963.95
Collectors	18.94	37.58	\$7,233	\$67,954.04	\$271,816.14
Locals	160.97	318.12	\$7,233	\$575,240.49	\$2,300,961.96
Totals:	239.58	510.24		\$1,119,139.09	\$4,476,556.36
Comb PAMA	59.67	154.54	\$12,319	\$475,944.57	\$1,903,778.26
Comb COL/LOC	179.91	355.70	\$7,233	\$643,194.53	\$2,572,778.10
Totals:	239.58	510.24		\$1,119,139.09	\$4,476,556.36

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<b>STAUNTON DISTRICT</b>						
<b>Bridgewater</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	5.61	12.60	\$12,319	\$38,804.85	\$155,219.40
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	17.26	34.27	\$7,233	\$61,968.73	\$247,874.91
	Totals:	22.87	46.87		\$100,773.58	\$403,094.31
	Comb PA/MA	5.61	12.60	\$12,319	\$38,804.85	\$155,219.40
	Comb COL/LOC	17.26	34.27	\$7,233	\$61,968.73	\$247,874.91
	Totals:	22.87	46.87		\$100,773.58	\$403,094.31
<b>Buena Vista</b>						
	Principal Arterials	5.35	12.12	\$12,319	\$37,326.57	\$149,306.28
	Minor Arterials	2.00	4.00	\$12,319	\$12,319.00	\$49,276.00
	Collectors	7.09	14.18	\$7,233	\$25,640.99	\$102,563.94
	Locals	29.67	59.34	\$7,233	\$107,301.56	\$429,206.22
	Totals:	44.11	89.64		\$182,588.11	\$730,352.44
	Comb PA/MA	7.35	16.12	\$12,319	\$49,645.57	\$198,582.28
	Comb COL/LOC	36.76	73.52	\$7,233	\$132,942.54	\$531,770.16
	Totals:	44.11	89.64		\$182,588.11	\$730,352.44
<b>Clifton Forge</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	6.84	12.66	\$12,319	\$38,989.64	\$155,958.54
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	14.14	27.44	\$7,233	\$49,618.38	\$198,473.52
	Totals:	20.98	40.10		\$88,608.02	\$354,432.06
	Comb PA/MA	6.84	12.66	\$12,319	\$38,989.64	\$155,958.54
	Comb COL/LOC	14.14	27.44	\$7,233	\$49,618.38	\$198,473.52
	Totals:	20.98	40.10		\$88,608.02	\$354,432.06



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<b>Covington</b>						
	Principal Arterials	3.04	8.28	\$12,319	\$25,500.33	\$102,001.32
	Minor Arterials	2.23	4.46	\$12,319	\$13,735.69	\$54,942.74
	Collectors	3.97	7.94	\$7,233	\$14,367.51	\$57,430.02
	Locals	28.83	55.89	\$7,233	\$101,063.09	\$404,252.37
	Totals:	37.87	76.57		\$154,656.61	\$618,626.45
	Comb PA/MA	5.27	12.74	\$12,319	\$39,236.02	\$156,944.06
	Comb COL/LOC	32.60	63.83	\$7,233	\$115,420.60	\$461,682.39
	Totals:	37.87	76.57		\$154,656.61	\$618,626.45
<b>Elkton</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	0.98	1.96	\$12,319	\$6,036.31	\$24,145.24
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	11.87	23.56	\$7,233	\$42,602.37	\$170,409.48
	Totals:	12.85	25.52		\$48,638.68	\$194,554.72
	Comb PA/MA	0.98	1.96	\$12,319	\$6,036.31	\$24,145.24
	Comb COL/LOC	11.87	23.56	\$7,233	\$42,602.37	\$170,409.48
	Totals:	12.85	25.52		\$48,638.68	\$194,554.72
<b>Front Royal</b>						
	Principal Arterials	4.80	15.93	\$12,319	\$49,060.42	\$196,241.67
	Minor Arterials	4.50	9.00	\$12,319	\$27,717.75	\$110,871.00
	Collectors	6.62	13.24	\$7,233	\$23,941.23	\$95,764.92
	Locals	49.55	98.83	\$7,233	\$178,709.35	\$714,837.39
	Totals:	65.57	137.00		\$279,428.75	\$1,117,714.98
	Comb PA/MA	9.40	24.93	\$12,319	\$76,778.17	\$307,112.67
	Comb COL/LOC	56.17	112.07	\$7,233	\$202,650.58	\$810,602.31
	Totals:	65.57	137.00		\$279,428.75	\$1,117,714.98

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<b>Groffoes</b>						
Principal Arterials	0.00	0.00	0.00	\$12,319	\$0.00	\$0.00
Minor Arterials	1.76	3.52	3.52	\$12,319	\$10,840.72	\$43,362.88
Collectors	0.25	0.50	0.50	\$7,233	\$904.13	\$3,616.50
Locals	17.54	34.50	34.50	\$7,233	\$62,384.63	\$249,538.50
Totals:	19.55	38.52	38.52		\$74,129.47	\$296,517.88
Comb PA/MA	1.76	3.52	3.52	\$12,319	\$10,840.72	\$43,362.88
Comb COL/LOC	17.79	35.00	35.00	\$7,233	\$63,288.75	\$253,155.00
Totals:	19.55	38.52	38.52		\$74,129.47	\$296,517.88
<b>Harrisonburg</b>						
Principal Arterials	10.05	39.80	39.80	\$12,319	\$122,574.05	\$490,296.20
Minor Arterials	15.13	41.08	41.08	\$12,319	\$128,546.93	\$506,187.71
Collectors	29.11	61.78	61.78	\$7,233	\$111,713.89	\$446,854.74
Locals	78.33	158.91	158.91	\$7,233	\$287,349.01	\$1,149,396.03
Totals:	132.62	301.58	301.58		\$648,183.67	\$2,592,734.68
Comb PA/MA	25.18	80.89	80.89	\$12,319	\$249,120.98	\$996,483.91
Comb COL/LOC	107.44	220.69	220.69	\$7,233	\$399,062.69	\$1,596,250.77
Totals:	132.62	301.58	301.58		\$648,183.67	\$2,592,734.68
<b>Lexington</b>						
Principal Arterials	4.89	10.64	10.64	\$12,319	\$32,768.54	\$131,074.16
Minor Arterials	1.04	2.08	2.08	\$12,319	\$6,405.88	\$25,623.52
Collectors	4.83	9.66	9.66	\$7,233	\$17,467.70	\$69,870.78
Locals	14.11	27.92	27.92	\$7,233	\$50,486.34	\$201,945.36
Totals:	24.87	50.30	50.30		\$107,128.46	\$428,513.82
Comb PA/MA	5.93	12.72	12.72	\$12,319	\$39,174.42	\$156,697.68
Comb COL/LOC	18.94	37.58	37.58	\$7,233	\$67,954.04	\$271,816.14
Totals:	24.87	50.30	50.30		\$107,128.46	\$428,513.82

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<b>Luray</b>						
	Principal Arterials	0.35	1.40	\$12,319	\$4,311.65	\$17,248.60
	Minor Arterials	8.13	18.26	\$12,319	\$56,236.24	\$224,944.94
	Collectors	2.72	5.26	\$7,233	\$9,511.40	\$38,045.58
	Locals	21.57	42.91	\$7,233	\$77,592.01	\$310,368.03
	Totals:	32.77	67.83		\$147,651.29	\$590,605.15
	Comb PA/MA	8.48	19.68	\$12,319	\$60,547.89	\$242,191.54
	Comb COL/LOC	24.29	48.17	\$7,233	\$67,103.40	\$348,413.61
	Totals:	32.77	67.83		\$147,651.29	\$590,605.15
<b>Staunton</b>						
	Principal Arterials	6.09	15.95	\$12,319	\$49,122.01	\$198,488.05
	Minor Arterials	18.46	48.99	\$12,319	\$150,876.95	\$603,507.81
	Collectors	17.96	36.12	\$7,233	\$65,313.99	\$261,255.96
	Locals	84.09	167.60	\$7,233	\$303,062.70	\$1,212,250.80
	Totals:	126.60	268.66		\$568,375.66	\$2,273,502.62
	Comb PA/MA	24.55	64.94	\$12,319	\$199,998.97	\$799,995.86
	Comb COL/LOC	102.05	203.72	\$7,233	\$368,376.69	\$1,473,506.76
	Totals:	126.60	268.66		\$568,375.66	\$2,273,502.62
<b>Strasburg</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	3.36	6.72	\$12,319	\$20,695.92	\$82,783.68
	Collectors	1.83	3.66	\$7,233	\$6,618.20	\$26,472.78
	Locals	10.05	18.91	\$7,233	\$34,194.01	\$136,776.03
	Totals:	15.24	29.29		\$61,508.12	\$246,032.49
	Comb PA/MA	3.36	6.72	\$12,319	\$20,695.92	\$82,783.68
	Comb COL/LOC	11.88	22.67	\$7,233	\$40,812.20	\$163,248.81
	Totals:	15.24	29.29		\$61,508.12	\$246,032.49

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<b>Waynesboro</b>						
	Principal Arterials	8.47	28.95	\$12,319	\$89,158.76	\$356,635.05
	Minor Arterials	10.03	24.50	\$12,319	\$75,453.88	\$301,815.50
	Collectors	18.12	36.87	\$7,233	\$86,670.18	\$288,680.71
	Locals	71.73	143.19	\$7,233	\$258,923.32	\$1,035,693.27
	Totals:	108.35	233.51		\$490,206.13	\$1,960,824.53
	Comb PA/MA	18.50	53.45	\$12,319	\$164,612.64	\$658,450.55
	Comb COL/LOC	89.85	180.06	\$7,233	\$325,593.50	\$1,302,373.98
	Totals:	108.35	233.51		\$490,206.13	\$1,960,824.53
<b>Winchester</b>						
	Principal Arterials	3.94	12.33	\$12,319	\$37,973.32	\$151,893.27
	Minor Arterials	11.27	27.35	\$12,319	\$84,231.16	\$336,924.65
	Collectors	10.83	24.38	\$7,233	\$44,085.14	\$176,340.54
	Locals	64.85	128.65	\$7,233	\$232,631.36	\$930,525.45
	Totals:	90.89	192.71		\$398,920.98	\$1,595,683.91
	Comb PA/MA	15.21	39.68	\$12,319	\$122,204.48	\$488,817.92
	Comb COL/LOC	75.68	153.03	\$7,233	\$276,716.50	\$1,106,865.99
	Totals:	90.89	192.71		\$398,920.98	\$1,595,683.91
<b>Woodstock</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	3.94	7.88	\$12,319	\$24,268.43	\$97,073.72
	Collectors	3.25	6.50	\$7,233	\$11,753.63	\$47,014.50
	Locals	16.53	32.97	\$7,233	\$59,618.00	\$238,472.01
	Totals:	23.72	47.35		\$95,640.06	\$382,560.23
	Comb PA/MA	3.94	7.88	\$12,319	\$24,268.43	\$97,073.72
	Comb COL/LOC	19.78	39.47	\$7,233	\$71,371.63	\$285,486.51
	Totals:	23.72	47.35		\$95,640.06	\$382,560.23

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<b>STAUNTON DISTRICT TOTALS</b>						
	Principal Arterials	47.08	145.40	\$12,319	\$447,795.65	\$1,791,182.60
	Minor Arterials	95.28	225.07	\$12,319	\$593,159.33	\$2,772,637.33
	Collectors	106.58	220.09	\$7,233	\$397,977.74	\$1,591,910.97
	Locals	529.92	1054.89	\$7,233	\$1,907,504.84	\$7,630,019.37
	Totals:	778.86	1645.45		\$3,446,437.57	\$13,785,750.27
	Comb PA/MA	142.36	370.47	\$12,319	\$1,140,954.98	\$4,563,819.93
	Comb COL/LOC	636.50	1274.98	\$7,233	\$2,305,482.59	\$9,221,930.34
	Totals:	778.86	1645.45		\$3,446,437.57	\$13,785,750.27

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<b>NORTHERN VIRGINIA DISTRICT</b>						
<b>Alexandria</b>						
	Principal Arterials	18.22	76.44	\$12,319	\$235,416.09	\$941,664.36
	Minor Arterials	35.12	113.99	\$12,319	\$351,060.70	\$1,404,242.81
	Collectors	11.70	23.65	\$7,233	\$43,126.76	\$172,507.05
	Locals	143.25	291.83	\$7,233	\$527,701.60	\$2,110,808.39
	Totals:	208.29	508.11		\$1,157,305.15	\$4,629,220.61
	Comb PA/MA	53.34	190.43	\$12,319	\$586,476.79	\$2,345,907.17
	Comb COL/LOC	154.95	315.68	\$7,233	\$570,828.36	\$2,283,313.44
	Totals:	208.29	508.11		\$1,157,305.15	\$4,629,220.61
<b>Dumfries</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	2.20	5.20	\$12,319	\$16,014.70	\$64,058.80
	Collectors	0.00	0.00	\$7,233	\$0.00	\$0.00
	Locals	7.53	15.22	\$7,233	\$27,521.57	\$110,086.26
	Totals:	9.73	20.42		\$43,536.27	\$174,145.06
	Comb PA/MA	2.20	5.20	\$12,319	\$16,014.70	\$64,058.80
	Comb COL/LOC	7.53	15.22	\$7,233	\$27,521.57	\$110,086.26
	Totals:	9.73	20.42		\$43,536.27	\$174,145.06
<b>Fairfax</b>						
	Principal Arterials	9.41	40.49	\$12,319	\$124,699.08	\$498,796.31
	Minor Arterials	6.17	17.75	\$12,319	\$54,865.56	\$218,662.25
	Collectors	1.88	4.89	\$7,233	\$8,842.34	\$35,369.37
	Locals	52.52	105.80	\$7,233	\$191,312.85	\$765,251.40
	Totals:	69.96	168.93		\$379,519.83	\$1,518,079.33
	Comb PA/MA	15.58	58.24	\$12,319	\$179,364.64	\$717,458.56
	Comb COL/LOC	54.38	110.69	\$7,233	\$200,155.19	\$800,620.77
	Totals:	69.96	168.93		\$379,519.83	\$1,518,079.33

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<b>Falls Church</b>						
	Principal Arterials	3.77	14.02	\$12,319	\$43,178.10	\$172,712.38
	Minor Arterials	3.47	8.05	\$12,319	\$24,791.99	\$99,167.95
	Collectors	3.37	6.86	\$7,233	\$12,404.60	\$49,618.38
	Locals	21.18	43.10	\$7,233	\$77,935.58	\$311,742.30
	Totals:	31.79	72.03		\$158,310.25	\$633,241.01
	Comb PA/MA	7.24	22.07	\$12,319	\$87,970.08	\$271,880.33
	Comb COL/LOC	24.55	49.96	\$7,233	\$90,340.17	\$361,360.68
	Totals:	31.79	72.03		\$158,310.25	\$633,241.01
<b>Hemdon</b>						
	Principal Arterials	0.00	0.00	\$12,319	\$0.00	\$0.00
	Minor Arterials	7.52	29.91	\$12,319	\$92,115.32	\$368,461.29
	Collectors	5.62	17.92	\$7,233	\$32,403.84	\$129,615.36
	Locals	37.00	76.12	\$7,233	\$137,643.99	\$550,575.96
	Totals:	50.14	123.95		\$262,163.15	\$1,048,652.61
	Comb PA/MA	7.52	29.91	\$12,319	\$92,115.32	\$368,461.29
	Comb COL/LOC	42.62	94.04	\$7,233	\$170,047.83	\$680,191.32
	Totals:	50.14	123.95		\$262,163.15	\$1,048,652.61
<b>Leesburg</b>						
	Principal Arterials	3.31	11.67	\$12,319	\$35,940.68	\$143,762.73
	Minor Arterials	7.23	19.80	\$12,319	\$60,979.05	\$243,916.20
	Collectors	12.90	29.86	\$7,233	\$53,994.35	\$215,977.38
	Locals	51.43	106.85	\$7,233	\$193,211.51	\$772,846.05
	Totals:	74.87	168.18		\$344,125.59	\$1,376,502.36
	Comb PA/MA	10.54	31.47	\$12,319	\$86,919.73	\$387,678.93
	Comb COL/LOC	64.33	136.71	\$7,233	\$247,205.86	\$988,823.43
	Totals:	74.87	168.18		\$344,125.59	\$1,376,502.36

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<b>Manassas</b>						
Principal Arterials	7.79	27.63	27.63	\$12,319	\$85,093.49	\$340,373.97
Minor Arterials	17.39	60.78	60.78	\$12,319	\$187,187.21	\$748,748.82
Collectors	6.93	15.14	15.14	\$7,233	\$27,376.91	\$109,507.62
Locals	65.10	134.05	134.05	\$7,233	\$242,395.91	\$969,583.65
Totals:	97.21	237.60	237.60		\$542,053.52	\$2,188,214.06
Comb PA/MA	25.18	88.41	88.41	\$12,319	\$272,280.70	\$1,089,122.79
Comb COL/LOC	72.03	149.19	149.19	\$7,233	\$269,772.82	\$1,079,091.27
Totals:	97.21	237.60	237.60		\$542,053.52	\$2,188,214.06
<b>Manassas Park</b>						
Principal Arterials	0.31	1.24	1.24	\$12,319	\$3,818.89	\$15,275.56
Minor Arterials	3.41	9.82	9.82	\$12,319	\$30,243.15	\$120,972.58
Collectors	1.43	2.86	2.86	\$7,233	\$5,171.60	\$20,686.38
Locals	18.30	38.48	38.48	\$7,233	\$69,581.46	\$278,325.84
Totals:	23.45	52.40	52.40		\$108,815.09	\$435,280.36
Comb PA/MA	3.72	11.06	11.06	\$12,319	\$34,062.04	\$136,248.14
Comb COL/LOC	19.73	41.34	41.34	\$7,233	\$74,753.06	\$299,012.22
Totals:	23.45	52.40	52.40		\$108,815.09	\$435,280.36
<b>Vienna</b>						
Principal Arterials	2.09	8.36	8.36	\$12,319	\$25,746.71	\$102,986.84
Minor Arterials	7.17	18.43	18.43	\$12,319	\$50,600.29	\$202,401.17
Collectors	5.63	11.26	11.26	\$7,233	\$20,360.90	\$81,443.58
Locals	45.32	90.52	90.52	\$7,233	\$163,682.79	\$654,731.16
Totals:	60.21	126.57	126.57		\$260,390.69	\$1,041,562.75
Comb PA/MA	9.26	24.79	24.79	\$12,319	\$76,347.00	\$305,388.01
Comb COL/LOC	50.95	101.78	101.78	\$7,233	\$184,043.69	\$736,174.74
Totals:	60.21	126.57	126.57		\$260,390.69	\$1,041,562.75



VDOT  
 URBAN DIVISION  
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
 STATE FUNCTIONAL CLASSIFICATION  
 FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>NOVA DISTRICT TOTALS</b>						
	Principal Arterials	44.90	179.85	\$12,319	\$559,893.04	\$2,215,572.15
	Minor Arterials	89.68	281.73	\$12,319	\$867,657.97	\$3,470,631.87
	Collectors	49.44	112.64	\$7,233	\$203,681.28	\$814,725.12
	Locals	441.63	901.97	\$7,233	\$1,630,987.25	\$6,523,949.01
	Totals:	625.65	1476.19		\$3,256,219.54	\$13,024,878.15
	Comb PA/MA	134.58	461.58	\$12,319	\$1,421,551.01	\$5,686,204.02
	Comb COL/LOC	491.07	1014.61	\$7,233	\$1,834,668.53	\$7,338,674.13
	Totals:	625.65	1476.19		\$3,256,219.54	\$13,024,878.15

VDOT  
 URBAN DIVISION  
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON  
 STATE FUNCTIONAL CLASSIFICATION  
 FY 00-01

SEPTEMBER 8, 2000

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
<b>STATEWIDE TOTAL BY FUNC/CLASS</b>						
Principal Arterials	588.57	2225.98	2225.98	\$12,319	\$6,855,461.91	\$27,421,847.62
Minor Arterials	1223.16	3507.58	3507.58	\$12,319	\$10,802,469.51	\$43,209,878.02
Collectors	1005.21	2152.58	2152.58	\$7,233	\$3,692,402.79	\$15,569,611.14
Locals	7406.84	14817.52	14817.52	\$7,233	\$26,793,780.54	\$107,176,122.16
Totals:	10223.78	22703.66	22703.66		\$46,344,114.74	\$193,376,458.94
Comb PA/MA	1811.73	5733.56	5733.56	\$12,319	\$17,657,931.41	\$70,631,725.64
Comb COL/LOC	8412.05	16970.10	16970.10	\$7,233	\$30,686,183.33	\$122,744,733.30
Totals:	10223.78	22703.66	22703.66			\$193,376,458.94
CHESAPEAKE BAY BRIDGE TUNNEL		74.40	74.40	\$12,319	\$229,133.40	\$916,533.60



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 13A*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin      Seconded By: Ms. Welsh      Action: Motion Carried

### Title: Land Conveyance, Route 17, City of Portsmouth

WHEREAS, in connection with Route 17, State Highway Project 2064-09, the Commonwealth acquired certain land from the County School Board of Norfolk County by deed dated January 10, 1956, recorded in Deed Book 1243, Page 77, in the Office of the Clerk of the Circuit of the City of Portsmouth (formerly Norfolk County); and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 4,700 square feet, more or less, and lying north of and adjacent to the north right of way line of Route 17, from a point approximately 74 feet opposite approximate Station 64+80 (Route 17 centerline, Project U000-124-V05, RW-201) to a point approximately 50 feet opposite approximate Station 37+80 (Churchland Boulevard centerline, Project U000-124-V05, RW-201), was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 17 and 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; and

WHEREAS, the adjacent landowner has requested that the surplus land be conveyed.

NOW, THEREFORE, BE IT RESOLVED, THAT 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 the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

####

WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

BHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 13 B*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martia    Seconded By: Ms. Welsh    Action: Motion Carried

### Title: Land Conveyance, Route 19, Russell County

WHEREAS, in connection with Route 19, State Highway Project 6019-083-106, RW-201, the Commonwealth acquired certain land from W. C. Elliott and Estella G. Ellison by instrument dated January 14, 1977, recorded in Deed Book 267, Page 388, in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.65 acre, more or less, and lying north of and adjacent to the north right of way line of Route 19, from a point approximately 80 feet opposite approximate Station 402+40 (SBL centerline) to a point approximately 78 feet opposite approximate Station 407+90 (SBL centerline), was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 19 and 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; and

WHEREAS, the adjacent landowners have requested that the surplus land be conveyed.

NOW, THEREFORE, BE IT RESOLVED, THAT 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, deeds, without warranty, conveying the land for considerations satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

####

WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1838

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 13 C*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin    Seconded By: Ms. Welsh    Action: Motion Carried

Title: Land Conveyance, Route 19, Tazewell County

WHEREAS, in connection with Route 19, State Highway Project 3192-02, the Commonwealth acquired certain land from Dewey W. Short, et al, by final order dated July 9, 1956, recorded in Deed Book 209, Page 565, in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held July 20, 2000, abandoned a section of old Route 19; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.16 acre, more or less, and lying north of and adjacent to the north right of way line of Route 19, from a point approximately 65 feet opposite approximate Station 852+10 (Route 19 centerline) to a point approximately 90 feet opposite approximate Station 853+45 (Route 19 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; and

WHEREAS, the adjacent landowner has requested that the surplus land be conveyed.

NOW, THEREFORE, BE IT RESOLVED, THAT 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 the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

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WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1030

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 13 D*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Martin    Seconded By: Ms. Welsh    Action: Motion Carried**

### **Title: Land Conveyance, Route 23, Wise County**

WHEREAS, in connection with Route 23, State Highway Project 354, the Commonwealth acquired certain land from S. S. Robinett and Addie Robinett by deed dated November 17, 1924, recorded in Deed Book 174, Page 562, and in connection with State Highway Project 6023-097-113, RW-201, the Commonwealth acquired certain land from Morgan Legg and Lillian Legg by deed dated March 9, 1972, recorded in Deed Book 442, Page 175. These deeds are recorded in the Office of the Clerk of the Circuit Court of Wise County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held February 17, 2000, abandoned a section of old Route 23; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 0.45 acre, more or less, and lying south of and adjacent to the south right of way line of Route 23, from a point approximately 60 feet opposite approximate Station 480+70 (northbound lane centerline) to a point approximately 60 feet opposite approximate Station 483+80 (northbound lane 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; and

WHEREAS, the adjacent landowner has requested that the surplus lands be conveyed.

**Resolution of the Board  
Conveyance – Rte 23- Wise County – Robinett  
September 21, 2000  
Page Two**

**NOW, THEREFORE, BE IT RESOLVED, THAT in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, 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 the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.**

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 73 E*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin Seconded By: Ms. Welsh Action: Motion Carried

### Title: Land Conveyance, Route 58, Grayson County

WHEREAS, in connection with Route 58, State Highway Project 0058-038-103, RW-201, the Commonwealth acquired certain land from W. G. Roberts, et al, by instrument dated September 30, 1969, recorded in Deed Book 144, Page 1, in the Office of the Clerk of the Circuit Court of Grayson County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.04 acre, more or less, and lying north of and adjacent to the north right of way line of Route 58, from a point approximately 60 feet opposite approximate Station 61+10 (office revised centerline) to a point approximately 70 feet opposite approximate Station 61+60 (office revised centerline), was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 58 and 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; and

WHEREAS, the adjacent landowner has requested that the surplus land be conveyed.

NOW, THEREFORE, BE IT RESOLVED, THAT 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 the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

####

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1838

SHERLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 13 F*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin    Seconded By: Ms. Welsh    Action: Motion Carried

### Title: Land Conveyance, Routes 25/58, Lee County

WHEREAS, in connection with Route 58, State Highway Project 623-D, the Commonwealth acquired certain lands from American Association, Inc., et al, by deed dated January 24, 1936, recorded in Deed Book 97, Page 482, from Smith Ball and Mattie Lee Ball by deed dated May 15, 1926, recorded in Deed Book 92, Page 585, from Lincoln Memorial University by deed dated October 2, 1936, recorded in Deed Book 94, Page 71, from B. L. O'Dell and Della M. O'Dell by deed dated January 15, 1936, recorded in Deed Book 94, Page 295, and in connection with Route 25, State Highway Project 3052-01, the Commonwealth acquired certain land from Virginia Department of Conservation and Development by agreement dated February 10, 1953, recorded in Deed Book 144, Page 546. These instruments are recorded in the Office of the Clerk of the Circuit Court of Lee County; and

WHEREAS, the Commonwealth is also the apparent owner of a section of Route 25 in Lee County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held November 19, 1998, abandoned sections of Routes 25 and 58; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 13.85 acres, more or less, and comprising the old location of Route 58, located northwest of the new location, from old Route 25 to relocated Route 58 and the old location of Route 25, located north of the new location, from the Virginia/Kentucky Line to the Virginia/Tennessee Line do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System; and

WE KEEP VIRGINIA MOVING

Resolution of the Board  
Conveyance - Rte 25/58 - Lee County – American  
September 21, 2000  
Page Two

WHEREAS, the National Park Service, Cumberland Gap National Historical Park, has requested that the surplus lands be conveyed in accordance with the Memorandum of Agreement dated January 2, 1992.

NOW, THEREFORE, BE IT RESOLVED, THAT in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, 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 the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1988

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 13 G*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Martin   Seconded By: Ms. Welsh   Action: Motion Passed**

### **Title: Land Conveyance, Route 288, Chesterfield County**

WHEREAS, in connection with Route 288, State Highway Project 0288-020-101, RW-202, the Commonwealth acquired certain land for a frontage road from Myrtle B. Ward by deed dated August 2, 1974, recorded in Deed Book 1127, Page 383, in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, in accordance with Section 33.1-145 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held July 20, 2000, abandoned frontage road F-1025; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 1.60 acres, more or less, and lying southeast of and adjacent to the southeast right of way line of Route 360, from a point approximately 100 feet opposite approximate Station 360+80 (Route 360 eastbound lane centerline) to a point approximately 50 feet opposite approximate Station 366+70 (Route 360 eastbound lane 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; and

WHEREAS, the adjacent landowner has requested that the surplus land be conveyed.

NOW, THEREFORE, BE IT RESOLVED, THAT 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 the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

####

WE KEEP VIRGINIA MOVING



## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1689

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 11 B*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

Made By: Mr. Martin Seconded By: Ms. Welsh Action: Motion Passed

#### Title: Land Conveyance, Fairfax County Parkway, Fairfax County

WHEREAS, in connection with the Fairfax County Parkway, State Highway Project R000-029-249, RW-206, the Commonwealth acquired certain lands from Heirs, Devises, Assigns or Successors in Title of Charlie Bruce Wagstaff, deceased, by instrument dated February 7, 1989, recorded in Deed Book 7267, Page 823, from Ebrahim A. Babazadeh and Sarah J. Babazadeh by instrument dated July 5, 1991, recorded in Deed Book 7860, Page 747, and by deed dated June 15, 1993, recorded in Deed Book 8702, Page 1470, from Joseph V. Birch and Margaret Seamons Birch by deed dated February 7, 1991, recorded in Deed Book 7750, Page 1064, and by deed dated May 23, 1993, recorded in Deed Book 8622, Page 1581, and from The Saar Foundation, Inc., a Virginia Corporation by deed dated June 1, 1995, recorded in Deed Book 9426, Page 185. These instruments are recorded in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 58.4233 acres, more or less, and lying north of and adjacent to the north proposed right of way and limited access line of Fairfax County Parkway, from a point approximately 80 feet opposite approximate Station 886+04 (mainline construction centerline) to a point approximately 80 feet opposite approximate Station 926+25 (mainline construction centerline), was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Fairfax County Parkway and 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.

Resolution of the Board  
Conveyance-Fairfax County Parkway-Wagstaff  
September 21, 2000  
Page Two

NOW, THEREFORE, BE IT RESOLVED, THAT in as much as the land is suitable for independent development, it is proposed that the property be offered to a state agency, local government or other public authority or be advertised for public sale, reserving the right to reject any and all bids; and if the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay a satisfactory amount.

BE IT FURTHER RESOLVED, THAT in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, 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 the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

####

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	(MS70006-123-114, LASH LANE CONSTRUCTION FUNDS	4-204	LOCATION: BRAMBLETON AVE INTERCHANGE LOCATION: BALLENTINE BLVD. INTERCHANGE CITY OF MURKIN LANDSCAPING	AWARD	DEANCO, INC. SEAFORD, VA	4	\$209,513.45
	14-244-4075)			<b>INTERSTATE</b>			

1 INTERSTATE PROJECT AWARDED @ \$209,513.45

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No:	Ric. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	005-03-106, CS61 CONSTRUCTION FUNDS	3	FROM: 0.19 KM W. WELLS RD TO: 0.1 KM E. WILSON RD.  HENRICO CO. TURN LANES, INCLUDES GRADING, DRAINAGE, ASPHALT PAVE., UTILITIES & SIGNALS	AWARD	HOWARD BROTHERS CONTRACTOR, INC. PROVIDENCE FORGE, VA.	4	\$542,476.11
2	004-071-004, CS01 CONSTRUCTION FUNDS	41	FROM: NCL DANVILLE TO: 4.5 KM N. DANVILLE  PITTSYLVANIA CO. 4.5 KM GRADING, DRAINAGE, ASPHALT PAVE., UTILITIES & SIGNS	AWARD	APAC-VIRGINIA, INC. DANVILLE, VA	4	\$8,542,767.26
3	040-042-055, SR01 MAINTENANCE FUNDS	344	LOCATION: RTE. 146 OVER EM. MATTAPONI RIVER  EMIG AND QUINN CO. BRIDGE REPAIR, INCLUDES PAVE MILLING, OVERLAY & ESPAN JOINT REPLACEMENT	AWARD	CLISCO CORPORATION ROSEDALE, VA.	4	\$114,732.80
4	042-013-118, CS10 CONSTRUCTION FUNDS	449	FROM: 1.071 MILE. OF S. RTE. 60 TO: 1.262 MILE. OF S. RTE. 60  MUCHMAN CO. 8.401 MF GRADING, DRAINAGE, ASPHALT PAVE. & UTILITIES	AWARD	P & J CONTRACTING, L.L.C. LEBANON, VA	3	\$596,884.07

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No.	Rec. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5 T72	MISCHERMAN MAINTENANCE FUNDS	17	LOCATION: JAMES RIVER BRIDGE	AWARD	PRECOR CONSTRUCTION COMPANY CHESTPEAKE, VA.	1	\$4,324,945.00
			ISLE OF WISSET CO. SUPERSTR. & SUBSTR. REPAIRS, INCLUDING PREPARING & PAINTING BEARINGS	PRIMARY			
6 T53	MAMPAGE715 MAINTENANCE FUNDS	47 & 14	VARIOUS LOCATIONS	AWARD	E. V. WILLIAMS, INC. VIRGINIA BEACH, VA.	2	\$363,892.75
			HENRICO & NEW JENIT COUNTIES CONCRETE PAVEMENT REPAIRS				
7 T54	625-043-124, 1491 CONSTRUCTION FUNDS	250	FROM: 0.15 MI W. GASKINS RD. TO: 0.15 MI E. GASKINS RD.  HENRICO CO. LEFT TURN LANE & SIGNAL MODIFICATION	AWARD	BLAKEMORE CONSTR. CORP. RICHMOND, VA.	1	\$193,472.00

7 PRIMARY PROJECTS AWARDED @ \$54,689,169.75



# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No.	R/L No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 104	0613-005-024, M599 CONSTRUCTION FUNDS	603	FROM RTE 630 TO: 1.496 MI E. RTE 630  WASHINGTON CO. 1.496 MI GRADING, DRAINAGE & ASPHALT SURFACE TREATMENT	AWARD	PATRICK CONSTRUCTION, INC. ST. PAUL, VA	7	\$257,997.20
2 104	0760-071-228, M564 CONSTRUCTION FUNDS	703	FROM: 8.066 MI S. RTE. 634 TO: 2.004 MI N. RTE. 634  PENNSYLVANIA CO. 2.102 MI GRADING, DRAINAGE & ASPHALT PAVEMENT	AWARD	WHITES CONSTR. CO., INC. SUTHERLIN, VA.	9	\$939,917.28
3 112	0611-021-143, C508 CONSTRUCTION FUNDS	610	FROM: RTE 619 TO: RTE 659  ESSEX CO. 2.33 MI GRADING, DRAINAGE & ASPHALT SURFACE TREATMENT	AWARD	KEY CONSTRUCTION COMPANY, INCORPORATED CLARESVILLE, VA.	6	\$518,866.00
4 114	0613-007-359, M581; 0671-007-317, M591, M582, M667, Bids CONSTRUCTION FUNDS	613 & 874	RTE 871 - FROM: RTE 11 TO: 6.946 MI NW RTE-11  RTE 813 - FROM: INT. RTE 871 TO: 9.357 MI W RTE. 871  AUGUSTA CO. 3.31 MI GRADING, DRAINAGE, ASPHALT PAVE., BRIDGE & BOX CULVERT	AWARD	FLECKER CONSTRUCTION CO. STAUNTON, VA.	5	\$1,756,756.00

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5 124	0640-001-P04, NESH CONSTRUCTION FUNDS	664	FROM: MCLEBANON TO: CLIPMIN, NCL LEBANON RUSSELL CO. 0.185 MI GRADING, DRAINAGE & ASPHALT PAVEMENT	AWARD SECONDARY	PATRIK CONSTRUCTION, INC. ST. PAUL, VA	7	\$43,878.50
6 125	0640-001-P04, NESH CONSTRUCTION FUNDS	640	FROM: RTE 645 TO: 8.5 MI E. RTE 645 RUSSELL CO. 0.3 MI GRADING, DRAINAGE & ASPHALT PAVEMENT	AWARD	P & J CONTRACTING, L.L.C. LEBANON, VA	7	\$117,618.42
7 126	0640-001-P03, NESH CONSTRUCTION FUNDS	609	FROM: E. RTE 774 TO: END STATE MAINTENANCE SMYTH CO. 0.843 MI GRADING, DRAINAGE & ASPHALT SURFACE TREATMENT	AWARD	D & D CONTRACTORS, INC. CHILKOWIE, VA	7	\$147,117.80
8 128	0677-001-P03, NESH CONSTRUCTION FUNDS	677	FROM: 8.15 MI N. RTE. 676 TO: END STATE MAINTENANCE NELSON CO. 0.795 MI GRADING, DRAINAGE, UTILITIES & ASPHALT SURFACE TREATMENT	AWARD	D. S. NASH CONSTR. CO. APPOMATTOX, VA.	4	\$196,569.40

8 SECONDARY PROJECTS AWARDED @ \$3,899,739.88

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No.	Ric. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 02	000-14-147, C36 CONSTRUCTION FUNDS	YAM	VARIOUS LOCATIONS	URBAN REJECT	THE RICHARDSON-WAYLAND ELECTRICAL CORPORATION EDMOND, VA.	2	\$1,626,002.39
	STP-146(108)		CITY OF NORTON SIGNAL REPLACEMENT				
3 11	100-12-104, C36 CONSTRUCTION FUNDS	322	FROM: FIRST ST. TO: WADSWORTH ST.  CITY OF RADFORD 1.403 MI GRADING, DRAINAGE, ASPHALT PAVE., UTILITIES, LANDSCAPING & TREES.	REJECT	ALL BIDS	6	50.00

1 URBAN PROJECT REJECTED @ \$1,626,002.39; 1 URBAN PROJECT - ALL BIDS REJECTED

# BID RESULTS

AUGUST 22, 2000

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 887	K17H-2888-DEMO CONSTRUCTION FUNDS	VA1	VARIOUS LOCATIONS	AWARD	S. B. COX, INC. RICHMOND, VA.	2	\$800,000.00
<b>MISCELLANEOUS</b>							
1 T15	MAJORFIELD MAINTENANCE FUNDS	VA1	VARIOUS LOCATIONS RICHMOND DISTRICT BUILDING DEMOLITION & DISPOSAL OF ASBESTOS	AWARD	S & D INDUSTRIAL PAINTING, INC. TALPON SPRINGS, FL	4	\$745,810.00
1 T59	SCG-2-06 001115-001, NAMI, T804-001-01 MAINT. & CONSTR. FUNDS	VA1	VARIOUS LOCATIONS AMHERST, CHARLOTTA, PITTSYLVANIA & PRINCE EDWARD COUNTIES BRIDGE PAINTING	AWARD	H & S CONSTR. COMPANY BOANOCKE, VA.	1	\$470,813.00
<b>3 MISCELLANEOUS PROJECTS AWARDED FOR \$3,767,000.00</b>							

# BID RESULTS

SEPTEMBER 6, 2006

Job Dist.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
28	640-051-607, 5800 MAINTENANCE FUND	66	LOCATION: RTE 490 OVER MCKINNON SWAMP	AWARDED	ABERNATHY CONSTR. CORP. GLENN ALLEN, VA.	2	\$618,376.00
			LANCASTER CO. BRIDGE & APPROACHES	SECONDARY			

1 SECONDARY PROJECT AWARDED @ \$618,376.00

# BID RESULTS

BIDS RECEIVED OCTOBER 16, 1998

BY THE CITY OF FAIRFAX

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 88000	U00-151-VA-MS01 CONSTRUCTION FURNISH	VAR.	VARIOUS LOCATIONS	AWARDED	COLUMBIA EQUIPMENT CO., INC. JAMAICA, NY	5	\$14,950.00

## MISCELLANEOUS

CM-560(23)  
CITY OF FAIRFAX  
FURNISH & INSTALL BUS  
SHELTERS AND TRASH BINS

# BID RESULTS

BIDS RECEIVED AUGUST 1, 2000

BY THE DEPT. OF CONSERVATION & RECREATION

Job Des.	Project No:	Ris. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 EN262	EMF 90-111, CSM CONSTRUCTION PUNGS		LOCATION: STAMUNTON RIVER BATTLEFIELD STATE PARK	AWAIED	PRO-CONSTRUCTION SERVICES, INC. RICHMOND, VA	3	\$420,977.00

**MISCELLANEOUS**

TEA-961-1004  
 HALIFAX CO.  
 DEPOT RELOCATION &  
 RENOVATION

# BID RESULTS

BIDS RECEIVED AUGUST 30, 2000

BY LOUDOUN COUNTY & VA OUTDOORS FOUNDATION

Job Des.	Project No:	Rec. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
EN06A	2500-013-179, C981 CONSTRUCTION PLANS		LOCATION: ALDRE MILLS; SITE IS NEAR GILBERT'S CORNER	AWARD  <b>MISCELLANEOUS</b>	MILESTONE CONSTRUCTION SERVICES, INC. STERLING, VA	2	\$218,500.00

TEA-013-0000  
 LOUDOUN CO.  
 SITE IMPROVEMENTS.  
 INCLUDES RESTORING WATER  
 FLOW TO MILL, SURFACING  
 PARKING AREA & INSTALLING  
 PEDESTRIAN PATHS





# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1839

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 15 A*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. White

Seconded By: Mr. Kornblau

Action: Motion Passed

Title: Memorandum of Agreement - Route I-77/I-81 - Wythe County  
Hayes, Seay, Mattern & Mattern, Inc.

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 providing traffic data and analysis, supplemental survey, evaluation and support documentation on logical termini for the required environmental document, intensive public involvement program, bridge concepts and cost estimates, Stage I Right of Way and Relocation Assistance Report and a location study report for Routes I-77/I-81, from 2.0 miles north of south intersection Routes I-77/I-81 (At Wytheville) to north intersection Routes I-77/I-81 (At Fort Chiswell), in Wythe County, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State Procurement procedures a firm proposal has been received from Hayes, Seay, Mattern & Mattern, 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 is set forth in a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of the Agreement with the firm of Hayes, Seay, Mattern & Mattern, Inc. which establishes a compensation of \$2,692,591.00 for services and expenses, plus a net fee of \$52,756.00, making the maximum total compensation not to exceed \$2,745,347.00.

####

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1039

SHIRLEY J. YEARRA  
CHAIRMAN

*Agenda item # 15 B*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. White Seconded By: Mr. Korubian Action: Motion Passed

Title: Memorandum of Agreement - Engineering Design Services  
Three Highway Bridges over I-81 - Rockingham County  
Ralph Whitehead Associates, Inc.

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 engineering services on project: 0081-082-123, PE103, B635, B636, B637 located in Rockingham 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 Ralph Whitehead Associates, Inc. to perform the engineering 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 Ralph Whitehead Associates, Inc. which establishes a lump sum fee of \$440,394.

####



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 13 C*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. White Seconded By: Mr. Kornblau Action: Motion Passed**

**Title: Memorandum of Agreement - Route I-81 - Rockingham County  
Rummel Klepper & Kahl, LLP**

**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 providing professional engineering services to widen Route I-81 from MP-240.6 to MP-245.2 from the existing four lanes to the proposed six lanes which will include modifications to the interchange at Route 11 South with bridge modifications/replacements for project 0081-082-123, PE-101 in Rockingham County it is necessary to supplement its staff; and

**WHEREAS**, in accordance with Department policy and State Procurement procedures a firm proposal has been received from Rummel Klepper & Kahl, LLP, 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 is set forth in a Memorandum of Agreement.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board authorizes the execution of the Agreement with the firm of Rummel Klepper & Kahl, LLP, which establishes a compensation of \$5,759,774.00 for services and expenses, plus a net fee of \$175,426.00, making the maximum total compensation not to exceed \$5,935,200.00.

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**WE KEEP VIRGINIA MOVING**



## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YEARRA  
CHAIRMAN

*Agenda Item # 15 D*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2006

#### MOTION

Made By: Mr. White Seconded By: Mr. Korobias Action: Motion Passed

Title: Memorandum of Agreement  
Limited Services Design Contract – Northern Virginia District  
Woolpert, LLP

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 providing professional engineering services to prepare incidental right of way and construction plans on a limited services basis for the Northern Virginia District it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State Procurement procedures a firm proposal has been received from Woolpert, LLP, 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 is set forth in a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of the Agreement with the firm of Woolpert, LLP, which establishes a maximum total compensation not to exceed \$2,500,000.00.

####



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 15 B*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. White Seconded By: Mr. Korablau Action: Motion Passed

Title: Memorandum of Agreement-Lynchburg District  
Woolpert, L.L.P.

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 providing all types of surveying including photogrammetry and aerial photography located in the Lynchburg District for a two year term, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State Procurement procedures a firm proposal has been received from Woolpert LLP 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 is set forth in a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of the Agreement with the firm of Woolpert LLP, which establishes a maximum total compensation not to exceed \$3,500,000.00.

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## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16 A*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

Made By: Mr. White Seconded By: Ms. Welsh Action: Motion Passed

#### Title: Location & Design: Rolling Road (Route 638) in Fairfax County

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 at the Orange Hunt Elementary School located at 6820 Sydenstricker Road in Springfield, Virginia on Wednesday, March 29, 2000 from 5:30 p.m. to 8:00 p.m. for the purpose of considering the proposed location and major design features of the intersection improvements of Rolling Road and Old Keene Mill Road from 0.06 mile south of Old Keene Mill Road to 0.11 mile north of Old Keene Mill Road in Fairfax County, State Project CM95-029-F20, PE-105, C-517, Federal Project NH-095-2 (411); 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.

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## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1839

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16 B*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

**Made By: Mr. Folkes   Seconded By: Mr. White   Action: Motion Passed**

**Title: Location & Design: Volvo Parkway in the City of Chesapeake**

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 Greenbrier Intermediate School, located at 1701 River Birch Run North on Wednesday, May 17, 2000, between 4:00 p.m. and 7:00 p.m. in the City of Chesapeake, for the purpose of considering the location and major design features for the widening of Volvo Parkway from 0.08 mile (0.12 km) east of Kempsville Road to east corporate limits of Chesapeake, State Project U000-131-V18, PE101, RW201, C501, Federal Project STP-5403 (372); 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.

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## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1929

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16 C*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

Made By: Ms. Welsh    Seconded By: Mr. White    Action: Motion Passed

#### Title: Location & Design: Route 522 in Frederick County

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 James Wood High School, located at 161 Apple Pie Ridge Road in Frederick County, Virginia on Tuesday, June 20, 2000 between 4:00 p.m. and 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 522 from Route 673 to Route 746 in Frederick County, State Project 0522-034-123, PB101 and State Project 0522-034-123, RW201, M501, Federal Project: STP-522-8 (006); 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.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16 D*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Martin Seconded By: Mr. Grubb Action: Motion Passed

Title: Location & Design; Route 83 in the Town of Pound and Wise County

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 Pound High School, in the Town of Pound, Virginia on Thursday, June 29, 2000 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 83 from 0.19 mile (0.31 km) east of Route T-715, to 0.08 mile (0.12 km) east of Route T-715, in the Town of Pound and Wise County, State Project 0083-097-103, PE-101, RW-201, 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 Department's Engineers.

####

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## COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1839

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 16 B*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

#### MOTION

**Made By: Ms. Lionberger Seconded By: Mr. Grubb Action: Motion Passed**

#### **Title: Location & Design: Route 674 (Philpott Drive) - Henry County**

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 Bassett Middle School, in the community of Bassett, Virginia on Wednesday, June 23, 2000 between 6:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 674 from its intersection with Route 57 to its intersection with Route 665, in Henry County, State Project 0674-044-321, 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 Department's Engineers.

####



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 17 A*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Martin    Seconded By: Mr. White    Action: Motion Passed**

### **Title: Access - Limited Control Change – Route 23 - City of Norton**

WHEREAS, Route 23, State Highway Project 6023-097-114, RW-202, C-504 in Wise County, was designated as a Limited Access Highway by the Commonwealth Transportation Board on March 16, 1972; and

WHEREAS, in connection with the said Route 23, the Commonwealth acquired certain limited access control rights along Route 23 from Boco Limited by deed dated May 19, 1978, recorded in Deed Book 516, Page 134 in the Office of the Clerk of the Circuit Court of Wise County; and

WHEREAS, the land along the east existing right of way and limited access line of the said Route 23 project has been proposed for additional development and will require a limited access control break of a maximum of 200 feet along said line at approximate Station 707+00 (100 feet both sides, signalized entrance); and

WHEREAS, the said land is now located in the City of Norton; and

WHEREAS, the developer has proposed one main signalized entrance at approximate Station 707+00; and

WHEREAS, the City of Norton is requesting the said break in limited access control to support continued economic development in the area; and

WHEREAS, the Department and City of Norton staff have determined that the said changes are appropriate from a safety and traffic control standpoint; and

WE KEEP VIRGINIA MOVING

Resolution of the Board  
Access – Limited Control Change – Route 23 - City of Norton  
September 21, 2000  
Page 2

WHEREAS, the Federal Highway Administration has approved the said break in limited access control; and

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

WHEREAS, the developer shall pay just compensation to the Department in consideration of the proposed limited access control break. This amount is to be determined by the Department; and

WHEREAS, the property rights to the said limited access control break will be conveyed to the adjacent landowner of record; and

WHEREAS, upon completion and acceptance, all work, roadway construction, improvements and equipment will become the property of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby grants the said break in limited access control break as set forth and subject to the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 17 B*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Kornblau Seconded By: Mr. Martin Action: Motion Passed

Title: Access - Limited Control Change - Route 295/460 - City of Petersburg

WHEREAS, Route 295, State Highway Project 0095-074-101, RW-201, G-301 in Prince George County, was designated as a Limited Access Highway by the Commonwealth Transportation Board on October 5, 1956; and

WHEREAS, in connection with the said Route 295, the Commonwealth acquired certain limited access control rights along Route 460 at the Route 295/460 interchange from Marie Wagner Markow by instrument dated February 5, 1986, recorded in Deed Book 422, Page 204 in the Office of the Clerk of the Circuit Court of Prince George County; and

WHEREAS, the land along the west existing right of way and limited access line of Route 460 on the said Route 295 project has been proposed for additional development and will require a limited access control break of a maximum of 60 feet along said line at approximate Station 565+50 (30 feet both sides, right in, right out only with no median break); and

WHEREAS, the said land is now located in the City of Petersburg; and

WHEREAS, the said changes are supported by the City of Petersburg and will support economic development in the area; and

WHEREAS, the Department and City of Petersburg staff have determined that the said changes are appropriate from a safety and traffic control standpoint; and

WE KEEP VIRGINIA MOVING

Resolution of the Board  
Access - Limited Control Change - Route 295 - City of Petersburg  
September 21, 2000  
Page 2

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

WHEREAS, the developer shall pay just compensation to the Department in consideration of the proposed limited access control break. This amount is to be determined by the Department; and

WHEREAS, the property rights to the said limited access control break will be conveyed to the adjacent landowner of record; and

WHEREAS, upon completion and acceptance, all work, roadway construction, improvements and equipment will become the property of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby grants the said break in limited access control break as set forth and subject to the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 17C*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Mitchel Seconded By: Mr. White Action: Motion Passed**

**Title: Access - Limited Control Change - Route 7900 Franconia/Springfield Parkway -  
Fairfax County**

WHEREAS, Route 7900 Franconia/Springfield Parkway, State Highway Project R000-029-249, RW-216, C-516 in Fairfax County, was designated as a Limited Access Highway by the Commonwealth Transportation Board on July 16, 1987; and

WHEREAS, in connection with the said Route 7900, the Commonwealth acquired certain limited access control rights along Route 7900 from James S. Eudy, Trustee, et al by deed dated December 20, 1988, recorded in Deed Book 7226, Page 475 in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, the land along the north existing right of way and limited access line of the said Route 7900 project has been proposed for a medical facility and will require a limited access control break of a maximum of 120 feet along said line at approximate Station 1654+40 (60 feet both sides, right in, right out); and

WHEREAS, the said break for the entrance is approximately 1,800 feet west of Beulah Street State (Route 639); and

WHEREAS, an exclusive left turn lane will be provided along eastbound lanes of Route 7900 to be used only by emergency vehicles going to the medical facility; and

Resolution of the Board

Access – Limited Control Change – Rte 7900 Franconia/Springfield Parkway – Fairfax Co.

September 21, 2000

Page 2

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WHEREAS, the department reserves the right to close the said limited access control break at anytime in the future without compensation to the Developer should there be any safety concerns caused by the said break or should the said break conflict with future transportation needs including the future proposed interchange at Beulah Road; and

WHEREAS, no future modifications to the geometric design of the said entrance will be permitted including signalization or additional access to the eastbound lanes of said Route 7900; and

WHEREAS, the Department's staff has determined that the said changes are appropriate from a safety and traffic control standpoint; and

WHEREAS, the Developer has agreed to construct an additional acceleration/deceleration outer lane from the said entrance to the Springfield metro ramp located west of said entrance as part of this entrance; and

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

WHEREAS, the Developer shall pay just compensation to the Department in consideration of the proposed limited access control break. This amount is to be determined by the Department; and

WHEREAS, upon completion and acceptance, all work, roadway construction, improvements and equipment will become the property of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby grants the said break in limited access control break as set forth and subject to the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 18*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Grubb Seconded By: Ms. Lionberger Action: Motion Passed

### Title: Access - Recreational: Vinyard Park - Roanoke County

WHEREAS, Section 33.1-223 of the Code of Virginia, (1950), as amended, sets forth that the General Assembly of Virginia has found and declared that it is "...in the public interest that access roads and bikeways for public recreational areas and historical sites be provided...", reserves \$3,000,000 from highway funds for such purpose, and further provides that "The Commonwealth Transportation Board, with the concurrence of the Director of the Department of Conservation and Recreation, is hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Director of the Department of Conservation and Recreation and the Commonwealth Transportation Board have adopted a joint policy to govern the use of Recreational Access Funds pursuant to Section 33.1-223 of the Code of Virginia, (1950), as amended; and

WHEREAS, the Roanoke County Board of Supervisors has, by resolution, requested the use of Recreational Access Funds to provide adequate access to Vinyard Park, located off Berkley Road, and said access is estimated to cost \$64,000; and

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

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WHEREAS, the Director of the Department of Conservation and Recreation has recommended the construction of the aforementioned access road.

NOW, THEREFORE, BE IT RESOLVED that \$64,000 from the 2000-2001 Fiscal Year Recreational Access Fund be allocated to construct the access road to Vinyard Park, Project 0959-080-312, MS01, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth; and
2. payment of all ineligible project costs and all eligible costs in excess of \$64,000 from sources other than those administered by VDOT.

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23210-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 19*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. White    Seconded By: Ms. Welsh    Action: Motion Passed

Title: Rail Industrial Access, Nottoway County  
Colonial Forest Products

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 or commercial sites; and

WHEREAS, the Nottoway County Board of Supervisors have, by resolution, shown support for application of \$75,800.00 in Industrial Access Railroad Track funds for Colonial Forest Products; 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; and

WHEREAS, in accordance with the funding formula established by said policy, funding may be allocated to this project; and

WHEREAS, pursuant to Chapter 1073, Item 525.A., of the 2000 Acts of the General Assembly, funding is provided for Industrial, Airport, and Rail Access projects; and

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

WE KEEP VIRGINIA MOVING

**NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$75,800.00 of the Industrial, Airport, and Rail Access Fund be provided to construct new track to serve Colonial Forest Products, in Nottoway County contingent upon:**

- 1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.**
- 2. All costs above \$75,800.00, which is allocated herein as an industrial rail access grant, being borne by Colonial Forest Products.**
- 3. Execution of an agreement acceptable to the Department of Rail and Public Transportation.**

**####**



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 20*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Grubb Seconded By: Mr. Folkes Action: Motion Passed**

**Title: Through Truck Restriction – Routes 2203, 2202 & 2204, Fairfax County**

WHEREAS, in response to a formal request by the Fairfax County Board of Supervisors that Route 2203 (Philip Road), Route 2202 (Greenfield Road) and Route 2204 (Kenwood Drive) between Route 620 (Braddock Road) and Route 2864 (Ravensworth Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the Fairfax County Board of Supervisors has conducted a public hearing on this restriction; and

WHEREAS, the routes in question traverse a predominantly non-commercial area; 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 restrictions 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 2203 (Philip Road), Route 2202 (Greenfield Road) and Route 2204 (Kenwood Drive) between Route 620 (Braddock Road) and Route 2864 (Ravensworth Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

####

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# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 21*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Kornblau Seconded By: Ms. Lionberger Action: Motion Passed

Title: Proposed Virginia Byways In Washington, Smyth & Grayson Counties  
and The Towns of Damascus and Troutdale

Whereas, under the authority of Section 33.1-62 of the Code of Virginia, (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways in cooperation with the Department of Conservation and Recreation after providing notice and the opportunity for public hearing; and

Whereas, at the request of the Washington, Smyth and Grayson County Boards of Supervisors and the Towns of Damascus and Troutdale, the staffs of the Department of Conservation and Recreation and the Virginia Department of Transportation have reviewed and determined that the following routes substantially meet the criteria as Virginia Byways:

Route 91 from I-81 near Glade Springs to the Tennessee State Line.

Route 58 from the intersection with Route 91 in Damascus to the intersection with Route 603 at Konnarock.

Route 603 from the intersection with Route 58 at Konnarock to the intersection with Route 16 in Troutdale.

Route 600 from the intersection with Route 603 to the North Carolina State Line.

Whereas, the Department of Conservation and Recreation on June 27, 2000, recommended to the Virginia Department of Transportation that the routes herein described be designated as Virginia Byways; and

WE KEEP VIRGINIA MOVING

Resolution of the Board

Byways – Proposed: Counties of Washington, Smyth and Grayson;  
Towns of Damascus and Troutdale

September 21, 2000

Page Two

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**Whereas**, the procedures required by § 33.1-62 have been followed and a public hearing was not requested; and

**Whereas**, while once designated, it is the sense of this Board that such designation should not limit roadway improvements or maintenance by the Virginia Department of Transportation, or prevent the Board from exercising its general power and duties to locate, construct, improve and maintain all highways in the Commonwealth. Further, the Virginia Department of Transportation is directed to make every effort to ensure the scenic integrity of Virginia's unique natural resources and promote and protect Virginia's vital tourism industry and the thousands of jobs associated therewith; and

**NOW, THEREFORE, BE IT RESOLVED**, that Routes 91, 58, 603 and 600 in Washington, Smyth and Grayson Counties and the Towns of Damascus and Troutdale as herein described be designated as Virginia Byways.

####



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 23*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Ms. Welsh Seconded By: Mr. White Action: Motion Passed

Title: COOPERATIVE SERVICE AGREEMENT BETWEEN THE VIRGINIA  
DEPARTMENT OF TRANSPORTATION AND THE UNITED STATES  
DEPARTMENT OF AGRICULTURE ANIMAL AND PLANT HEALTH  
INSPECTION SERVICE WILDLIFE SERVICES

WHEREAS, VDOT facilities and highways are adversely impacted by impoundments created by beavers, and

WHEREAS, these impoundments cause a significant amount of damage and cost to facilities and highways throughout the Commonwealth, and

WHEREAS, numerous requests for assistance are received annually from VDOT Districts, Residencies, and Maintenance Areas; and

WHEREAS, the United States Department of Agriculture, Animal and Plant Health Inspection Services, Wildlife Services is legally authorized to remove beavers and breach obstacles; and

WHEREAS, VDOT could achieve a reduction in administrative costs and increased efficiency by contracting with the USDA Wildlife Service for beaver damage management.



Resolution of the Board  
Cooperative Service Agreement between VDOT and USDA  
September 21, 2000  
Page Two

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**NOW THEREFORE BE IT RESOLVED**, that the Commonwealth Transportation Board approves the Cooperative Service Agreement with the USDA Wildlife Service for the management of beaver damage along highways, roads and facilities owned by VDOT.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board authorizes the Commonwealth Transportation Commissioner to execute the Cooperative Service Agreement for the administration of the program and any amendments to the Agreement necessitated by the operation of the agreement.

**####**

**COOPERATIVE SERVICE AGREEMENT  
BETWEEN  
VIRGINIA DEPARTMENT OF TRANSPORTATION  
AND  
UNITED STATES DEPARTMENT OF AGRICULTURE  
ANIMAL AND PLANT HEALTH INSPECTION SERVICE  
WILDLIFE SERVICES (WS)**

**ARTICLE 1**

The purpose of this Cooperative Service Agreement is to establish a partnership agreement between the United States Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services (WS) and the Virginia Department of Transportation (VDOT) with management of beaver damage along state highways, roads and property owned by VDOT throughout the Commonwealth of Virginia.

**ARTICLE 2**

Authority exists under the Animal Damage Control Act of March 2, 1931, (7 USC 426-426c, as amended), and the Rural Development, Agriculture, and Related Agencies Appropriations Act, 1988, (P.L. 100-202) for the Secretary of Agriculture to cooperate with States, local jurisdictions, individuals, and public and private agencies, organizations and institutions in control of animal damage and protection of human health and safety.

**ARTICLE 3**

VDOT and WS mutually agree:

- A. That the cooperating parties will carry out program activities in accordance with the Work Plan and Financial Plan contained in this agreement. It is understood and agreed that any monies allocated in support of the Cooperative Service Agreement shall be expended only towards the management of beaver damage.
- B. To meet as determined necessary, by either party, to discuss mutual program interest, accomplishments, needs, technology, and procedures to improve or amend the work plan and budget terms.
- C. The general provisions applicable to this cooperative service agreement shall be in accordance with the Department of Agriculture "Uniform Federal Assistance Regulations", 7 CFR 3015, and Office of Management and Budget regulation governing "Controlling Paperwork Burdens on the Public", 5 CFR 1320, which

are herein incorporated by reference as part of this Cooperative Service Agreement.

- D. This agreement may be terminated by either party upon 60 days' notice in writing to the other party.

#### ARTICLE 4

VDOT agrees to:

- A. Reimburse WS for all costs incurred to cover salary, travel, supplies and other costs related to activities performed under this Agreement up to but not exceeding \$272,372. Invoices for services provided will be submitted to VDOT quarterly. Billing will be itemized into the number of projects completed per county. Payment shall be made to WS within 30 days of receipt of a billing statement.
- B. Provide a written notice to proceed for all projects assigned under this agreement. The Notice to Proceed will identify a valid project number and Universal Project Code (UPC) for payment of project expenses for VDOT accounting purposes.
- C. Designate a VDOT representative whose responsibility shall be the coordination and administration of VDOT activities conducted pursuant to this Cooperative Service Agreement.
- D. Identify the areas in which beaver damage is impacting state roadways and VDOT owned properties, and provide additional support services as necessary in terms of equipment, personnel, property ownership information, and other miscellaneous services (when available).

#### ARTICLE 5

WS agrees to:

- A. Provide qualified personnel, equipment and other miscellaneous items required to initiate and conduct the activities as outlined in the Work Plan and Financial Plan contained in this Cooperative Service Agreement.
- B. Initiate, administer and conduct beaver damage control activities to reduce the property damage on state roadways and VDOT owned properties in accordance with the terms and conditions of this Cooperative Service Agreement.
- C. Provide a Program Manager who is qualified, competent and experienced in providing the services required under this Cooperative Service Agreement. The

Program Manager will also be responsible for administration and management of all project activities conducted under this agreement.

- D. Perform all services required under this Cooperative Service Agreement in accordance with all applicable Federal and State laws and regulations.
- E. Prepare and submit a summary of activities on a quarterly basis, as well as a final report of all project related activities completed under this agreement.
- F. Secure necessary federal and state permits.

#### ARTICLE 6

The agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate WS upon failure of Congress to so appropriate. This agreement also may be reduced or terminated if Congress only provides WS funds for a finite period under a Continuing Resolution.

#### ARTICLE 7

WS will hold VDOT harmless from any liability arising from the negligent act or omission of a WS officer or employee acting within the scope of his or her employment to the extent compensation is available pursuant to the Federal Tort Claims Act (FTCA), 28 USC 2671 et. Seq., except to the extent that aforesaid liability arises from the negligent acts or omissions of VDOT, its employees, agents, or subcontractors, and employees of agents of the subcontractor(s).

#### ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member or delegate to Congress in his/her official capacity shall be admitted to any share or part of this Cooperative Service Agreement or to any benefit to arise thereof.

#### ARTICLE 9

All activities will be conducted in accordance with the applicable Federal, State and local laws, regulations, and rules.

#### ARTICLE 10

This Cooperative Service Agreement shall become effective upon date of final signature and shall continue for 12 months. Further, this Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. It may be terminated by either party upon 60 days notice in writing to the other party.

**Virginia Department of Transportation**

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**Charles D. Nottingham**  
**Commissioner, Virginia Department of Transportation**

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**Date**

**United States Department of Agriculture**  
**Animal and Plant Health Inspection Service**  
**Wildlife Services**  
**920 Main Campus Drive Suite 200**  
**Raleigh, North Carolina 27606**

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**Gary E. Larson**  
**Director, Eastern Region, WS**

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**Date**

## Work Plan

### A. Objectives and Need for Assistance:

Beavers are impacting state roadways by flooding right-of-ways, blocking culverts, flooding artificial wetlands, cutting down trees, burrowing into roadbeds, and impounding water against the roadbed. The mentioned activities create costly damage and the potential for more significant property damage to the road and state property.

Beaver will be removed to protect roads and state property.

### B. Results or Benefits Expected

VDOT will receive benefits of having property damage alleviated and resources saved. All impounded water and associated beaver in identified damage areas will be removed. Beaver causing damage to roadways but residing on adjacent property will be removed to prevent further damage, provided the adjacent landowner and VDOT agree.

VDOT will have a reliable agent to provide the services required on an as needed basis throughout the Commonwealth of Virginia

### C. Approach

A professional biological technician skilled in removal of beaver will use conibear traps, body snares, shooting, spotlighting and shooting, foot traps, and other methods to capture and remove beaver. Detailed records will be maintained of each removal site to document animals and dams breached. The biological technician will work in all areas identified by VDOT. VDOT will provide assistance to WS if necessary to obtain written permission from adjacent property owners in support of beaver removal activities.

### D. Procurement

Purchase of supplies, and miscellaneous needs including salaries will be made by WS as outlined under the Financial Plan of the Cooperative Service Agreement. All expenditures will be processed through WS's administrative system and charged to VDOT as described in the Cooperative Service Agreement. This is a reimbursable agreement and VDOT will only be billed for the cost of work performed.

### E. Resources Required

Four biological technicians will work until VDOT's needs are met or funding is exhausted. Equipment will be supplied by WS.

**F. Stipulations and Restrictions**

All program activities will be conducted in compliance with State and Federal laws and regulations, and local ordinances.

**G. Reports**

WS will be responsible for preparation of a final report to VDOT on WS activities conducted under this Cooperative Service Agreement.

**FINANCIAL PLAN**  
**Cooperative Service Agreement Between VDOT and WS**

Amount to be provided by VDOT

<b>Salary &amp; Benefits</b>		
Wildlife specialist (4 @ GS-5, step 5)		122,880
Supervisory biologist		<u>12,740</u>
	Subtotal	135,620
<b>Travel</b>		
(4) 4X4 pickups 1500 model, 50,000 miles/year		
fuel, 4,167 gallons @ \$1.60		26,668
maintenance (inspection, oil change, tires, tuneup)		3,640
depreciation		24,000
repairs		2,000
lodging and per diem, 10 nights/year @ 80/night		<u>3,200</u>
	Subtotal	59,508
<b>Rent, Communications, Utilities</b>		
Cell Phones		1,100
Fed Ex		200
Internet connection		1,152
Film and pictures		<u>400</u>
	Subtotal	2,852
<b>Supplies and Material</b>		
Lure (Hawbakers, Timber, Beaver Plus, lure components)		400
Spares, 2000 @ \$.50 each		1,000
Tire Wire		160
Miscellaneous (gauntlet, s-hook tool, cable cutters, 1 wire reel)		800
Hip boots and chest waders		1,200
#4 buckshot		100
Explosives		
\$75 per dam, 240 dams		18,000
(Binary explosives, detonation cord, nonel, and electric detonators)		<u>6,000</u>
Explosive specialist, labor		27,660
	Subtotal	27,660
<b>Equipment (Rental)</b>		
20 dozen conibear traps @ 230.00 dozen		4,600
4 dozen MB-750 offset laminated jaw beaver traps		1,200
4 revolvers		1,300
4 potato rakes		120
4 shotguns, pump		1,400
trap setters, lineman pliers		<u>240</u>
	Subtotal	8,860
<b>Program Services &amp; Environmental Compliance (.1615)</b>		37,872
<b>Total</b>		<u>272,372</u>





# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 23*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Byrd    Seconded By: Mr. Korublan    Action: Motion Passed

**Title: PROPOSED CONCEPT FOR PRIVATIZED COMPLETION OF  
THE ROUTE 288 CORRIDOR  
PURSUANT TO THE PUBLIC-PRIVATE TRANSPORTATION ACT OF 1995**

WHEREAS, the 1995 General Assembly enacted Chapter 647 entitled the Public-Private Transportation Act of 1995 (PPTA) enabling the Commonwealth of Virginia and local governments to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities; and

WHEREAS, the PPTA permits public entities to receive, evaluate and select unsolicited proposals from private offerors to acquire, construct, improve, maintain and/or operate qualifying transportation facilities; and

WHEREAS, the Virginia Department of Transportation (VDOT) issued Implementation Guidelines (the Guidelines) dated July 1, 1995, to guide the selection of transportation privatization projects under VDOT's purview; and

WHEREAS, on November 18, 1999, Tri-County Developers submitted an unsolicited proposal for the completion of the Route 288 Corridor; and

WHEREAS, in accordance with the Guidelines, a public notice was posted for a period of thirty days beginning November 26, 1999 and ending December 27, 1999; and

WHEREAS, competing proposals from FDMK, LLC and Virginia Transportation Constructors, LLC were submitted during said posting period; and

Resolution of the Board  
Proposed Concept for Privatize Completion of Rte 288 Corridor  
September 21, 2000  
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WHEREAS, in accordance with the Guidelines, the Initial Review Committee met and considered the proposers' qualifications and the technical and financial merits of the proposals and determined that the proposed concepts as submitted by Tri-County Developers, FD/MK, LLC and Virginia Transportation Constructors, LLC merit further evaluation; and

WHEREAS, in accordance with the Guidelines, further evaluation of the proposed concept requires approval of the Commonwealth Transportation Board.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the conceptual proposals submitted for the Route 288 Corridor and approves such concept.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the PPTA proposals submitted by Tri-County Developers, FD/MK, LLC and Virginia Transportation Constructors, LLC for the Route 288 Corridor be advanced to the next step, the Public-Private Transportation Advisory Panel, for further review and consideration.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Public-Private Transportation Advisory Panel is directed to expedite the review process for the Route 288 Corridor project and request submission of detailed proposals no later than close of business on Friday, October 13, 2000.

####



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1939

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda item # 24*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

Made By: Mr. Kornblau      Seconded By: Mr. Mitchel      Action: Motion Passed

### Title: AUTHORIZATION OF THE ISSUANCE AND SALE OF COMMONWEALTH OF VIRGINIA FEDERAL HIGHWAY REIMBURSEMENT ANTICIPATION NOTES, SERIES 2000

**WHEREAS**, the State Revenue Bond Act, Sections 33.1-267 et seq. of the Code of Virginia of 1950, as amended (the "Virginia Code"), and the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes Act of 2000, Enactment 2 of Chapters 1019 and 1044 of the Acts of Assembly of 2000 (the "Act") authorize the Commonwealth Transportation Board (the "Board") to issue revenue bonds designated as Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes to finance certain transportation projects;

**WHEREAS**, the Board proposes to issue Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Series 2000 Notes"), to provide funding, together with other available funds, to finance transportation projects in accordance with the Act; and

**WHEREAS**, drafts of the following documents, which provide for the issuance and sale of the Series 2000 Notes and copies of which shall be filed with the records of the Board, have been presented at this meeting:

(a) a Master Indenture of Trust (the "Master Indenture") between the Board and First Union National Bank, as trustee ("Trustee"), setting forth the security for and other provisions applicable to notes issued pursuant to indentures supplemental thereto;

(b) a First Supplemental Indenture of Trust (the "First Supplemental" and collectively with the Master Indenture, the "Indenture") between the Board and the Trustee, providing for the issuance and details of the Series 2000 Notes;

WE KEEP VIRGINIA MOVING

Resolution of the Board  
Authorization of the Issuance and Sale of Commonwealth of Virginia  
Federal Highway Reimbursement Anticipation Notes, Series 2000  
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Page 2

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(c) a Payment Agreement (the "Payment Agreement") among the Board, the Treasury Board of the Commonwealth of Virginia (the "Commonwealth") and the Secretary of Finance of the Commonwealth, providing for requesting and using best efforts to secure appropriations with respect to any notes issued under the Master Indenture, including the Series 2000 Notes;

(d) a Preliminary Official Statement of the Board relating to the offering of the Series 2000 Notes (the "Preliminary Official Statement");

(e) a Note Purchase Agreement (the "Purchase Contract") between the Board, PaineWebber Incorporated, as senior bookrunning manager on behalf of group of underwriters co-senior managed by Goldman, Sachs & Co. and Salomon Smith Barney (collectively the "Underwriters"), and the Treasury Board of the Commonwealth providing for the initial purchase by the Underwriters of the Series 2000 Notes; and

(f) a Continuing Disclosure Agreement of the Board (the "Continuing Disclosure Agreement").

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

1. **Authorization of Issuance and Sale of Notes.** The Board determines that it is in the best interest of the Commonwealth to issue the Series 2000 Notes and to sell the Series 2000 Notes by a negotiated sale to the Underwriters. The Board authorizes the issuance and sale of the Series 2000 Notes, pursuant to the following terms and conditions: (a) the aggregate principal amount of the Series 2000 Notes shall not exceed \$450,000,000, (b) the final maturity of the Series 2000 Notes shall not extend beyond 10 years after the date of issuance thereof, and (c) the "true" interest cost of the Series 2000 Notes shall not exceed 6.0% per annum, taking into account any original issue discount or premium.

2. **Preliminary Official Statement.** The Board approves the Preliminary Official Statement, in substantially the form presented at this meeting with such completions, omissions, insertions and changes as the Chairman of the Board (the "Chairman") or her designee may approve, in connection with the offering of the Series 2000 Notes. The Board authorizes the Chairman or her designee to deem the Preliminary Official Statement final as of its date for purposes of Securities and Exchange Commission Rule 15c2-12 (the "Rule") and to approve distribution thereof by the Underwriters. Distribution of the Preliminary Official Statement shall constitute conclusive evidence that any such completions, omissions, insertions and changes have been approved and that it has been deemed final as of its date, except for the omission of such pricing and other information permitted to be omitted, for purposes of the Rule.

**3. Limited Obligations.** The Series 2000 Notes shall be limited obligations of the Board, payable solely from Revenues, as defined in the Master Indenture, appropriated by the General Assembly of Virginia therefor and certain funds created under the Indenture. Nothing in the Series 2000 Notes or in the Indenture shall be deemed to create or constitute a debt or a pledge of the faith and credit of the Commonwealth or any political subdivision thereof.

**4. Determination of Details of Notes.** The Board authorizes the Chairman or her designee, subject to the limitations set forth in paragraph 1, to determine the details of the Series 2000 Notes, including without limitation the aggregate principal amount, the maturity schedule, the interest rates, the redemption provisions, the sale date, the sale price and the reoffering prices.

**5. Acceptance of Offer.** The Board authorizes the Chairman or her designee to accept an offer of the Underwriters to purchase the Series 2000 Notes on terms determined in accordance with paragraph 4 and, as evidence of such acceptance, to execute the Purchase Contract, in substantially the form presented at this meeting, which is approved, with such completions, omissions, insertions and changes as the Chairman or her designee may approve to reflect such terms, or otherwise, subject to the limitations set forth in paragraph 1. Execution by the Chairman or her designee of the Purchase Contract shall constitute conclusive evidence of approval of any such completions, omissions, insertions and changes.

**6. Official Statement.** The Board authorizes and directs the Virginia Department of Transportation (the "Department") staff, in collaboration with the Board's financial advisor, Public Resources Advisory Group, Inc. (the "Financial Advisor"), to complete the Preliminary Official Statement as an official statement in final form (the "Official Statement") to reflect the provisions of the executed Purchase Contract. The Board authorizes the Chairman or Vice-Chairman of the Board (the "Vice-Chairman") to execute the Official Statement, which execution shall constitute conclusive evidence of approval of the Official Statement on behalf of the Board and that it has been deemed final within the meaning of the Rule. The Board authorizes and directs the Department staff to arrange for delivery to the Underwriters, within seven business days after the date thereof, of a sufficient number of copies of the Official Statement, for the Underwriters to distribute copies to each potential investor requesting a copy and to each person to whom the Underwriters initially sell Series 2000 Notes. The Board authorizes and approves the distribution by the Underwriters of the Official Statement as executed.

**7. Financing Documents.** The Board authorizes and directs the Chairman or Vice-Chairman to execute the Master Indenture, the First Supplemental and the Payment Agreement in substantially the forms presented at this meeting, which are approved, with such completions, omissions, insertions and changes as are necessary or desirable to reflect the provisions of the executed Purchase Contract, or otherwise, as the Chairman or Vice-Chairman may approve. Execution by the Chairman or Vice-Chairman of such documents shall constitute conclusive evidence of approval of any such completions, omissions, insertions and changes.

8. **Execution and Delivery of Notes.** The Board authorizes and directs the Chairman or Vice-Chairman and the Secretary or Assistant Secretary of the Board to have the Series 2000 Notes prepared and to execute the Series 2000 Notes in accordance with the Indenture, to deliver them to the Trustee for authentication and to cause the Series 2000 Notes so executed and authenticated to be delivered to or for the account of the Underwriters upon payment of the purchase price therefor, all in accordance with the executed Purchase Contract.

9. **Continuing Disclosure.** The Board covenants to undertake ongoing disclosure and to provide "annual financial information" and "material event notices" for the benefit of holders of Series 2000 Notes, to assist the Underwriters in complying with the Rule, in accordance with the Continuing Disclosure Agreement. The Board authorizes and directs the Chairman or her designee to execute the Continuing Disclosure Agreement in substantially the form presented at this meeting, which is approved, with such completions, omissions, insertions and changes as the Chairman or her designee may approve. Execution by the Chairman or her designee of the Continuing Disclosure Agreement shall constitute conclusive evidence of approval of any such completions, omissions, insertions and changes.

10. **Authorization of Further Action.** The Board authorizes the Department staff (a) to request the Treasury Board of the Commonwealth to approve the terms and structure of the Series 2000 Notes in accordance with Section 2.1-179(7) of the Virginia Code and the Act, (b) to request the Governor of the Commonwealth to approve issuance of the Series 2000 Notes in accordance with the Act, and (c) if requested by the Underwriters, and in collaboration with the Financial Advisor and the Underwriters, to negotiate a commitment for a bond insurer to issue municipal bond insurance with respect of some or all of the Series 2000 Notes, and to execute such commitment together with any other documents related to such insurance. The Board further authorizes and directs its officers and the Department staff to execute and deliver all documents and certificates and to take all such further action as they may consider necessary or desirable in connection with the issuance and sale of the Series 2000 Notes, including without limitation (i) execution and delivery of a certificate setting forth the expected use and investment of the proceeds of the Series 2000 Notes to show that such expected use and investment will not violate the provisions of Section 148 of the Internal Revenue Code of 1986, as amended, and regulations thereunder applicable to "arbitrage bonds" and (ii) providing for the rebate of any "arbitrage rebate amounts" earned on investment of proceeds of the Series 2000 Notes to the United States.

11. **Effective Date.** This Resolution shall be effective immediately.

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*Draft dated 8/31/00*

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**MASTER INDENTURE OF TRUST**

between

**COMMONWEALTH TRANSPORTATION BOARD**

and

**FIRST UNION NATIONAL BANK,  
as Trustee**

Dated as of October 1, 2000

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Securing  
**Commonwealth of Virginia  
Federal Highway Reimbursement Anticipation Notes**

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This **MASTER INDENTURE OF TRUST**, dated as of October 1, 2000, is made by and between the **COMMONWEALTH TRANSPORTATION BOARD** (the "Board"), existing under the laws of the Commonwealth of Virginia, and **FIRST UNION NATIONAL BANK**, a national banking association having a corporate trust office in Richmond, Virginia, as Trustee (the "Trustee");

**WITNESSETH:**

**WHEREAS**, the State Revenue Bond Act, Section 33.1-267, *et seq.* of the Code of Virginia of 1950, as amended (the "Virginia Code"), and the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes Act of 2000, Enactment 2 of Chapters 1019 and 1044 of the Acts of Assembly of 2000 (the "Act"), authorize the Board (a) to issue revenue bonds from time to time designated as Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes (the "Notes") to provide funds, together with any other available funds, for paying costs for construction or funding of certain projects in accordance with the Act, (b) to borrow in anticipation of the sale of Notes and (c) to refund Notes;

**WHEREAS**, to further the purposes of the Act, the Board has determined to issue Notes from time to time under this Master Indenture to provide funds to finance or refinance transportation projects and to refund obligations previously incurred for such purposes, all as permitted by the Act;

**WHEREAS**, each Series of Notes will be issued pursuant to a Supplemental Indenture that will provide for the terms for such Series of Notes; and

**WHEREAS**, the Trustee agrees to accept and administer the trusts created hereby;

**NOW, THEREFORE, THIS INDENTURE FURTHER WITNESSETH**, in consideration of the premises, the acceptance by the Trustee of the trusts hereby created, and of the purchase and acceptance of each Series of Notes by the Holders thereof, and for the purpose of fixing and declaring the general terms and conditions upon which the Notes are to be issued, authenticated, delivered, secured and accepted by all persons who shall from time to time be or become Holders thereof, and to secure the payment of the principal or purchase price of each Series of Notes at any time Outstanding hereunder and the interest and redemption premium, if any, thereon according to their tenor, purport and effect and amounts due to or on behalf of the providers of any Credit or Liquidity Facility, the Board has executed this Indenture and does hereby grant a security interest in, assign, transfer, pledge and grant and convey unto the Trustee and its successors and assigns forever, for the benefit of the Noteholders and the providers of any Credit or Liquidity Facility, the following Trust Estate:

- (a) amounts on deposit from time to time in the Funds and Accounts created pursuant hereto including the earnings thereon, subject to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein; provided, however, that there expressly is excluded from any pledge, assignment, lien or security interest created by this Indenture any amount (1) on deposit in the Rebate Fund, as defined herein, (2) on deposit in

the BAN Repayment Account, as defined herein, or (3) held to provide for the Payment of certain Notes in accordance with Article XII which shall secure solely such Notes;

- (b) amounts constituting Revenues that have been appropriated by the General Assembly of the Commonwealth for the payment of debt service on the Notes;
- (c) amounts received from or on behalf of the providers of any applicable Credit or Liquidity Facility; and
- (d) any and all other property of any kind from time to time hereafter by delivery or by writing of any kind specifically conveyed, pledged, assigned or transferred, as and for additional security hereunder for the Notes, by the Board or by anyone on its behalf or with its written consent in favor of the Trustee, which is hereby authorized to receive any and all such property at any and all times and to hold and apply the same subject to the terms hereof.

**TO HAVE AND TO HOLD** all such properties pledged, assigned and conveyed by the Board hereunder, including all additional property which by the terms hereof has or may become subject to the encumbrances hereof, unto the Trustee and its successors in trust and its assigns forever, subject, however, to the rights reserved hereunder.

**IN TRUST NEVERTHELESS**, for the equal and proportionate benefit and security of the Holders from time to time of all Notes issued, authenticated, delivered and Outstanding hereunder, without preference, priority or distinction as to lien or otherwise of any of such Notes over any other such Notes and, subject to Section 401(b), the providers of any Credit or Liquidity Facility; provided, however, that any Credit or Liquidity Facility will secure or provide liquidity, a hedge or a swap only with respect to the Notes for which it is provided and any debt service reserve fund or account funded in connection with a Series of Notes will secure only the Notes specified in the applicable Supplemental Indenture;

**PROVIDED, HOWEVER**, that if the Board shall pay fully and promptly when due all liabilities, obligations and sums at any time secured hereby or provide for the payment thereof in accordance with the provisions hereof, and shall promptly, faithfully and strictly keep, perform and observe or cause to be kept, performed and observed all of its covenants, warranties and agreements contained herein, then and in such event, except for the provisions of Article XII, as applicable, the Indenture shall be and become void and of no further force and effect; otherwise, the same shall remain in full force and effect, and upon the trusts and subject to the covenants and conditions hereafter set forth:

#### **ARTICLE I** **DEFINITIONS AND RULES OF CONSTRUCTION**

**Section 101. Definitions.** The following terms, for all purposes of the Indenture, shall have the following meanings unless the context clearly indicates some other meaning:

**"Account"** means any account or subaccount created in any Fund created hereunder or under a Supplemental Indenture.

**"Accreted Value"** will have the meaning set forth in any Supplemental Indenture authorizing the related Capital Appreciation Notes.

**"Act"** means the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes Act of 2000, Enactment 2 of Chapters 1019 and 1044 of the Acts of Assembly of 2000, as the same may be amended from time to time.

**"Additional Notes"** means Notes issued in accordance with Section 403 and secured by the Indenture subsequent to issuance of the initial Series of Notes hereunder.

**"Authentication Agent"** means, with respect to a Series of Notes, the entity or entities designated as such for such Series of Notes in the applicable Supplemental Indenture. If not otherwise designated, the Authentication Agent shall be the Trustee.

**"Balloon Notes"** means any Notes, 25 percent or more of the original principal amount of which matures or is subject to mandatory redemption during any consecutive 12 month period, if the maturing principal amount is not required to be amortized below such percentage by mandatory redemption or prepayment before the 12 month period.

**"BAN Repayment Account"** means the "BAN Repayment Account" within the Project Fund created pursuant to Section 503(b).

**"Board"** means the Commonwealth Transportation Board, existing in accordance with Section 33.1-1 of the Virginia Code.

**"Board Representative"** means the Chairman, the Vice-Chairman or the Secretary of the Board or any other person as may be designated to act on behalf of the Board by written certificate furnished to the Trustee containing the specimen signature of such person and signed on behalf of the Board by its Chairman or Vice-Chairman.

**"Bond Anticipation Notes"** means any of the Board's obligations issued in anticipation of the issuance, and which is anticipated to be paid from proceeds, of Notes.

**"Bond Counsel"** means an attorney or firm or firms of attorneys of national recognition, selected or employed by the Board and acceptable to the Trustee, experienced in the field of municipal bonds whose opinions are generally accepted by purchasers of municipal bonds.

**"Bond Year"** means the annual period commencing on October 2 in each year and ending on October 1 of the following year.

**"Business Day"** means, unless specified otherwise in the applicable Supplemental Indenture, any day of the week other than Saturday, Sunday or a day that shall be, in the

Commonwealth, the State of New York or in the jurisdiction in which the principal Corporate Trust Office of the Trustee is located, a legal holiday or a day on which banking corporations are authorized or obligated by law or executive order to close, or such other days as may be specified in a Supplemental Indenture.

**"Capital Appreciation Notes"** mean the Notes in any Series designated as Capital Appreciation Notes in the Supplemental Indenture authorizing the issuance of the Series.

**"Code"** means the Internal Revenue Code of 1986, as amended, including applicable Treasury Regulations, rulings and procedures promulgated thereunder or under the Internal Revenue Code of 1954, as amended.

**"Commonwealth"** means the Commonwealth of Virginia.

**"Corporate Trust Office"** means an office of the Trustee at which its corporate trust business is conducted, which on the date hereof includes its office in Richmond, Virginia.

**"Cost(s)"** or **"Cost(s) of the Project"** means, with respect to a Project, the cost of construction, the cost of all lands, properties, rights, easements and franchises acquired which are deemed necessary for such construction, the cost of acquiring by purchase or condemnation any ferry which is deemed by the Board to be competitive with any bridge to be constructed, the cost of all machinery and equipment, financing charges, interest prior to and during construction and for one year after completion of construction, the cost of traffic estimates and of engineering data, engineering and legal expenses, the cost of plans, specifications and surveys, estimates of cost and of revenues, other expenses necessary or incident to determining the feasibility or practicability of the enterprise, administrative expense and such other expenses as may be necessary or incident to the financing herein authorized, the construction of the project, the placing of the project in operation and the condemnation of property necessary for such construction and operation.

**"Credit or Liquidity Facility"** means a line of credit, a standby bond purchase agreement, a letter of credit, a reserve fund, a policy of bond insurance, a guaranty, a surety bond or any other similar type of credit or liquidity support or any hedge or interest rate swap contract issued for the benefit of the Board or the Trustee to secure or to provide liquidity, a hedge or a swap with respect to any Notes and includes all of the documents or instruments pursuant to which such credit, liquidity, hedge or swap is provided.

**"Credit or Liquidity Facility Account"** means the Account of that name in the Debt Service Fund created pursuant to 506(a).

**"Debt Service Fund"** means the "Commonwealth Transportation Board Debt Service Fund - 2000 Master Indenture" created pursuant to Section 501(b).

**"Debt Service Requirement"** means, for any period of 12 consecutive months for which such determination is made, the aggregate of the amounts of Revenues required to be deposited

in the Debt Service Fund or paid by or on behalf of the Board under any Credit or Liquidity Facility; *provided, however*, that:

(a) with respect to any Option Obligations, such Option Obligations will be assumed to mature on their stated dates of maturity;

(b) with respect to Balloon Notes (excluding Bond Anticipation Notes), it will be assumed that the principal of such Balloon Notes, together with interest at the rate applicable to such Balloon Notes, will be payable in level debt service over a period of 10 years from the date the Balloon Notes were issued;

(c) with respect to Bond Anticipation Notes, unless the payment thereof is in default, principal thereof, and any accrued but unpaid interest thereon, will be assumed to be repaid from Notes assumed to be issued not later than one year prior to the maturity of such Bond Anticipation Notes, the principal amount of such Notes together with interest thereon calculated at a rate equal to the current average yield on "AA" rated municipal revenue bonds maturing in 10 years, according to the then current index published by Municipal Market Data ("MMD") for the Business Day immediately preceding the date of such determination of Debt Service Requirement (provided that in the event MMD does not publish an index of the current yield on "AA" rated municipal revenue bonds maturing in 10 years, an alternative index or other source of current revenue bond yields may be selected by the Board) will be payable in level debt service over a period of 10 years from the assumed date of issuance;

(d) with respect to Variable Rate Notes, the principal amount of such Notes together with interest calculated at a rate equal to the greater of (i) the actual interest rate on the Notes in effect on the date of their issuance, or (ii) the six-month average of The Bond Market Association (TBMA) index of variable rate obligation yields or any successor thereto (provided that in the event TBMA does not publish an index of variable rate obligation yields, an alternative index or other source of current variable rate obligation yields may be selected by the Board) will be payable in level debt service over a period of 10 years from the date of issuance thereof; and

(e) with respect to obligations related to any Credit or Liquidity Facility, to the extent that such Credit or Liquidity Facility has not been used or drawn upon, or any drawing or use has been reimbursed in full to the provider, the principal and interest relating to such Credit or Liquidity Facility will not be included in the Debt Service Requirement; provided, however, that in any event any fees or other payments (other than termination payments) due with respect to any Credit or Liquidity Facility will be included in the Debt Service Requirement.

"Defeased Municipal Obligations" mean obligations of state or local government municipal bond issuers that are rated in the highest rating category by a Rating Agency, provision for the payment of the principal of and interest on which has been made by the deposit with a trustee or escrow agent of Government Obligations or Government Certificates, the maturing principal of and interest on which, when due and payable and without reinvestment,



will provide sufficient money to pay the principal of, redemption premium, if any, and interest on such obligations of state or local government municipal bond issuers.

**"Defeased Municipal Obligation Certificate"** means evidence of ownership of a proportionate interest in specified Defeased Municipal Obligations, which Defeased Municipal Obligations are held by a bank or trust company organized and existing under the laws of the United States of America or any of its states acceptable to the Trustee in the capacity of custodian.

**"Defeasance Obligations"** mean noncallable (a) Government Obligations, (b) Government Certificates, (c) Defeased Municipal Obligations, and (d) Defeased Municipal Obligation Certificates.

**"Event of Default"** means any one or more of those events set forth in Section 801.

**"Federal Fiscal Year"** means the twelve-month fiscal year of the United States of America that commences on October 1 in each year and ends on September 30 of the following year.

**"Federal Highway Reimbursements"** means all federal-aid highway construction reimbursements and any other federal highway assistance received from time to time by the Commonwealth under or in accordance with Title 23 of the United States Code or any successor program established under federal law.

**"Fiscal Year"** means the fiscal year of the Board ending as of June 30 of each year or such other date as may be designated from time to time in writing by the Board to the Trustee.

**"Fitch"** means Fitch, Inc., its successors and assigns, and, if such entity shall no longer perform the function of a security rating agency, "Fitch" shall mean any other nationally recognized rating agency designated by the Board.

**"Fund"** means any fund established hereunder or under a Supplemental Indenture.

**"General Assembly"** means the General Assembly of the Commonwealth.

**"Government Certificates"** means evidences of ownership of proportionate interest in future interest or principal payments of Government Obligations, including depository receipts thereof. Investments in such proportionate interest must be limited to circumstances wherein (a) a bank or trust company acts as custodian and holds the underlying Government Obligations, (b) the owner of the investment is the real party in interest and has the right to proceed directly and individually against the obligor of the underlying Government Obligations, and (c) the underlying Government Obligations are held in a special account, segregated from the custodian's general assets, and are not available to satisfy any claim of the custodian, any person claiming through the custodian, or any person to whom the custodian may be obligated.

**"Government Obligations"** means direct and general obligations of, or obligations the timely payment of which are fully and unconditionally guaranteed by, the United States of America.

**"Holder"** or **"Noteholder"** means the registered owner of any Note.

**"Indenture"** means this Master Indenture of Trust and all amendments and supplements thereto.

**"Interest Account"** means the Account of that name in the Debt Service Fund created pursuant to Section 506(a).

**"Interest Payment Date"** means, with respect to each Series of Notes, each date set forth in the applicable Supplemental Indenture with respect to such Series of Notes on which interest is payable.

**"Letter of Representations"** means the Blanket Letter of Representations dated November 19, 1996, from the Board to the initial Securities Depository and any amendments thereto or any successor agreements between the Board and any successor Securities Depository, relating to a book-entry system to be maintained by the Securities Depository with respect to each Series of Notes. Notwithstanding any provision of the Indenture, including Article X and Article XI of this Master Indenture, the Board may enter into any such amendment or successor agreement without the consent of Holders of the applicable Series of Notes.

**"Master Indenture"** means this Master Indenture dated as of October 1, 2000, by and between the Commonwealth Transportation Board and First Union National Bank, as trustee.

**"Maximum Annual Debt Service"** means, when used with reference to all Notes or a Series of Notes, as of any date of determination, the maximum Debt Service Requirement with respect to all such Notes then Outstanding for the then current Bond Year or any subsequent Bond Year during which such Notes are then scheduled to be Outstanding.

**"Moody's"** means Moody's Investors Service, Inc., its successors and assigns, and, if such entity shall no longer perform the functions of a securities rating agency, "Moody's" means any other nationally recognized rating agency designated by the Board.

**"Note"** or **"Notes"** means any obligations or any other evidences of indebtedness for borrowed money issued from time to time pursuant to Section 201 and in accordance with Article IV and the terms of a Supplemental Indenture providing for the issuance thereof.

**"Note Authorizing Resolution"** means any resolution adopted by the Board authorizing the issuance of Notes under the Indenture and the execution and delivery of a Supplemental Indenture with respect thereto.

**"Opinion of Bond Counsel"** means a written opinion of Bond Counsel.

**"Opinion of Counsel"** means a written opinion of an attorney or firm or firms of attorneys acceptable to the Trustee and the Board, and who (except as otherwise expressly provided herein) may be either counsel for the Board or for the Trustee.

**"Option Obligations"** mean any Notes that by their terms may be tendered by and at the option of the Owner or holder thereof for purchase before its stated maturity.

**"Original Purchaser"** means the person, persons, entity or entities designated in each Purchase Contract as the initial purchaser or purchasers, placement agent or placement agents of a Series of Notes or, if so designated in such Purchase Contract, the representatives or lead or managing underwriters or placement agents of such initial purchaser.

**"Outstanding"** means when used with reference to Notes or a Series of Notes, as of any date of determination, all Notes or all Notes of such Series theretofore authenticated and delivered except (a) Notes theretofore canceled by the Trustee or delivered to the Trustee for cancellation, (b) Notes that are deemed paid and no longer Outstanding as provided in Section 1202, (c) Notes in lieu of which other Notes have been issued pursuant to the provisions of the Indenture relating to Notes destroyed, stolen or lost, unless evidence satisfactory to the Trustee has been received that any such Note is held by a bona fide purchaser, (d) after any tender date as may be provided for in the applicable Supplemental Indenture, any Note held by a Noteholder who has given a tender notice or was required to tender such Note in accordance with the provisions of the applicable Supplemental Indenture and that was not so tendered and for which sufficient funds for the payment of the purchase price of which have been deposited with the Trustee, or any tender agent appointed under such Supplemental Indenture, and (e) for purposes of any consent or other action to be taken under the Indenture by the Holders of a specified percentage of principal amount of Notes, Notes held by or for the account of the Board, unless all of the Notes are held by or for the account of the Board.

**"Paying Agent"** means any commercial bank or trust company meeting the requirements for a successor trustee described in Section 906(d) that may be appointed by the Board, in a Supplemental Indenture, to act as a paying agent or a tender agent with respect to one or more Series of Notes. Absent any such appointment, the Trustee shall serve as the Paying Agent. The provisions governing the duties and responsibilities of any Paying Agent (including any duties and responsibilities of the Trustee when acting in such capacity in addition to those set forth in this Master Indenture) and the means for selecting or removing any Paying Agent will be set forth in the Supplemental Indenture pursuant to which such Series of Notes are issued.

**"Payment Agreement"** means the agreement between the Board, the Treasury Board and the Secretary of Finance of the Commonwealth, with respect to the request for appropriation of funds from the General Assembly of the Commonwealth for payment of debt service and other amounts, if any, with respect to the Notes.

**"Payment of Notes" or "Payment of a Series of Notes"** means payment in full of all principal or purchase price of, redemption premium, if any, and interest on the applicable Notes or Series of Notes.

**"Principal Account"** means the Account of that name in the Debt Service Fund created pursuant to Section 506(a).

**"Project"** means any project or projects designated from time to time in accordance with the Act for which the Board may provide funding from the proceeds of Notes, or obligations in anticipation thereof, or with respect to which the Board may allocate proceeds of Notes in accordance with the Act.

**"Projected Federal Highway Revenues"** means, as of any determination date, the annual average of Federal Highway Reimbursements projected by the Board to be received by the Commonwealth during the Federal Fiscal Year(s), commencing with the then current Federal Fiscal Year, remaining in any then enacted authorization period of the Federal-Aid Highway Program, or any successor thereto, provided that if any determination date occurs (a) during a Federal Fiscal Year that ends after expiration of such most recently enacted authorization period and (b) before enactment of authorization of Federal Highway Reimbursements, then Projected Federal Highway Revenues shall be equal to the Federal Highway Reimbursements actually received by the Commonwealth in the last Federal Fiscal Year ending before such expiration.

**"Projected Revenues"** means, with respect to a particular Fiscal Year, Federal Highway Reimbursements projected by the Board to be received by the Commonwealth during such Fiscal Year plus other Revenues, if any, that have been appropriated by the General Assembly, and in the case of a sum sufficient appropriation are projected by the Board to be required, with respect to the Notes for such Fiscal Year.

**"Project Fund"** means the "Commonwealth Transportation Board Project Fund - 2000 Master Indenture" created pursuant to Section 501(a).

**"Purchase Contract"** means, with respect to a Series of Notes, the contract of purchase between the Board and the Original Purchaser pertaining to the sale of such Series of Notes.

**"Rating Agency"** means, with respect to a Series of Notes, Fitch, Moody's or Standard & Poor's or any other nationally recognized credit Rating Agency specified in the related Supplemental Indenture, so long as such Rating Agency rates such Notes.

**"Rebate Amount"** shall have the meaning, if any, with respect to a Series of Notes set forth in the Supplemental Indenture providing for the issuance thereof.

**"Rebate Fund"** shall have the meaning, if any, set forth in any Supplemental Indenture.

**"Redemption Account"** means the Account of that name in the Debt Service Fund created pursuant to Section 506(a).

**"Register"** means, with respect to each Series of Notes, the registration books kept by the Trustee to evidence the registration and registration of transfer of such Series of Notes.

**"Responsible Officer"** means an officer of the Trustee assigned to the Trustee's corporate trust department, including, without limitation, any Vice-President, any Assistant Vice-President, any Trust Officer, or any other officer performing functions similar to those performed by the persons who at the time shall be such officers and also means any other officer of the Trustee to whom any corporate trust matter is referred because of his knowledge of and familiarity with the particular subject.

**"Revenues"** means (a) any Federal Highway Reimbursements received from time to time by the Commonwealth, (b) at the discretion of the Board, to the extent required, legally available revenues of the Commonwealth's Transportation Trust Fund, and (c) such other funds, if any, which may be designated by the General Assembly to pay debt service on Notes.

**"Securities Depository"** means, initially, The Depository Trust Company, a corporation organized and existing under the laws of the State of New York, and any other securities depository for each Series of Notes designated in a Supplemental Indenture, and their successors.

**"Series of Notes"** or **"Notes of a Series"** or **"Series"** means a series of Notes issued pursuant to this Master Indenture and the terms of a Supplemental Indenture.

**"Standard & Poor's"** means Standard & Poor's Ratings Group, a division of The McGraw-Hill Companies, Inc., and its successors and assigns and, if such entity shall no longer perform the functions of a securities rating agency, Standard & Poor's means any other nationally recognized securities rating agency designated by the Board.

**"Supplemental Indenture"** means an indenture supplementing or modifying the provisions of the Indenture entered into by the Board and the Trustee in accordance with Article X of this Master Indenture.

**"Tax-Exempt Notes"** means any Notes with respect to which an Opinion of Bond Counsel was delivered in connection with the issuance thereof to the effect that the interest thereon was excludable from gross income for federal income tax purposes when issued.

**"Treasury Board"** means the Treasury Board of the Commonwealth, and its successors and assigns.

**"Trust Estate"** means the moneys and property pledged to the payment of the Notes, as described above in the granting clauses preceding Article I of this Master Indenture.

**"Trustee"** means First Union National Bank and any successor to its duties as trustee under the Indenture.

**"Variable Rate Notes"** means any Notes the interest on which is not established at the time of its issuance at a rate which is fixed until its maturity.

**"Virginia Code"** means the Code of Virginia of 1950, as amended, and any successor provisions of law.

**Section 102. Rules of Construction.** Unless the context clearly indicates to the contrary, the following rules shall apply to the construction of this Indenture:

(a) Any reference herein to the Board, or any officer thereof shall include any persons or entities succeeding to their functions, duties or responsibilities pursuant to or by operation of law or who are lawfully performing their functions.

(b) The use of the neuter, masculine or feminine gender is for convenience only and shall be deemed to mean and include the neuter, masculine and feminine gender.

(c) Words importing the singular number shall include the plural number and vice versa.

(d) Words importing the redemption or calling for redemption of Notes shall not be deemed to refer to or connote the payment of Notes at their stated maturity.

(e) All references herein to particular articles or sections are references to articles or sections of this Master Indenture.

(f) The headings and Table of Contents herein are solely for convenience of reference and shall not constitute a part of this Master Indenture nor shall they affect its meaning, construction or effect.

(g) All references to terms such as herein, hereunder, hereto and hereby refer to this Master Indenture, as amended or supplemented.

(h) All references herein to payment of Notes are references to payment of principal or, if applicable, purchase price of, and redemption premium, if any, and interest on Notes.

(i) All references to the payment of the principal amount of Notes includes the payment of the Accreted Value of any Capital Appreciation Notes.

(j) In any case where the principal amount of Notes is required to be determined, the Accreted Value of any Capital Appreciation Note at the time of such determination shall be treated as the Outstanding principal amount thereof.

(k) All references herein to the time of day means Richmond, Virginia time, unless otherwise provided in the applicable Supplemental Indenture.

## **ARTICLE II** **FORM, EXECUTION, AUTHENTICATION AND REGISTRATION OF NOTES**

**Section 201. Issuance.** The Board may issue Notes from time to time in one or more Series as provided in Article IV subject to any limitation then provided for by the Act, including

without limitation any maximum aggregate principal amount of Notes Outstanding at any time. Unless otherwise provided in the Supplemental Indenture providing for the issuance of a Series of Notes and in accordance with the Act, the Notes shall be designated "Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes" and shall bear an appropriate series designation.

**Section 202. Form and Details of Notes.** The designation, form and details of each Series of Notes and such other matters as the Board may deem appropriate shall be set forth in the Supplemental Indenture providing for the issuance thereof.

**Section 203. Securities Depository Provisions.** (a) Unless otherwise provided in the Supplemental Indenture providing for the issuance of the applicable Series of Notes, one certificate for each maturity of a Series of Notes will initially be issued and registered to the Securities Depository, or its nominee. The Board and the Trustee have entered into the Letter of Representations relating to a book-entry system to be maintained by the Securities Depository for each Series of Notes.

(b) In the event that (1) the Securities Depository determines not to continue to act as a securities depository for a Series of Notes by giving notice to the Trustee and the Board discharging its responsibilities hereunder, or (2) the Board in its sole discretion determines (A) that purchasers of such Series in book-entry form, herein called "beneficial owners," shall be able to obtain certificated Notes, or (B) to select a new Securities Depository, then the Trustee shall, at the direction of the Board, attempt to locate another qualified securities depository to serve as Securities Depository or authenticate and deliver certificated Notes of such Series to the beneficial Holders or to the Securities Depository participants on behalf of beneficial Holders substantially in the form provided in the applicable Supplemental Indenture, provided, however, that such form shall provide for interest on the Notes to be payable (A) from their dated date if such Notes are authenticated prior to their first Interest Payment Date, or (B) otherwise from the Interest Payment Date that is, or immediately precedes, the date on which such Notes are authenticated (unless payment of interest thereon is in default, in which case interest on such Notes shall be payable from the date to which interest has been paid). In delivering a certificated Series of Notes, the Trustee shall be entitled to rely on the records of the Securities Depository as to the beneficial owners or the records of the Securities Depository participants acting on behalf of beneficial owners. Such certificated Notes will then be registrable, transferable and exchangeable as set forth in Section 210.

(c) So long as there is a Securities Depository for a Series Notes (1) the Securities Depository or its nominee shall be the registered owner of such Series of Notes, (2) notwithstanding anything to the contrary in the Indenture, determinations of persons entitled to payment of principal or purchase price, redemption premium, if any, and interest, transfers of ownership and exchanges and receipt of notices shall be the responsibility of the Securities Depository and shall be effected pursuant to rules and procedures established by such Securities Depository, (3) the Board and the Trustee shall not be responsible or liable for maintaining, supervising or reviewing the records maintained by the Securities Depository, its participants or persons acting through such participants, (4) references in the Indenture to registered owners of such Series of Notes means such Securities Depository or its nominee and shall not mean the

beneficial owners of such Series Notes, and (5) in the event of any inconsistency between the provisions of the Indenture and the provisions of the Letter of Representations such provisions of the Letter of Representations, except to the extent set forth in this paragraph and the next preceding paragraph, shall control.

**Section 204. Medium and Place of Payment.** The principal or purchase price of, redemption premium, if any, and interest on the Notes shall be payable in currency of the United States of America which, at the respective dates of payment thereof, is legal tender for the payment of public and private debts. The principal or purchase price of, redemption premium, if any, and interest on a Series of Notes shall be payable in the manner and at the place specified in the Supplemental Indenture providing for the issuance of such Series.

**Section 205. Mutilated, Destroyed, Lost and Stolen Notes.** If (a) any mutilated Note is surrendered to the Trustee or if the Board and the Trustee receive evidence to their satisfaction of the destruction, loss or theft of any Note, and (b) there is delivered to the Board and the Trustee such security or indemnity as may be required by them to hold the Board and the Trustee harmless, then, in the absence of notice to the Board or the Trustee that such Note has been acquired by a bona fide purchaser and upon the Holder paying the reasonable expenses of the Board and the Trustee, the Board shall cause to be executed and the Trustee shall authenticate and deliver, in exchange for such mutilated Note or in lieu of such destroyed, lost or stolen Note, a new Note of the same Series and tenor. If any such mutilated, destroyed, lost or stolen Note has become or is about to become due and payable, then the Trustee may, in its discretion, pay such Note when due instead of delivering a new Note after receiving the evidence and indemnity described above.

**Section 206. Execution and Authentication of Notes.** All Notes shall be executed for and on behalf of the Board by its Chairman or Vice-Chairman and shall bear the official seal of the Board which shall be attested by its Secretary or Assistant Secretary. The signatures of the Chairman, Vice-Chairman, Secretary or Assistant Secretary and the seal may be mechanically, photographically or electronically reproduced on the Notes. If any officer of the Board whose signature appears on any Note ceases to be such officer before delivery thereof, such signature shall remain valid and sufficient for all purposes as if such officer had remained in office until such delivery. Unless otherwise provided in the Supplemental Indenture providing for the issuance of the applicable Series of Notes, each Note shall be authenticated manually by an authorized representative of the Trustee, without which authentication no Note shall be entitled to the benefits hereof.

**Section 207. Exchange of Notes.** Notes, upon presentation and surrender thereof to the Trustee together with written instructions satisfactory to the Trustee, duly executed by the registered Holder or his attorney duly authorized in writing, may be exchanged for an equal aggregate principal amount of fully registered Notes of the same Series and tenor.

**Section 208. Negotiability and Transfer of Notes.** (a) All Notes issued under the Indenture shall be negotiable, subject to the provisions for registration and registration of transfer thereof contained herein or in the Notes.



(b) The Board shall cause the Register, with respect to each Series of Notes, to be maintained at the offices of the Trustee and shall provide for the registration and registration of transfer of any Note of such Series under such reasonable regulations as the Board or the Trustee may prescribe. The Trustee with respect to each Series of Notes shall maintain the Register for purposes of exchanging and registering Notes in accordance with the provisions hereof.

(c) Each Note of a Series shall be registered or registered for transfer only upon the Register maintained by the Trustee, by the Holder thereof in person or by his attorney duly authorized in writing, upon presentation and surrender thereof together with a written instrument of transfer satisfactory to the Trustee duly executed by the registered Holder or his duly authorized attorney. Upon surrender for registration of transfer of any such Note, the Board shall cause to be executed and the Trustee shall authenticate and deliver, in the name of the transferee, one or more new Notes of the same Series, interest rate, maturity, principal amount and date as the surrendered Note, as fully registered Notes only.

**Section 209. Persons Deemed Owners.** (a) Except as provided in the Supplemental Indenture providing for the issuance of the applicable Series of Notes, as to any Note, the person in whose name such Note shall be registered shall be deemed and regarded as the absolute owner thereof for all purposes, and payment of principal or purchase price of, redemption premium, if any, and interest on any Note shall be made, as provided in the applicable Supplemental Indenture, only to or upon the written order of the registered Holder thereof; provided, that interest will be paid to the person shown as the registered Holder on the applicable record date for any Interest Payment Date. Such payments shall be valid and effectual to satisfy and discharge the liability upon such Note to the extent of the amount so paid.

(b) In the event of a default by the Board in the payment of interest due on a Note on any Interest Payment Date, the Trustee may establish a special record date for the payment of such defaulted interest and, if so established, will send notice to the Noteholders not less than 10 days preceding such special record date.

**Section 210. Provisions with Respect to Transfers and Exchanges.** (a) All Notes surrendered in any exchange or registration of transfer of Notes shall forthwith be canceled by the Trustee.

(b) In connection with any such exchange or registration of transfer of Notes the Holder requesting such exchange or registration of transfer shall as a condition precedent to the exercise of the privilege of making such exchange or registration of transfer remit to the Trustee an amount sufficient to pay any tax or other governmental charge required to be paid with respect to such exchange or registration of transfer.

(c) Except with respect to Notes that are subject to optional tender or are purchased, paid or held by or on behalf of the issuer or provider of a Credit or Liquidity Facility, neither the Board nor the Trustee shall be obligated to register the transfer or exchange of any Note that has been or is being called for redemption in whole or in part.

**Section 211. Temporary Notes.** (a) Until definitive Notes are prepared, the Board may execute and, upon request by the Board, the Trustee shall authenticate and deliver temporary Notes which may be typewritten, printed or otherwise reproduced in lieu of definitive Notes subject to the same provisions, limitations and conditions as definitive Notes. The temporary Notes shall be dated as provided in the applicable Supplemental Indenture, shall be in such denomination or denominations and shall be numbered as prepared and executed by the Board, shall be substantially of the tenor of the definitive Notes of such Series, but with such omissions, insertions and variations as the officers of the Board executing the same may determine, may only be issued in fully registered form, and may be issued in the form of a single Note.

(b) Without unreasonable delay after the issuance of temporary Notes, if any, the Board shall cause the definitive Notes to be prepared, executed and delivered to the Trustee. Any temporary Notes issued shall be exchangeable for definitive Notes of such Series upon surrender to the Trustee at its principal corporate trust office (or such other location as may be designated by it) of any such temporary Note or Notes, and, upon such surrender, the Board shall execute and, upon delivery of a certificate of a Board Representative, the Trustee shall authenticate and deliver to the Holder of the temporary Note or Notes, in exchange therefor, a like face amount of definitive Notes of such Series in authorized denominations. Until so exchanged the temporary Notes shall in all respects be entitled to the same benefits as definitive Notes of such Series authenticated and issued pursuant hereto.

(c) All temporary Notes surrendered in exchange for a definitive Note or Notes shall forthwith be canceled by the Trustee.

**Section 212. Non-Presentation of Notes; Unclaimed Amounts.** (a) If any Note is not presented for payment when the principal or purchase price thereof becomes due (whether at maturity or call for redemption or otherwise), all liability of the Board to the Holder thereof for the payment of such Note shall be completely discharged if funds sufficient to pay such Note and the interest due thereon shall be held by the Trustee for the benefit of such Noteholder, and thereupon it shall be the duty of the Trustee to hold such funds subject to subsection (b) below, without liability for interest thereon, for the benefit of such Noteholder, who shall thereafter be restricted exclusively to such funds for any claim of whatever nature under the Indenture or on, or with respect to, such Note.

(b) Notwithstanding any provision of the Indenture to the contrary, moneys held by the Trustee for the payment of any applicable principal or purchase price of, redemption premium, if any, or interest on the Notes of any Series left unclaimed for five years after the date on which such payment is due shall be disposed of by the Trustee in accordance with the Uniform Disposition of Unclaimed Property Act (Chapter 11.1, Title 55 of the Virginia Code or any successor provisions thereto). The Holders of such Notes shall thereafter be entitled to look only to their remedies under such act, and all liability of the Board and the Trustee with respect to such moneys shall cease.

**ARTICLE III**  
**TENDER OR REDEMPTION OF NOTES**

**Section 301. Right to Tender or Redeem.** The Notes of a Series shall be subject to tender or redemption (whether optional, extraordinary, mandatory or otherwise pursuant to sinking fund redemption) prior to maturity at such times, if any, to the extent and in the manner provided herein and in the Supplemental Indenture providing for the issuance of such Series.

**Section 302. Sinking Fund Redemption.** Notes of a Series shall be subject to mandatory sinking fund redemption, if any, and shall be redeemed in the amounts, on the dates and in the years set forth in the Supplemental Indenture providing for the issuance of such Series.

**Section 303. Notice of Tender or Redemption.** (a) If less than all Notes of a Series are to be redeemed, and subject to the provisions of subsection (b) hereof, the Notes to be tendered or redeemed shall be identified by reference to the Series designation, date of issue, serial numbers and maturity date. Each notice of tender or redemption shall specify (1) the date fixed for redemption, (2) the principal amount of Notes or portions thereof to be redeemed, (3) the applicable redemption price, (4) the place or places of payment, (5) that payment of the principal amount and premium, if any, will be made upon presentation and surrender to the Trustee or Paying Agent, as applicable, of the Notes to be redeemed, unless provided otherwise in the applicable Supplemental Indenture, (6) that interest accrued to the date fixed for tender or redemption will be paid as specified in such notice, (7) that on and after said date interest on Notes which have been tendered or redeemed will cease to accrue, and (8) the designation, including Series, and the CUSIP and serial numbers, if any, of the Notes to be redeemed and, if less than the face amount of any such Note is to be redeemed, the principal amount to be redeemed. Notice of redemption of any Notes shall be given at the times and in the manner set forth in subsection (b) of this Section.

(b) Except as may be provided otherwise in the Supplemental Indenture providing for the issuance of the applicable Series of Notes, any notice of tender or redemption shall be sent by the Trustee not less than 30 nor more than 60 days prior to the date set for tender or redemption by registered or certified mail (1) to the Holder of each such Note to be tendered or redeemed in whole or in part at his address as it appears on the Register, (2) to all organizations registered with the Securities and Exchange Commission as securities depositories, and (3) to at least two information services of national recognition which disseminate tender or redemption information with respect to securities with similar federal income tax treatment of the interest thereon. In preparing such notice, the Trustee shall take into account, to the extent applicable, the prevailing industry standards and any regulatory statement of any federal or state administrative body having jurisdiction over the Board, or the applicable securities industry, including without limitation Release No. 34-23856 of the Securities and Exchange Commission, or any subsequent amending or superseding release. Failure to give any notice specified in (1), or any defect therein, shall not affect the validity of any proceedings for the redemption of any Notes with respect to which no such failure has occurred and failure to give any notice specified in (2) or (3), or any defect therein, shall not affect the validity of any proceedings for the tender or redemption of any Notes with respect to which the notice specified in (1) is given correctly.

**Section 304. Selection of Notes to be Tendered or Redeemed.** Except as provided otherwise in the Supplemental Indenture providing for the issuance of the applicable Series of Notes, (a) if less than all Notes of a Series are to be tendered or redeemed, the maturities to be redeemed or the method of their selection shall be determined by the Board, and (b) if less than all such Notes of a single maturity are to be tendered or redeemed, such Notes to be redeemed will be selected by lot in such manner as the Trustee shall determine, or if such Notes are held in book-entry form, by the Securities Depository.

**ARTICLE IV  
PLEDGE OF TRUST ESTATE; PARITY OF PLEDGE  
AND ISSUANCE OF NOTES**

**Section 401. Pledge of Trust Estate; Parity of Pledge.** (a) This Master Indenture constitutes a continuing, irrevocable pledge of the Trust Estate to secure payment of (1) the principal or purchase price of and redemption premium, if any, and interest on all Notes which may, from time to time, be Outstanding under this Master Indenture and (2) amounts due to or on behalf of the providers of any Credit or Liquidity Facility, subject only to the right of the Board to make application thereof to other purposes as provided herein.

(b) All Notes from time to time Outstanding hereunder shall in all respects be equally and ratably secured under this Master Indenture without preference, priority or distinction on account of the actual time or times of their authentication, delivery or maturity, so that all such Notes shall have the same right, lien and preference under and by virtue of this Master Indenture with like effect as if they had all been executed, authenticated and delivered simultaneously; provided, however, that a Credit or Liquidity Facility shall secure or provide liquidity or a hedge only with respect to the Notes for which it is provided. The amounts due to or on behalf of providers of any Credit or Liquidity Facility thereunder shall be secured by this Master Indenture on parity with amounts due on Notes Outstanding; provided, however, that any termination payments due to or on behalf of providers of any Credit or Liquidity Facility under the terms thereof shall be secured by this Master Indenture on a basis subordinate to amounts due on Notes Outstanding. Nothing in this Master Indenture shall be construed as (1) requiring that any Notes bear interest at the same rate or in the same manner as any other Notes, have the same, or an earlier or later maturity or be subject to mandatory optional or extraordinary tender or redemption before maturity on the same basis as any other Notes, (2) prohibiting the Board from entering into financial arrangements designed to assure that funds will be available for the payment of certain Notes at their maturity, and (3) prohibiting the Board from pledging funds or assets other than those pledged under this Master Indenture or any Supplemental Indenture for the benefit of Notes.

**Section 402. Issuance of Notes.** (a) Notes may be issued under this Master Indenture for the purpose of providing funds to pay or reimburse the Board for the Cost of any Project, to refund obligations, including without limitation Bond Anticipation Notes, previously issued by the Board under the Act (regardless of whether such obligations were issued pursuant to this Master Indenture), and to fund related financing expenses (including, without limitation, costs of

issuance with respect to Notes or any Credit or Liquidity Facility and any debt service reserves for any Notes).

(b) The Board shall not issue any bonds, notes or other evidences of indebtedness or incur any obligation or indebtedness that will be secured by a pledge of the Trust Estate or other funds pledged by this Master Indenture to the payment of the Notes except for Notes issued under and in accordance with this Master Indenture; provided, however, that nothing contained in this Master Indenture shall prevent the Board from issuing or incurring (1) Bond Anticipation Notes or (2) indebtedness payable out of or secured by a pledge of the Trust Estate to be derived on and after such date as the pledge of the Trust Estate provided in this Master Indenture shall be discharged and satisfied as provided in Article XII.

(c) Subject to the restrictions set forth in subsection (b) of this Section, the Board reserves the right in its sole discretion and without the consent of the Trustee or any Holder to issue from time to time bonds, notes and other evidences of indebtedness secured otherwise than by the Indenture for any authorized purpose of the Board.

**Section 403. Conditions for Issuing Notes; Additional Notes.** Before the issuance and authentication of any Series of Notes, the Board shall deliver or cause to be delivered to the Trustee:

(a) In the case of the initial Series of Notes issued under this Master Indenture:

(1) a certified copy of the Board's resolution authorizing execution and delivery of this Master Indenture;

(2) an original executed counterpart of this Master Indenture; and

(3) an Opinion or Opinions of Counsel, subject to customary exceptions and qualifications, substantially to the effect that this Master Indenture has been duly authorized, executed and delivered by the Board.

(b) An original executed counterpart of a Supplemental Indenture providing for the issuance of such Series of Notes which may include, without limitation, provisions (1) fixing the principal amount and setting forth the details of such Series of Notes, including the interest rate or rates and the manner in which the Series of Notes are to bear interest, the purposes for which such Series of Notes are being issued, the date and the manner of numbering such Notes, the series designation, the denominations, the maturity dates and principal maturities, the principal amounts required to be tendered or redeemed pursuant to any mandatory tender or redemption provisions or the manner for determining such principal amounts, and any provisions for optional or extraordinary tender or redemption before maturity; (2) for Credit or Liquidity Facilities and for any reserve and other Funds and Accounts to be established with respect to such Notes; (3) for the application of the proceeds of such Notes; (4) necessary or expedient for the issuance of Variable Rate Notes including, without limitation, tender and remarketing provisions, Credit or Liquidity Facility provisions and provisions for establishing the variable rate and changing interest rate modes; and (5) for such other provisions as the Board may deem appropriate

including, without limitation, conditions in addition to those set forth herein with respect to issuing any Series of Notes the issuance of which is authorized therein.

(c) A certified copy of the Note Authorizing Resolution with respect to the issuance, execution and delivery of such Series of Notes and the related Supplemental Indenture and, in the case of a Series of Notes issued to retire or refund Notes or Bond Anticipation Notes, calling for redemption or payment of the obligations to be refunded, providing for the determination of any redemption dates and any required notice of redemption.

(d) A certificate or certificates signed by the Chairman or Vice Chairman of the Board and dated the date of such issuance, to the effect that to the best of his or her knowledge:

(1) upon and immediately following such issuance, no Event of Default under this Master Indenture, and no event or condition which, with the giving of notice or lapse of time or both, would become an Event of Default under this Master Indenture, will have occurred and be continuing, or, if such Event of Default or event or condition has occurred and is continuing, it will be cured upon the issuance of such Series of Notes;

(2) all of the approvals, limitations, conditions and provisions precedent to the issuance of such Series of Notes in accordance with the Act or otherwise have been obtained, observed, met and satisfied;

(3) in the case of a Series of Additional Notes issued to retire or refund all or any portion of another Series of Notes, Bond Anticipation Notes or other obligations of the Board incurred pursuant to the Act ("Refunding Notes"), (A) proceeds of the Refunding Notes, together with any other available funds and earnings on any investment of such proceeds or funds, will be sufficient to pay the principal of and redemption premium, if any, on the obligations to be refunded ("Refunded Notes"), the interest that will accrue on the Refunded Notes to the respective redemption or maturity dates and the expenses incident to such retirement or refunding, or (B) if the principal or purchase price of and interest on the Refunded Notes will be paid from Revenues for a period (set by or to be determined in accordance with the Supplemental Indenture providing for the issuance of the Refunding Notes) after the issuance of the Refunding Notes, the proceeds of the Refunding Notes, together with any other available funds and earnings on any investment of such proceeds or funds, will be sufficient at the end of such period to pay the principal or purchase price of and redemption premium, if any, and accrued and unpaid interest on the Refunded Notes after the end of such period to their respective tender, redemption or maturity dates and the expenses incident to such retirement or refunding; and

(4) in the case of any Series of Additional Notes (other than Refunding Notes the Debt Service Requirement with respect to which will be less than the Debt Service Requirement with respect to the related Refunded Notes in every Bond Year), either:

(A) Projected Federal Highway Revenues will be at least 3.0 times the Maximum Annual Debt Service with respect to all Notes, taking into account such Series of

Additional Notes, provided that such certification shall set forth the assumptions on which it is based; or

(B) (i) the Board has agreed in a Supplemental Indenture, or will agree in the Supplemental Indenture providing for the issuance of such Series of Additional Notes, to exercise its discretion to request an appropriation from the General Assembly of amounts from the Commonwealth's Transportation Trust Fund to the extent required, together with other amounts available and appropriated therefor, to pay debt service on all Notes Outstanding, including such Series of Additional Notes, for each Fiscal Year in which Notes remain Outstanding, and (ii) written confirmation from each Rating Agency that the issuance of such Series of Additional Notes will not cause its credit rating on any Notes Outstanding immediately prior to such issuance to be lowered or withdrawn.

(e) An original executed counterpart or certified true copy of (1) the Payment Agreement, in the case of the initial Series of Notes issued under this Master Indenture, or any amendment to the Payment Agreement, in the case of subsequent Series of Notes, delivered in connection with the issuance of such Notes, (2) if required by the Virginia Code or the Act, a Treasury Board resolution approving the sale of such Notes and, if applicable, authorizing execution of the Payment Agreement or any amendment thereto, and (3) if required by the Virginia Code or the Act, the Governor's approval of issuance of such Notes.

(f) An original executed counterpart of any Credit or Liquidity Facility to be applicable with respect to any such Notes upon the issuance thereof.

(g) An Opinion or Opinions of Counsel, subject to customary exceptions and qualifications, substantially to the effect that (1) the Supplemental Indenture delivered pursuant to this Section has been duly authorized, executed and delivered by the Board and complies in all respects with the requirements of this Master Indenture; and (2) the Payment Agreement, any amendment thereto and any Credit or Liquidity Facility delivered in connection with the issuance of the Notes has been duly authorized, executed and delivered by the parties thereto and constitutes a valid and binding obligation of such parties enforceable in accordance with its terms.

(h) An Opinion of Bond Counsel, subject to customary exceptions and qualifications, that the issuance of such Notes has been duly authorized, that such Notes are valid and binding obligations of the Board entitled to the benefits and security of this Master Indenture and, if such Notes are to be Tax-Exempt Notes, that the interest on such Notes is excludable from gross income for purposes of federal income taxation or, if such interest is not excludable, that the issuance and the intended use of the proceeds of such Notes will have no adverse effect on the tax-exempt status of any Tax-Exempt Notes.

(i) A request and authorization of the Board, signed by its Chairman or Vice Chairman, to the Trustee to authenticate and deliver such Notes as directed in the request upon payment to the Trustee for the account of the Board of the amount specified in the request.

Except for the requirements of subsections (d)(1) and (d)(2) (which may be waived by the Original Purchaser of such Notes by an instrument or concurrent instruments in writing signed by such Original Purchaser), none of the requirements in this Section may be waived without the consent of the Holders of a majority in aggregate principal amount of the Notes then Outstanding.

**ARTICLE V**  
**CREATION OF FUNDS;**  
**APPLICATION OF PROCEEDS; FUNDS AND ACCOUNTS**

**Section 501. Creation of Funds.** There are established Funds designated as follows to be held by the Trustee:

- (a) Commonwealth Transportation Board Project Fund – 2000 Master Indenture; and
- (b) Commonwealth Transportation Board Debt Service Fund – 2000 Master Indenture.

**Section 502. Application of Proceeds.** Subject to the provisions of Section 503(b), the Trustee shall apply the proceeds of any Series of Notes as provided in the Supplemental Indenture providing for the issuance of such Series. Supplemental Indentures providing for the issuance of a Series of Notes may provide for the establishment of Accounts or subaccounts in Funds or Accounts, as applicable, with respect to such Series.

**Section 503. Project Fund; BAN Repayment Account.** (a) The Trustee shall deposit in the Project Fund a portion of the proceeds of each Series of Notes in the amount and manner directed under the Supplemental Indenture providing for the issuance of such Series. The Trustee shall maintain within the Project Fund the BAN Repayment Account (as described below) and such special accounts as may be provided for in any Supplemental Indenture. Deposits shall be made to the credit of the Project Fund and any special accounts as provided in the applicable Supplemental Indentures.

(b) There is established by the Board within the Project Fund a special account, to be designated the BAN Repayment Account. All proceeds of Notes that are to be used for the payment of debt service on any Bond Anticipation Notes but which are not so used immediately upon issuance shall be held in the BAN Repayment Account until so used. Amounts in the BAN Repayment Account may be invested only in non-callable Defeasance Obligations that mature on or before the respective maturity dates of any Bond Anticipation Notes to be paid with proceeds of Notes. Cash and investments in the BAN Repayment Account shall be held in escrow and used for the payment of Bond Anticipation Notes.

**Section 504. Payments from Project Fund.** The Trustee shall use money in the Project Fund (other than in the BAN Repayment Account) solely (i) to pay or reimburse the Board for the payment of any Costs of the Project, (ii) to pay or reimburse the Board for the payment of issuance costs with respect to the Notes or any Credit or Liquidity Facility or other



financing expenses, and (iii) to retire, refund or otherwise defease any indebtedness incurred by the Board in accordance with the Act (other than Bond Anticipation Notes), all as evidenced by requisitions and certificates as provided in this Section. As conditions precedent to each disbursement from the Project Fund, the Board shall file or cause to be filed with the Trustee:

(a) A requisition, signed by a Board Representative, stating the name of the Person to whom the payment is to be made, the amount of the payment and the purpose in reasonable detail for which the obligation to be paid or reimbursed was incurred.

(b) If money is being requested to pay or reimburse Costs of any Project, a certificate attached to such requisition, signed by a Board Representative, stating:

(1) (A) that the obligation stated on the requisition has been incurred by the Board to pay Costs of the Project, (B) that the item is a proper charge against the Project Fund, and (C) that the obligation has not been the basis for a prior requisition which has been paid;

(2) the payment of such requisition will not cause the aggregate amount requisitioned for any one Project to exceed the funding authorized in connection with the designation in accordance with the Act of such Project as a project to be financed with proceeds of the Notes; and

(3) at the date of such certificate, no Event of Default has occurred which has not been cured or waived, and no event exists which, with notice or lapse of time or both, would constitute an Event of Default.

(c) The Board will retain and will provide to the Trustee upon request, an invoice, canceled check or other appropriate evidence of the obligation described in the requisition required by subsection (a) of this Section.

(d) If money is being requested from the Project Fund with respect to a Series of Tax-Exempt Notes to pay amounts specified in clause (iii) of the first sentence of this Section, an Opinion of Bond Counsel that such payment will not affect adversely the exclusion from gross income for federal income tax purposes of any Tax-Exempt Notes.

Upon receipt of each such requisition, certificate and invoice or other evidence, the Trustee shall make payment from the Project Fund in accordance with such requisition, provided that any amounts requisitioned to pay interest on the Notes shall be deposited in the Debt Service Fund and used to pay such interest in accordance with Section 506.

**Section 505. Disposition of Balance in Project Fund.** Upon the completion of all Projects, or the existence of amounts on deposit in the Project Fund in excess of the then current expenditure authorization for all Projects, in accordance with applicable Commonwealth statutes, and upon the Trustee's receipt of a certificate, signed by a Board Representative, stating the date of such completion or existence of such excess and which items of the Cost of the Projects, if any, have not been paid (including amounts reimbursable to the Board) and for the payment of

which money should be reserved in the Project Fund for such Project, the balance of any money remaining in excess of the amount to be reserved for payment of unpaid items of the Cost of the Projects shall, at the option of the Board, be applied to one of the following uses:

(a) to transfer to the Rebate Fund any amounts representing earnings on proceeds of Notes deposited in the Project Fund required to pay applicable Rebate Amounts;

(b) to deposit in a special account created in the Debt Service Fund to purchase or redeem Notes of the Series of Notes issued to provide such Project or Projects in accordance with Section 506; or

(c) if the Board shall cause to be delivered to the Trustee an Opinion of Bond Counsel that the exclusion from gross income of interest on any Tax-Exempt Notes will not be adversely affected, to pay scheduled installments of debt service on such Series of Notes.

**Section 506. Debt Service Fund.** (a) The Debt Service Fund shall contain an Interest Account, a Principal Account, a Redemption Account and a Credit or Liquidity Facility Account with respect to each Series of Notes. The Board may in each Supplemental Indenture establish such other accounts within the Debt Service Fund, including a separate account for each Series of Notes, as the Board may determine desirable. The Trustee shall deposit in the Debt Service Fund the following:

(1) any amounts transferred from the Project Fund as required or permitted by Section 504;

(2) all payments or prepayments by or on behalf of the Board, with respect to Notes, received by the Trustee (excluding any payments of Trustee's fees and expenses, which the Trustee may apply to such purposes, and Rebate Amount, which shall be deposited in the appropriate Rebate Fund); and

(3) any other amounts authorized to be deposited in the Debt Service Fund under a Supplemental Indenture including without limitation the portion of the proceeds of any Series of Notes to be used to retire, redeem, refund or otherwise defease any indebtedness (other than Bond Anticipation Notes) incurred by the Board.

(b) The Board shall cause to be deposited into the Debt Service Fund, in accordance with Section 704, (1) to the Interest Account, by no later than any Interest Payment Date, an amount equal to the interest on the Notes to be paid on such Interest Payment Date, and (2) to the Principal Account, by no later than the date of any maturity, acceleration or mandatory sinking fund redemption of any Notes, an amount equal to the principal of the Notes to be paid so paid, accelerated or redeemed, (3) to the Redemption Account, by no later than the date that the Trustee must send notice of the applicable redemption, an amount equal to the principal or purchase price of, redemption premium, if any, and interest to be redeemed, except by mandatory sinking fund redemption and (4) to the Credit or Liquidity Facility Account, by no later than the due date of any payment under a Credit or Liquidity Facility, an amount equal to the payment to be made on such date. In any such case, the amount of such deposit may be reduced by the

moneys, including investment proceeds, on deposit in the applicable Account and by the amount held by the Trustee to be transferred from another Fund or Account to such Account.

(c) The Trustee shall use the money deposited in the applicable Account in the Debt Service Fund to pay when due the principal or purchase price of and redemption premium, if any, and interest on the Notes then Outstanding, to redeem or purchase Notes in accordance with the applicable redemption provisions, and to make payments as and when due under any applicable Credit or Liquidity Facility. The Trustee shall make each deposit of money described in subparagraphs (1) and (3) of subsection (a) in a separate special account in the Debt Service Fund and shall use such money at the direction of the Board (1) to purchase or redeem Notes of the Series with respect to which such deposit was made at a price not exceeding 100% of the principal amount (or, in the event the current tender or redemption price established under the related Supplemental Indenture is higher, at a price not exceeding such tender or redemption price) plus accrued interest to the date of such redemption in the manner provided in any Supplemental Indenture, or (2) in such other manner permitted under this Master Indenture and in accordance with an Opinion of Bond Counsel that such use will not affect adversely the exclusion from gross income for federal income tax purposes of interest on any Tax-Exempt Notes.

**Section 507. Other Funds and Accounts.** Supplemental Indentures may provide for the establishment of such other Funds (including, without limitation, debt service reserves), and such other Accounts and subaccounts within Funds as the Board may determine desirable and may provide for deposits to and withdrawals from such other Funds, Accounts and subaccounts.

**Section 508. Money to be Held in Trust.** Except for any payments of the Trustee's fees and expenses, all money required to be deposited with or paid to the Trustee under the Indenture shall be held by the Trustee in trust, and, except for money deposited with or paid to the Trustee for (a) redemption of Notes, notice of the redemption of which has been duly given, (b) Payment of Notes in accordance with Article XII or (c) deposit in the Rebate Fund, and except as otherwise provided in an applicable Supplemental Indenture, shall be subject to the lien or security interest created by the Indenture.

**Section 509. Discharge of Liability.** In the event the principal of any Note becomes due, either at maturity, or at the date fixed for its tender or redemption, or otherwise, if money sufficient to pay such Note is on deposit in trust with the Trustee for the benefit of the Holder, all liability of the Board to the Holder for the payment of such Note shall forthwith cease and be completely discharged, and it shall be the duty of the Trustee to hold such funds, without liability for interest on them, for the benefit of the Holder of such Note who shall thereafter be restricted exclusively to such funds for any claim of whatever nature under this Master Indenture, the Supplemental Indentures or on, or with respect to, such Note.

**ARTICLE VI**  
**SECURITY FOR DEPOSITS AND INVESTMENT OF FUNDS**

**Section 601. Security for Deposits.** All amounts held in the Funds created by this Indenture that are on deposit with any bank shall be secured continuously in the manner required by the Virginia Security for Public Deposits Act, Chapter 23 of Title 2.1 of the Virginia Code, or any successor provision of law.

**Section 602. Investment of Amounts in Funds.** (a) Subject to any other applicable provisions hereof, any Supplemental Indenture and the following subsections of this Section, any amounts held in the Funds shall be separately invested and reinvested by the Trustee, as directed by a Board Representative in the following, so long as such investments are authorized for investment of public funds by Chapter 18 of Title 2.1 of the Virginia Code or any successor provision of law:

- (1) Government Obligations;
- (2) Government Certificates;
- (3) notes and other evidences of indebtedness issued or guaranteed by the United States government, an agency of the United States government or a United States government sponsored corporation;
- (4) notes and other evidences of indebtedness of the Commonwealth and securities unconditionally guaranteed as to the timely payment of principal and interest by the Commonwealth;
- (5) notes and other evidences of indebtedness that are direct general obligations of any county, city, town, district, authority or other public body of the Commonwealth upon which there is no default, and revenue bonds issued by agencies or authorities of the Commonwealth or its political subdivisions upon which there is no default, that meet the requirements of Virginia Section 2.1-327 or any successor provision of law and that are rated within the two highest rating categories by a Rating Agency;
- (6) notes and other evidences of indebtedness of any other state of the United States of America upon which there is no default and that meet the requirements of Virginia Code Section 2.1-328A.3 or any successor provision of law and that are rated within the two highest rating categories by a Rating Agency;
- (7) notes and other evidences of indebtedness of any city, county, town or district situated in any one of the states of the United States of America other than the Commonwealth upon which there is no default and that comply with the requirements of Virginia Code Section 2.1-328A.5 or any successor provision of law and that are rated within the two highest rating categories by the Rating Agency;

(8) commercial paper with a maturity of 270 days or less, that complies with the requirements of Virginia Code Section 2.1-328.1 or any successor provision of law under guidelines approved by the Treasury Board;

(9) bankers acceptances that comply with requirements of Virginia Code Section 2.1-328.4 or any successor provision of law;

(10) time deposits, certificates of deposit or other interest bearing accounts of any commercial bank within the Commonwealth that is approved for the deposit of funds of the Commonwealth or any political subdivision thereof in accordance with Virginia Code Section 2.1-328.15 or any successor provision of law;

(11) savings accounts and certificates of savings and loan associations that are under the supervision of the Commonwealth and are approved for the deposit of funds of the Commonwealth or any political subdivision thereof, or federal associations organized under the laws of the United States of America that are under federal supervision and that are approved for deposit of funds of the Commonwealth or any political subdivision thereof in accordance with Virginia Code Section 2.1-328.15 or any successor provision of law;

(12) investments made pursuant to the Investment of Public Funds and Local Government Investment Pool Act, Article 7, Chapter 14, Title 2.1 of the Virginia Code (known as "LGIP");

(13) investments made pursuant to the Government Non-Arbitrage Investment Act, Article 7.1, Chapter 14, Title 2.1 of the Virginia Code (known as "SNAP"); or

(14) provided it or the provider thereof is rated in one of the two highest rating categories by a Rating Agency, any other investment permitted for the type of money to be invested if the Board is permitted by applicable law to make or enter into such investment.

(b) Any investments described in subsections (a) (1), (2) and (3) of this Section may be held directly or in the form of securities of a money market fund or any management type investment company or investment trust registered under the Investment Company Act of 1940, as amended, provided that the portfolio of such investment company or investment trust is limited to evidences of such types of investments.

(c) Notwithstanding any other provision hereof, any amounts held in the Debt Service Fund shall be separately invested and reinvested by the Trustee solely in investments described in subsections (a) (1), (2), (3), (4), (5), (10) and (11) of this Section, so long as such investments are authorized for investment of public sinking funds by Chapter 18 of Title 2.1 of the Virginia Code or any successor provision of law.

(d) Any investments described in subsections (a) (1), (2) and (3) of this Section may be purchased by the Trustee or the Board pursuant to an overnight, term or open repurchase agreement with any (1) bank or trust company or a subsidiary trust company including an affiliate of the Trustee, within or without the Commonwealth having a combined capital, surplus

and undivided profits of not less than \$100,000,000 and which is insured by the Federal Deposit Insurance Corporation or any successor thereto, or (2) government bond dealer reporting to, trading with and recognized as a primary dealer by the Federal Reserve Bank of New York and a member of the Security Investors Protection Corporation, or with a dealer or parent holding company that is rated "A" or better by a Rating Agency; provided that the obligation of the bank or dealer to repurchase shall not exceed the lesser of five years or the time the Trustee anticipates a need to liquidate such investment; and provided further that such obligation is considered a purchase of such securities even if title to and/or possession of such securities is not transferred to the Trustee or possession of such securities is not transferred to the Trustee or government bond dealer, so long as (A) the repurchase obligation is collateralized by the securities themselves, (B) such investments have at all times a fair market value equal to at least 100% of the amount of the repurchase obligation, including principal and interest, (C) such securities are held by a third party as agent for the benefit of the Trustee or the government bond dealer as fiduciary for the Holders and not as agent for the bank serving as Trustee in its commercial capacity, the government bond dealer or any other party and are segregated from securities owned generally by such third party, (D) the investments are not subject to liens or claims of third parties, and (E) a perfected security interest in such securities is created for the benefit of the Holders under the Uniform Commercial Code of Virginia or book entry procedures prescribed at 31 C.F.R. 306.1 *et seq.* or 31 C.F.R. 350.0 *et seq.*, as amended, in the investments is created for the benefit of the Holders.

(e) Notwithstanding any other provision hereof, any amounts in the BAN Repayment Account shall be separately invested by the Trustee as described in Section 503(b).

(f) Any such investments shall be held by or under the control of the Trustee and while so held shall be deemed a part of the Fund in which such amounts were originally held. The interest accruing thereon and any profit realized therefrom shall be credited to such Funds, and any loss resulting from such investments shall be charged to such Funds. The Trustee shall sell and reduce to cash a sufficient amount of such investments whenever the cash balance in any Fund is insufficient for the purposes thereof.

(g) Amounts held in the following Funds shall be invested in obligations described in this Section of the following maturities:

(1) Project Fund - not later than the dates on which such amounts will be needed to pay Costs of the Project, but in no event later than three years after the date of acquisition of the investment, provided that with respect to any amounts in the BAN Repayment Account, not than then the dates on which such amount will be needed to pay Bond Anticipation Notes;

(2) Debt Service Fund - not later than the dates on which such amounts will be needed to pay principal or purchase price of, redemption premium, if any, or interest on Notes, or amounts due under a Credit or Liquidity Facility, as applicable; and

(3) Rebate Fund - not later than the dates on which such amounts are needed to pay Rebate Amounts to the United States government.

(h) For purposes of this Section investments shall be considered as maturing on the date on which they are redeemable without penalty at the option of the holder or the date on which the Trustee may require their repurchase pursuant to a repurchase agreement.

(i) Unless otherwise provided in a Supplemental Indenture, for the purpose of determining the amount on deposit in any fund or account expressly established by this Master Indenture, investment obligations purchased with money in any such fund or account shall be valued at least semi-annually at their market price, exclusive of accrued interest.

**Section 603. Investment Through Trustee's Bond Department.** The Trustee may make investments permitted hereunder through its own bond department or commercial banking department or those of its affiliates.

**Section 604. Transfer of Excess Amounts to the Board.** Any amounts remaining in any Account of the Debt Service Fund for a Series of Notes, after Payment of such Series of Notes, the fees and expenses of the Trustee, Rebate Amounts and all other amounts required to be paid hereunder, shall be paid to the Board.

## **ARTICLE VII COVENANTS AND REPRESENTATIONS OF THE BOARD**

**Section 701. Payment of Notes; Limited Obligations.** (a) The Board covenants and agrees that it promptly will pay or cause to be paid the principal or purchase price of, redemption premium, if any, and interest on each Note issued hereunder at the place, on the dates and in the manner provided herein and in the applicable Supplemental Indenture and in such Note according to the terms thereof; provided, however, that such obligations are limited obligations of the Board and are payable solely from the Trust Estate.

(b) Neither the faith and credit nor the taxing power of the Commonwealth or any political subdivision thereof is pledged to the payment of the principal or purchase price of or, redemption premium, if any, or interest on the Notes. The Board has no taxing power.

(c) Except as otherwise expressly set forth herein, in addition to Notes issued in accordance with Section 402, the Board may issue, at any time and from time to time, in one or more series, other bonds, notes or obligations payable from and secured by property other than the Trust Estate.

**Section 702. General Representations.** The Board represents that (a) it is duly authorized under the Constitution and laws of the Commonwealth, including particularly and without limitation the Act, to issue the Notes and to execute this Master Indenture, to enter into the Payment Agreement and to pledge the Trust Estate in the manner and to the extent set forth in this Master Indenture, (b) all action on its part necessary for the execution and delivery of this Master Indenture has been duly and effectively taken, and (c) the Notes in the hands of the Holders are and will be valid and enforceable obligations of the Board.

**Section 703. Appropriations Requests; Notice of Non-Appropriation.** (a) The Board covenants and agrees to deliver to the Governor and the Director of the Department of Planning and Budget of the Commonwealth annually by December 1 a statement of the amount of principal or purchase price and interest coming due, or expected to come due, with respect to the Notes, any applicable payments coming due, or expected to come due, under a Credit or Liquidity Facility and all other amounts required to be paid pursuant to the Indenture, including without limitation any Rebate Amounts, during the next succeeding Fiscal Year or biennial period, as applicable, and a request that the Governor include in his budget to be delivered to the next session of the General Assembly a provision that there be appropriated from Revenues legally available therefor at least such amounts for such purposes.

(b) The Board covenants and agrees to use its best efforts to have (1) the Governor include, in each biennial or any supplemental budget the Governor presents to the General Assembly, the amounts set forth in subsection (a) of this Section, and (2) the General Assembly deposit, appropriate and reappropriate, as applicable, such amounts.

(c) The Board covenants and agrees to cause any amounts received under any Credit or Liquidity Facility or as payments of any Rebate Amounts to be used for the intended purpose thereof.

(d) The Board covenants and agrees to give prompt notice to the Trustee and each Rating Agency upon becoming aware of any failure by the General Assembly to appropriate for the next succeeding Fiscal Year or biennial period amounts sufficient to pay when due all principal and interest coming due, or expected to come due, on the Notes, any applicable payments coming due, or expected to come due, under a Credit or Liquidity Facility, and all other amounts required to be paid under the Indenture, including without limitation any Rebate Amounts during such period.

**Section 704. Flow of Revenues; Annual Coverage Certification.** (a) The Board covenants and agrees to deposit all Revenues promptly upon receipt to a designated subaccount in the Commonwealth's Transportation Trust Fund. Subject to the provisions of subsection (c) of this Section, the Board covenants and agrees to transfer Revenues appropriated by the General Assembly with respect to the Notes, in amounts as provided by the Supplemental Indentures providing for the issuance of Notes then Outstanding, from such designated subaccount to the Trustee on or before the 25<sup>th</sup> day of each month for deposit in the applicable Fund or Account.

(b) The Board covenants and agrees that on or before each November 15 a Board Representative shall provide to the Trustee and each Rating Agency (with copies to the Treasury Board and the Secretary of Finance of the Commonwealth) a certificate setting forth the amounts of the Projected Revenues for the next succeeding Federal Fiscal Year and the Debt Service Requirement for such next succeeding Bond Year, and any assumptions on which such amounts are based, and shall certify whether such Projected Revenues equal at least 1.5 times such Debt Service Requirement.



(c) If the Projected Revenues set forth on the certificate required by subsection (b) of this Section do not equal at least 1.5 times the Debt Service Requirement set forth on such certificate, the Board covenants and agrees to transfer all Revenues appropriated by the General Assembly with respect to the Notes then held in such designated subaccount to the Trustee on or before the 25<sup>th</sup> day of each month for deposit in the applicable Fund or Account, until in each Federal Fiscal Year there shall have been transferred an amount equal to the full Debt Service Requirement (including without limitation amounts to be paid by or on behalf of the Board under any Credit or Liquidity Facility) plus required deposits to any debt service reserve with respect to the then current Federal Fiscal Year and thereafter, for the balance of such Federal Fiscal Year, Revenues received by the Board shall be used as provided in subsection (d) of this Section; provided that the transfers required by this subsection (c) shall begin with the first month of the Fiscal Year with respect to which such certificate relates and provided further that such transfers required as a result of any particular certificate required by subsection (b) shall not begin or shall cease, as the case may be, upon certification by a Board Representative to the Trustee and each Rating Agency (with copies to the Treasury Board and the Secretary of Finance of the Commonwealth) that Projected Revenues equal at least 1.5 times the Debt Service Requirement with respect to the applicable Federal Fiscal Year.

(d) Any Revenues (1) remaining immediately after the required transfers to the Trustee in accordance with subsection (a), or (2) received after all required transfers to the Trustee for such Fiscal Year in accordance with subsection (c), as applicable, may be used by the Board for any other authorized purposes.

**Section 705. Performance of Covenants.** The Board covenants that it faithfully will perform at all times any and all covenants, undertakings, stipulations and provisions on its part to be performed as provided herein, in each and every Note executed, authenticated and delivered hereunder and in all proceedings of the Board pertaining thereto; provided, however, that the liability of the Board under any such covenant, condition or agreement for any default or breach by the Board shall be limited solely to and satisfied solely from the Trust Estate and other legally available funds.

**Section 706. Instruments of Further Assurance.** The Board covenants that it will do, execute, acknowledge and deliver or cause to be done, executed, acknowledged and delivered, such instruments supplemental hereto and such further acts, instruments and transfers as the Trustee reasonably may require, or as a Supplemental Indenture may provide, for the better assuring, transferring, conveying, pledging, assigning and confirming unto the Trustee the Board's interest in and to the Trust Estate and all other property that is conveyed, pledged or assigned to secure or provide for the payment of the principal, premium, if any, and interest on the Notes in the manner and to the extent contemplated herein or therein.

**Section 707. Covenants with Respect to Other Agreements.** (a) The Board may make any such covenants and agreements as may be authorized by law that it may determine to be appropriate with any issuer or provider of a Credit or Liquidity Facility; provided that such covenants or agreements do not affect adversely the Holders of the Notes then Outstanding. Such covenants and agreements may be set forth in the applicable Supplemental Indenture and

shall be binding on the Board and all the Holders the same as if such covenants were set forth in full in this Master Indenture.

(b) The Board agrees that it will not suffer, permit or take any action or do anything or fail to take any action or fail to do anything with respect to any Payment Agreement or Credit or Liquidity Facility that affects adversely the Holders of the Notes then Outstanding. The Board also agrees that it will fulfill its obligations, and will require the other parties thereto to perform its duties and obligations, under any Payment Agreement or Credit or Liquidity Facility. The Board further agrees that it will promptly notify the Trustee of any actual or alleged event of default under any Payment Agreement or Credit or Liquidity Facility and will notify the Trustee at least 30 days before the proposed effective date of any proposed termination or cancellation of any Payment Agreement or Credit or Liquidity Facility.

**Section 708. Financial Records and Statements.** The Board covenants to maintain proper books of record and account in which full and correct entries shall be made in accordance with generally accepted accounting principles of all of its business and affairs. The Board shall have an annual audit made by the Auditor of Public Accounts of the Commonwealth or by independent certified public accountants of recognized standing chosen by the Auditor of Public Accounts and, within 120 days after the end of each Fiscal Year, shall furnish the Trustee copies of such audit.

**Section 709. Prohibited Activities.** The Board covenants not to take any action, or approve the Trustee's making any investment or use of the proceeds of any Notes, which would cause any Tax-Exempt Note to be an "arbitrage bond" within the meaning of Section 148 of the Code. The Board covenants not to engage in any activities or take any action which might result in the income of the Board becoming taxable by any governmental entity or take any other action which might result in the interest on any Tax-Exempt Notes becoming includable in gross income of the recipients for purposes of federal income taxation.

**Section 710. Maintenance of Federal Eligibility.** To the extent permitted by law, the Board covenants and agrees to use its best efforts to maintain the Commonwealth's eligibility to receive Federal Highway Reimbursements.

## **ARTICLE VIII DEFAULT AND REMEDIES**

**Section 801. Events of Default.** Each of the following is hereby declared an "Event of Default" hereunder:

(a) if payment by the Board in respect of any installment of interest on any Note shall not be made in full when the same becomes due and payable;

(b) if payment by the Board in respect of the principal or purchase price of any Note shall not be made in full when the same becomes due and payable, whether at maturity or by proceedings for redemption or otherwise;

(c) if the Board shall fail to observe or perform any covenant or agreement on its part under this Indenture for a period of 60 days after the date on which written notice of such failure, requiring the same to be remedied, shall have been given to the Board by the Trustee, or to the Board and the Trustee by the Holders of at least 25% in aggregate principal amount of Notes then Outstanding; provided, however, that if the breach of covenant or agreement is one that cannot be completely remedied within such 60-day period, it shall not be an Event of Default as long as the Board has taken active steps within such 60-day period to remedy the failure and is diligently pursuing such remedy; and

(d) if the Board shall institute proceedings to be adjudicated a bankrupt or insolvent, or shall consent to the institution of bankruptcy or insolvency proceedings against it, or shall file a petition or answer or consent seeking reorganization or relief under the Federal Bankruptcy Code or any other similar applicable federal or state law, or shall consent to the filing of any such petition or to the appointment of a receiver, liquidation, assignee, trustee or sequestrator (or other similar official) of the Board or of any substantial part of its property, or shall make an assignment for the benefit of creditors, or shall admit in writing its inability to pay its debts generally as they become due.

**Section 802. Acceleration.** Upon the occurrence and continuation of an Event of Default, the Trustee may, and if requested by the Holders of not less than 25% in aggregate principal amount of the Notes then Outstanding shall, by notice to the Board, declare the entire unpaid principal of and interest on the Notes due and payable and, thereupon, the entire unpaid principal of and interest on the Notes shall forthwith become due and payable. Upon any such declaration, the Board will forthwith pay to the Holders of the Notes the entire unpaid principal of and accrued interest on the Notes, but only from the Trust Estate.

**Section 803. Other Remedies and Enforcement of Remedies.** (a) Upon the occurrence and continuance of any Event of Default, the Trustee may or, upon the written request of the Holders of not less than 25% in an aggregate principal amount of the Notes then Outstanding, together with indemnification of the Trustee to its satisfaction therefor shall, proceed forthwith to protect and enforce its rights and the rights of the Noteholders hereunder and under the Act and the Notes by such suits, actions or proceedings, as the Trustee, being advised by counsel, shall deem expedient, provided that any monetary remedies hereunder shall be limited to amounts, if any, in the Trust Estate, including but not limited to:

- (1) Civil action to recover money or damages due and owing;
- (2) Civil action to enjoin any acts or things, which may be unlawful or in violation of the rights of the Holders of the Notes; and
- (3) Enforcement of any other right of the Noteholders conferred by law, including the Act, or hereby, including, without limitation, by suit, action, injunction, mandamus or other proceedings to enforce and compel the performance by the Board of actions required by the Act or the Indenture.

(b) Regardless of the happening of an Event of Default, the Trustee, if requested in writing by the Holders of not less than 25% in aggregate principal amount of the Notes then Outstanding, shall upon being indemnified to its satisfaction therefor, institute and maintain such suits and proceedings as it may be advised shall be necessary or expedient (1) to prevent any impairment of the security hereunder by any acts or omissions to act which may be unlawful or in violation hereof, or (2) to preserve or protect the interests of the Holders, provided that such request is in accordance with law and the provisions hereof and, in the sole judgment of the Trustee, is not unduly prejudicial to the interest of the Holders of Notes not making such request.

**Section 804. Application of Moneys After Default.** (a) During the continuance of an Event of Default, all moneys held and received by the Trustee pursuant to any right given or action taken under the provisions of this Article shall, after payment of the costs and expenses of the proceedings which result in the collection of such moneys and of the fees, expenses and advances incurred or made by the Trustee with respect thereto, be applied according to the accrued debt service deposits or payments with respect to each such Series as follows:

(1) Unless the principal of all Outstanding Notes shall have become due and payable:

First: To the payment to the persons entitled thereto of all installments of interest then due on Notes in the order of maturity of such installments, and, if the amount available shall not be sufficient to pay in full any installment or installments maturing on the same date, then to the payment thereof ratably, according to the amounts due thereon to the persons entitled thereto, without any discrimination or preference; and

Second: To the payment to the persons entitled thereto of the unpaid principal amounts of any Notes that shall have become due (other than Notes previously called for redemption for the payment of which moneys are held pursuant to the provisions hereof), whether at maturity or by proceedings for redemption or otherwise or upon the tender of any Note pursuant to the terms of the Supplemental Indenture providing for the issuance of such Note, in the order of their due dates, and if the amounts available shall not be sufficient to pay in full all the Notes due on any date, then to the payment thereof ratably, according to the principal amounts due on such date, to the persons entitled thereto without any discrimination or preference.

(2) If the principal of all Outstanding Notes shall have become due and payable, to the payment of the principal and interest then due and unpaid upon such Notes without preference or priority of principal over interest or of interest over principal, or of any installment of interest over any other installment of interest, or of any such Note over any other such Note, ratably, according to the amounts due respectively for principal and interest, to the persons entitled thereto without any discrimination or preference.

(b) Whenever moneys are to be applied by the Trustee pursuant to the provisions of this Section, such moneys shall be applied by it at such times, and from time to time, as the

Trustee shall determine in accordance with the Indenture, having due regard for the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Trustee shall apply such moneys, it shall fix the date (which shall be a Interest Payment Date unless it shall deem another date more suitable) upon which such application is to be made and upon such date interest on the principal amounts to be paid on such dates shall cease to accrue if so paid. The Trustee shall give such notice as it may deem appropriate in accordance with the Indenture of the deposit with it of any such moneys and of the fixing of any such date, including any special record date for the payment of defaulted interest, and shall not be required to make payment to the Holder of any Note until such Note shall be presented to the Trustee for appropriate endorsement of any partial payment or for cancellation if fully paid.

(c) Whenever all Notes and interest thereon have been paid under the provisions of this Section and all expenses and charges of the Trustee have been paid, then the balance shall be paid to the provider of a Credit or Liquidity Facility, if applicable, or to the Board or as a court of competent jurisdiction may direct.

**Section 805. Remedies Not Exclusive.** No remedy by the terms hereof conferred upon or reserved to the Trustee or the Noteholders is intended to be exclusive of any other remedy but each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or existing at law or in equity or by statute, including the Act, on or after the date hereof.

**Section 806. Remedies Vested in Trustee.** All rights of action (including the right to file proof of claims) hereunder or under any of the Notes may be enforced by the Trustee without the possession of any of the Notes or the production thereof in any trial or other proceedings relating thereto. Any such suit or proceeding instituted by the Trustee may be brought in its name as the Trustee without the necessity of joining as plaintiffs or defendants any Holders of the Notes. Subject to the provisions of Section 804, any recovery or judgment shall be for the equal benefit of the Holders of the Outstanding Notes, provided that the proceeds received from or on behalf of any Credit or Liquidity Facility will be applied solely to the payment or purchase of Notes of the applicable Series.

**Section 807. Control of Proceedings.** If an Event of Default shall have occurred and be continuing, the Holders of a majority in aggregate principal amount of all Notes then Outstanding shall have the right, at any time, by any instrument in writing executed and delivered to the Trustee to direct the method and plans of conducting any proceeding to be taken with respect to the Trust Estate in connection with the enforcement of the terms and conditions hereof, provided that such direction is in accordance with law and the provisions hereof (including indemnity to the Trustee as provided herein) and, in the sole judgment of the Trustee, is not unduly prejudicial to the interest of Noteholders not joining in such direction and provided further that nothing in this Section shall impair the right of the Trustee in its discretion to take any other action hereunder which it may deem proper in accordance with the Indenture and which is not inconsistent with such direction by Noteholders.

**Section 808. Individual Noteholder Action Restricted.** (a) No Holder of any Note of a Series shall have any right to institute any suit, action or proceeding in equity or at law for the enforcement hereof or for the execution of any trust hereunder or for any remedy hereunder unless:

(1) an Event of Default has occurred (A) under subsection (a) or (b) of Section 801 of which the Trustee is deemed to have notice, or (B) under subsection (c) or (d) of Section 801 as to which a Responsible Officer has actual knowledge or as to which the Trustee has been notified in writing by the Board;

(2) the Holders of at least 25% in aggregate principal amount of Notes then Outstanding shall have made written request to the Trustee to proceed to exercise the powers granted herein or to institute such action, suit or proceeding in its own name;

(3) such Noteholders shall have offered the Trustee indemnity as provided in Section 902;

(4) the Trustee shall have failed or refused to exercise the powers herein granted or to institute such action, suit or proceedings in its own name for a period of 60 days after receipt by it of such request and offer of indemnity; and

(5) during such 60-day period no direction inconsistent with such written request has been delivered to the Trustee by the Holders of a majority in aggregate principal amount of Notes then Outstanding in accordance with Section 807.

(b) No one or more Holders of Notes shall have any right in any manner whatsoever to affect, disturb or prejudice the security hereof or to enforce any right hereunder except in the manner herein provided and for the equal benefit of the Holders of all Notes then Outstanding.

(c) Nothing contained herein shall affect or impair, or be construed to affect or impair, the right of the Holder of any Note (1) to receive payment of the principal of or interest on such Note on or after the due date thereof, or (2) to institute suit for the enforcement of any such payment on or after such due date; provided, however, that no Holder of any Note may institute or prosecute any such suit or enter judgment therein if, and to the extent that, the institution or prosecution of such suit or the entry of judgment therein would, under applicable law, result in the surrender, impairment, waiver or loss of the lien hereof on the moneys, funds and properties pledged hereunder for the equal and ratable benefit of all Holders of Notes.

**Section 809. Termination of Proceedings.** In case any proceeding taken by the Trustee on account of an Event of Default shall have been discontinued or abandoned for any reason or shall have been determined adversely to the Trustee or to the Noteholders, then the Board, the Trustee and the Noteholders shall be restored to their former positions and rights hereunder, and all rights, remedies and powers of the Trustee and the Noteholders shall continue as if no such proceeding had been taken.

**Section 810. Waiver of Event of Default.** (a) No delay or omission of the Trustee or of any Holder of the Notes to exercise any right or power accruing upon any Event of Default shall impair any such right or power or shall be construed to be a waiver of any such Event of Default or an acquiescence therein. Every power and remedy given by this Article to the Trustee and the Holders of the Notes may be exercised from time to time and as often as may be deemed expedient by them.

(b) The Trustee may waive any Event of Default with respect to the Notes, that in its opinion, shall have been remedied at any time, regardless of whether any suit, action or proceeding has been instituted, before the entry of final judgment or decree in any suit, action or proceeding instituted by it under the provisions hereof, or before the completion of the enforcement of any other remedy hereunder.

(c) Notwithstanding anything contained herein to the contrary, the Trustee, upon the written request of Holders of at least a majority of the aggregate principal amount of Notes then Outstanding, shall waive any such Event of Default hereunder and its consequences; provided, however, that a default in the payment of the principal amount of, premium, if any, or interest on any such Note, when the same shall become due and payable by the terms thereof or upon call for redemption, may not be waived without the written consent of the Holders of all the Notes then Outstanding of such Series to which an Event of Default applies if provided by Supplemental Indenture.

(d) In case of any waiver by the Trustee of an Event of Default hereunder, the Board, the Trustee and the Noteholders shall be restored to their former positions and rights hereunder, respectively, but no such waiver shall extend to any subsequent or other Event of Default or impair any right consequent thereon. The Trustee shall not be responsible to any one for waiving or refraining from waiving any Event of Default in accordance with this Section.

**Section 811. Notice of Default.** (a) Promptly, but in any event within 30 days after (1) the occurrence of an Event of Default under Section 801(a) or (b), of which the Trustee hereby is deemed to have notice, or (2) receipt, in writing or otherwise, by a Responsible Officer of actual knowledge or notice of an Event of Default under Section 801(c) or (d), the Trustee shall, unless such Event of Default shall have theretofore been cured, give written notice thereof by first class mail to each Holder of Notes then Outstanding, provided that, except in the case of a default in the payment of principal amounts, mandating sinking fund installments, or the redemption price of or interest on any of the Notes, the Trustee may withhold such notice to the Holders if, in its sole judgment, in accordance with the Indenture, it determines that the withholding of such notice is in the best interest of the Holders of the Notes.

(b) The Trustee shall promptly notify the Board of (1) the occurrence of an Event of Default under Section 801(a) or (b), and (2) when any Responsible Officer has received actual knowledge or notice from the Board, in writing or otherwise, of an Event of Default under Section 801(c) or (d).

**Section 812. Inconsistent or Lack of Directions on Default.** Notwithstanding anything else herein to the contrary, if Holders of the Notes in Default do not direct remedies or

proceedings to be taken pursuant to this Article, the Trustee shall take whatever action, if any, pursuant to Section 802 and 803 it deems to be in the best interest of Noteholders without regard to the existence of any Credit or Liquidity Facility that may exist with respect to any or all Notes.

## **ARTICLE IX THE TRUSTEE**

**Section 901. Acceptance of Trust; General.** (a) By execution hereof, the Trustee shall evidence its acceptance of the powers, duties and obligations of the Trustee only as are specifically set forth herein. The Trustee shall have no duty, responsibility or obligation for the issuance of Notes or for the validity or exactness hereof, or of any other document relating to such issuance. The Trustee shall have no duty, responsibility or obligation for the payment of Notes except for payment in accordance with the terms and provisions hereof from, and to the extent of, funds which are held in trust by the Trustee for the purpose of such payment.

(b) Prior to an Event of Default and after the curing or waiving of all Events of Default which may have occurred, the Trustee shall not be liable except for the performance of such duties as are specifically set forth herein. The Trustee shall have no liability for any act or omission to act hereunder, or under any other instrument or document executed pursuant hereto except for the Trustee's own negligent action, its own negligent failure to act or its own willful misconduct. The duties and obligations of the Trustee shall be determined solely by the express provisions hereof, and no implied powers, duties or obligations of the Trustee shall be read into this Indenture.

(c) During an Event of Default, the Trustee shall exercise such of the rights and powers vested in it hereby, and shall use the same degree of care and skill in its exercise, as a prudent man would exercise or use under the circumstances in the conduct of his own affairs.

(d) The Trustee shall not be required to expend or risk its own funds or otherwise incur individual liability in the performance of any of its duties or in the exercise of any of its rights or powers as the Trustee, except as may result from its own negligent action, its own negligent failure to act or its own willful misconduct.

(e) Notwithstanding any other provision hereof, the Trustee shall have no liability for any (1) error of judgment made in good faith by a Responsible Officer or Officers of the Trustee, unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts, or (2) action taken or omitted to be taken by it in good faith in accordance with the direction of the Holders of not less than a majority in principal amount of Notes then Outstanding, then existing relating to the time, method and place of conducting any proceeding for any remedy available to the Trustee or exercising any trust or power conferred upon the Trustee hereunder.

**Section 902. Trustee Not Required to Take Action Unless Indemnified.** Except as expressly required herein (including the requirements of the next sentence) and other than making a draw on or in respect of any Credit or Liquidity Facility or making debt service payments on the Notes, the Trustee shall be required neither to institute any suit or action or



other proceeding in which it may be a defendant, nor to take any steps to enforce its rights and expose it to liability, nor shall the Trustee be deemed liable for failure to take any such action, unless and until it shall have been indemnified, to its satisfaction, against any and all reasonable costs, expenses, outlays, counsel and other fees, other disbursements including its own reasonable fees and against all liability and damages. The Trustee nevertheless, may begin suit, or appear in and defend suit, or do anything else which in its judgment is proper to be done by it as the Trustee, without prior assurance of indemnity, and in such case the Board shall reimburse the Trustee for all reasonable costs, expenses, outlays, counsel and other fees and other reasonable disbursements including its own fees, and for all liability and damages suffered by the Trustee in connection therewith, except for the Trustee's own negligent action, its own negligent failure to act, its own willful misconduct or self-dealing constituting a breach of trust under applicable law. If the Trustee begins, appears in or defends such a suit, the Trustee shall give reasonably prompt notice of such action to the Board and shall give such notice prior to taking such action if possible. If the Board shall fail to make such reimbursement, the Trustee may reimburse itself for any costs and expenses in accordance with Section 908.

**Section 903. Employment of Experts.** The Trustee is hereby authorized to employ as its agents such attorneys at law, and other qualified independent consultants (who are not employees of the Trustee), as it may deem necessary to carry out any of its obligations hereunder, and shall be reimbursed by the Board for all reasonable expenses and charges in so doing. The Trustee shall not be responsible for any misconduct or negligence of any such agent appointed with due care by the Trustee.

**Section 904. Enforcement of Performance by Others.** It shall not be the duty of the Trustee, except as herein specifically provided, to seek the enforcement of any duties and obligations herein imposed upon the Board.

**Section 905. Right to Deal in Notes and Take Other Actions.** The Trustee may in good faith buy, sell or hold and deal in any Notes with like effect as if it were not such Trustee and may commence or join in any action which a Holder is entitled to take with like effect as if the Trustee were not the Trustee. It is understood and agreed that the Trustee engages in a general banking business and no provision hereof is to be construed to limit or restrict the right of the Trustee to engage in such business with the Board or any Holder. So engaging in such business shall not, in and of itself, and so long as the Trustee duly performs all of its duties as required hereby, constitute a breach of trust on the part of the Trustee.

**Section 906. Removal and Resignation of Trustee; Successor Trustee.** (a) The Trustee may resign at any time. Written notice of such resignation shall be given to the Board and such resignation shall take effect upon the appointment and qualification of a successor Trustee. In the event a successor Trustee has not been appointed and qualified within 60 days after the date notice of resignation is given, the Trustee or the Board may apply to any court of competent jurisdiction for the appointment of a successor Trustee to act until such time as a successor is appointed as provided in this Section.

(b) In addition, the Trustee may be removed at any time by the Board by an instrument in writing so long as (1) no Event of Default shall have occurred and be continuing,

and (2) the Board determines that the removal of the Trustee shall not have a material adverse effect upon the rights or interests of the Noteholders.

(c) In the event of the resignation or removal of the Trustee or in the event the Trustee is dissolved or otherwise becomes incapable to act as the Trustee, the Board shall be entitled to appoint a successor Trustee pursuant to the provisions hereof. In such event, the successor Trustee shall cause notice to be mailed to the Holders of all Notes then Outstanding in such manner deemed appropriate by the Board. If the Trustee resigns, the resigning Trustee shall pay for such notice. If the Trustee is removed, is dissolved, or otherwise becomes incapable of acting as Trustee, the Board shall pay for such notice.

(d) Unless otherwise ordered by a court or regulatory body having competent jurisdiction, or unless required by law, any successor Trustee shall be a trust company or bank having the powers of (1) a trust company as to trusts, qualified to do and doing trust business within or without the Commonwealth and having an officially reported combined capital, surplus, undivided profits and reserves aggregating at least \$100,000,000, or (2) a subsidiary trust company under the Trust Subsidiary Act, Title 6.1, Article 3.1, of the Virginia Code whose parent Virginia bank holding company has undertaken to be responsible for the acts of such subsidiary trust company pursuant to the provisions of Section 6.1-32.7(a) of the Virginia Code or any successor provision of law, and whose combined capital, surplus and undivided profits, together with that of its parent Virginia bank or bank holding company, as in the case may be, aggregate not less than \$100,000,000, if there is such an institution willing, qualified and able to accept the trust upon reasonable or customary terms.

(e) Every successor Trustee howsoever appointed hereunder shall execute, acknowledge and deliver to its predecessor and also to the Board an instrument in writing, accepting such appointment hereunder, and thereupon such successor Trustee, without further action, shall become fully vested with all the rights, immunities, powers, trusts, duties and obligations of its predecessor, and such predecessor shall execute and deliver an instrument transferring to such successor Trustee all the rights, powers and trusts of such predecessor. The predecessor Trustee shall execute any and all documents necessary or appropriate to convey all interest it may have to the successor Trustee. The predecessor Trustee shall use its best efforts to transfer to the successor Trustee the trusts, funds and accounts hereunder in a prompt and orderly fashion, promptly deliver all records relating to the trust or copies thereof and promptly communicate all material information it may have obtained concerning the trust to the successor Trustee. Each successor Trustee, not later than 10 days after its assumption of the duties hereunder, shall mail a notice of such assumption to each Holder of a registered Note at the Trustee's expense.

**Section 907. Proof of Claim.** The Trustee shall have the right and power to act in its name or in the name and place of the Board or Holders to make proof of claim in any proceeding, bankruptcy, reorganization or otherwise where proof of claim may be required. Any amount recovered by the Trustee as a result of any such claim, after payment of all fees (including reasonable attorneys' fees), costs, expenses and advances incurred by the Trustee or its agents in pursuing such claim, shall be for the equal benefit of all the Holders of Notes Outstanding, except if such claim relates to a Credit or Liquidity Facility.

**Section 908. Trustee's Fees and Expenses.** The Board hereby agrees to pay fees to and expenses of the Trustee for its services hereunder as agreed to by the Board and the Trustee pursuant to the terms of a separate agreement. Any provision hereof to the contrary notwithstanding, if the Board fails to make any payment properly due the Trustee for its reasonable fees, costs, expenses and fees of attorneys, certified public accountants, recognized authorities in their field and agents (not employees of the Trustee) incurred in performance of its duties, the Trustee may reimburse itself from any surplus moneys on hand in any Fund or Account held by it, other than any amounts in the Debt Service Fund.

**Section 909. Reliance Upon Documents.** In the absence of bad faith on the part of the Trustee, the Trustee may conclusively rely upon and shall be protected in acting or refraining from acting in reliance upon any document, including but not limited to any resolution, certificate, statement, instrument, opinion, report, notice, request, direction, consent, order or other paper or document reasonably believed by it to be genuine and to have been signed or presented by the proper officials of the Board, the Holders or agents or attorneys of the Holders; provided, that in the case of any such document specifically required to be furnished to the Trustee hereby, the Trustee shall be under a duty to examine the same to determine whether it conforms to the requirements hereof. The Trustee shall not be bound to make any investigation into the facts or matters stated in any resolution, certificate, statement, instrument, opinion, report, notice, request, direction, consent, order, bond or other paper or document submitted to the Trustee; provided, however, the Trustee, in its discretion, may make such further inquiry or investigation into such facts or matters as it may deem prudent. Whenever in the administration hereof, the Trustee shall deem it desirable that a matter be provided or established prior to taking or not taking any action hereunder, the Trustee (unless other evidence be specifically prescribed herein) may rely upon any document provided for in the Indenture. Except where other evidence is required hereby, any request or direction of the Board mentioned herein shall be sufficiently evidenced by a certified copy of such request executed by an Board Representative.

**Section 910. Recitals and Representations.** (a) The recitals, statements and representations contained herein or in any Note shall be taken and construed as made by and on the part of the Board and not by the Trustee, and the Trustee neither assumes nor shall be under any responsibility for the correctness of the same other than the Trustee's certification of authentication of any Notes.

(b) The Trustee makes no representation as to, and is not responsible for, the validity or sufficiency hereof or, except as herein required, the filing or recording or registering of any document. The Trustee shall be deemed not to have made representations as to the security afforded hereby or hereunder or as to the validity or sufficiency of such document. The Trustee shall not be concerned with or accountable to anyone for the use or application of any moneys which shall be released or withdrawn in accordance with the provisions hereof. The Trustee shall not be responsible or liable for any loss suffered in connection with the investment of any funds made by it in accordance with the provisions hereof. Except with respect to Events of Default described in Section 801(a) and (b) hereof, the Trustee shall have no duty of inquiry with respect to any default which constitutes or with notice or lapse of time or both would constitute an Event of Default without actual knowledge of a Responsible Officer or receipt by the Trustee

of written notice of a default which constitutes or with notice or lapse of time or both would constitute an Event of Default from the Board or any Holder.

**Section 911. Destruction of Notes.** Upon payment of or surrender to the Trustee for cancellation of any Note, the Trustee shall destroy or register the cancellation of such Note. At least annually the Trustee shall deliver a certificate of such destruction or cancellation to the Board. Upon surrender of any Note to the Trustee for payment, such Note shall be canceled by the Trustee and delivered to the Trustee for destruction or register of cancellation.

**Section 912. Reports.** The Trustee monthly shall prepare and submit to the Board reports covering all moneys received and all payments, expenditures and investments made as the Trustee hereunder since the last previous such report.

**Section 913. Merger, Conversion, Consolidation or Succession to Business.** Any corporation into which the Trustee may be merged or converted or with which it may be consolidated, or any corporation resulting from any merger, conversion or consolidation to which the corporate trust department of the Trustee shall be a party, or any corporation succeeding to all or substantially all of the corporate trust business of the Trustee, shall be the successor of the Trustee hereunder, provided such corporation shall be otherwise qualified and eligible under this Article, without the execution or filing of any paper or any further act on the part of any of the parties hereto, and provided further that such corporation shall be bound by any agreements then in effect regarding the fees and expenses of the Trustee.

**Section 914. Paying Agent.** Any Paying Agent appointed pursuant to a Supplemental Indenture will be entitled and subject to the same protections and standards of care as are set forth in this Article IX with respect to the Trustee.

## **ARTICLE X SUPPLEMENTAL INDENTURES**

**Section 1001. Supplemental Indentures Not Requiring Consent of Noteholders.** The Board and the Trustee may, without the consent of or notice to any of the Holders but subject to the provisions of Section 1004, enter into one or more Supplemental Indentures for one or more of the following purposes:

- (a) to cure any ambiguity or formal defect or omission herein;
- (b) to correct or supplement any provision herein which may be inconsistent with any other provision herein;
- (c) to grant or confer upon the Holders any additional rights, remedies, powers or authority that may lawfully be granted or conferred upon them;
- (d) to secure additional revenues or provide additional security or reserves for payment of the Notes;

(e) to preserve the excludability of interest on any Notes from gross income for purposes of federal income taxes, pursuant to an Opinion of Bond Counsel that such action will not affect adversely such excludability;

(f) to modify, amend or supplement this Indenture in such manner as required by or to permit the qualification hereof under the Trust Indenture Act of 1939, as amended, or any similar Federal statute hereafter in effect or any state securities (Blue Sky) law, and, if they so determine, to add to this Indenture such other terms, conditions and provisions as may be required by the Trust Indenture Act of 1939, as amended, or similar Federal statute or state securities law;

(g) to modify, amend or supplement this Indenture in such manner as required to permit the Board to comply with the provisions of the Code relating to the rebate to the United States of America of earnings derived from the investment of the proceeds of Notes;

(h) to modify, amend or supplement this Indenture in such manner as required by a Rating Agency to maintain their respective ratings on the Notes;

(i) to authorize the issuance of and to secure one or more Series of Notes as provided in and upon compliance with Article IV, including, without limitation, providing for (1) the deposit and disbursement of the proceeds of such Notes, to pay the expenses of the issuance of such Notes and to pay the Cost of the Project to be financed by means of such Notes or to refund all or part of another Series of Notes, as the case may be, (2) the payment of the principal or purchase price of and redemption premium, if any, and interest on such Notes, and (3) such other changes necessary in connection with the issuance of such Notes as either (A) in the opinion of the Trustee, will not prejudice in any material respect the rights of the Holders of the Notes then Outstanding, or (B) will not cause any Rating Agency to lower or withdraw its credit rating on any Notes then Outstanding, as evidenced by written confirmation from each Rating Agency;

(j) to remove the Trustee in accordance with Section 906(b); and

(k) to modify, amend or supplement the Indenture in any manner as either (1) in the opinion of the Trustee, will not prejudice in any material respect the rights of the Holders of the Notes then Outstanding, or (2) will not cause any Rating Agency to lower or withdraw its credit rating on any Notes then Outstanding, as evidenced by written confirmation from each Rating Agency.

**Section 1002. Supplemental Indentures Requiring Consent of Noteholders.**

(a) Other than Supplemental Indentures referred to in Section 1001 and subject to the terms and provisions and limitations contained in this Article and not otherwise, the Holders of not less than a majority in aggregate principal amount of the Notes of each Series may consent to or approve, from time to time, which consent to or approval shall be in writing and shall not be withheld unreasonably, anything contained herein to the contrary notwithstanding, the execution by the Board and the Trustee of such Supplemental Indentures as shall be deemed necessary and desirable by the Board for the purpose of modifying, altering, amending, adding to or rescinding

any of the terms or provisions with respect to such Series contained in the Indenture, provided, however, nothing in this Section shall permit or be construed as permitting a Supplemental Indenture which would:

(1) extend the stated maturity of or time for paying the interest on any Note or reduce the principal amount of or the redemption premium or rate of interest payable on any Note without the consent of the Holder of such Note;

(2) prefer or give a priority to any Note over any other Note without the consent of the Holder of each Note then Outstanding not receiving such preference or priority, except as to the issuer or provider of any Credit or Liquidity Facility; or

(3) reduce the aggregate principal amount of Notes then Outstanding the consent of the Holders of which is required to authorize such Supplemental Indenture without the consent of the Holders of all Notes then Outstanding.

(b) If at any time the Board shall request the Trustee to enter into a Supplemental Indenture pursuant to this Section, the Trustee shall, upon being satisfactorily indemnified with respect to expenses, cause notice of the proposed execution of such Supplemental Indenture to be mailed by first class mail, postage prepaid, to all Holders of Notes of any affected Series then Outstanding at their addresses as they appear on the Register. The Trustee, however, shall not be subject to any liability to any Noteholder by reason of its failure to mail, or the failure of such Noteholder to receive, the notice required by this Section, and any such failure shall not affect the validity of such Supplemental Indenture when consented to and approved as provided in this Section. Such notice shall set forth briefly the nature of the proposed Supplemental Indenture and shall state that copies thereof are on file at the office of the Trustee for inspection by all Noteholders.

(c) If within such period, not exceeding three years, as shall be prescribed by the Board, following the first giving of a notice as provided in (b) above, the Trustee shall receive an instrument or instruments purporting to be executed by the Holders of not less than the aggregate principal amount or number of Notes specified in subsection 1102(a) for the Supplemental Indenture in question which instrument or instruments shall refer to the proposed Supplemental Indenture described in such notice and shall specifically consent to and approve the execution thereof in substantially the form of the copy thereof referred to in such notice as on file with the Trustee, thereupon, but not otherwise, the Trustee may execute such Supplemental Indenture in substantially such form, without liability or responsibility to any Holder of any Note, regardless of whether such Holder shall have consented thereto.

(d) Any such consent shall be binding upon the Holder of the Note giving such consent and upon any subsequent Holder of such Note and of any Note issued in exchange therefor (regardless of whether such subsequent Holder thereof has notice thereof), unless such consent is revoked in writing by the Holder of such Note giving such consent or by a subsequent Holder thereof by filing with the Trustee, prior to the execution by the Trustee of such Supplemental Indenture, such revocation. At any time after the Holders of the required principal amount or number of Notes shall have filed their consents to the Supplemental Indenture, the

Trustee shall make and file with the Board a written statement to that effect. Such written statement shall be conclusive that such consents have been so filed.

(e) If the Holders of the required principal amount or number of the Notes Outstanding shall have consented to and approved the execution of such Supplemental Indenture as herein provided, no Holder of any Note shall have any right to object to the execution thereof, or to object to any of the terms and provisions contained therein or the operation thereof, or in any manner to question the propriety of the execution thereof or to enjoin or restrain the Trustee or the Board from executing the same or taking any action pursuant to the provisions thereof.

**Section 1003. Execution and Effect of Supplemental Indentures.** (a) The Trustee shall not unreasonably refuse to enter into any Supplemental Indenture permitted by this Article.

(b) Upon the execution and delivery of any Supplemental Indenture in accordance with this Article, the provisions hereof shall be modified in accordance therewith and such Supplemental Indenture shall form a part hereof for all purposes and every Holder of a Note theretofore or thereafter authenticated and delivered hereunder shall be bound thereby.

(c) Any Note authenticated and delivered after the execution and delivery of any Supplemental Indenture in accordance with this Article may, and if required by the Board or the Trustee shall, bear a notation in form approved by the Board and Trustee as to any matter provided for in such Supplemental Indenture. If the Board shall so determine, new bonds so modified as to conform in the opinion of the Trustee and the Board to any such Supplemental Indenture may be prepared and executed by the Board and authenticated and delivered by the Trustee in exchange for and upon surrender of the Notes then Outstanding.

**Section 1004. Opinions of Counsel.** The Trustee shall not execute any Supplemental Indenture unless there shall have been filed with the Trustee (a) an Opinion of Bond Counsel to the effect that the execution of such Supplemental Indenture will not cause the interest on any Tax-Exempt Notes to become includable in the gross income of the Holders thereof for federal income tax purposes, and (b) an Opinion or Opinions of Counsel stating that such proposed Supplemental Indenture is authorized or permitted by this Master Indenture and complies with its terms and that upon execution it will be valid and binding upon the Board and the Trustee in accordance with its terms. The Trustee shall be entitled to rely upon each such Opinion of Bond Counsel and Opinion of Counsel.

## **ARTICLE XI**

### **AMENDMENT OF OTHER AGREEMENTS**

**Section 1101. Amendment of Other Agreements Not Requiring Consent of Holders.** The Board and the Trustee may, without the consent of or notice to the Holders but subject to the provisions of Section 1104, consent to any amendment, change or modification of the Payment Agreement and any Credit or Liquidity Facility as may be required:

(a) by the provisions of the Payment Agreement, any Credit or Liquidity Facility, this Master Indenture or any Supplemental Indenture;

- (b) in connection with an amendment of the Indenture;
- (c) to effect any event or purpose for which there could be an amendment of the Indenture pursuant to Section 1001; or
- (d) in connection with any other change therein which either (1) in the opinion of the Trustee, will not prejudice in any material respect the rights of the Holders of the Notes Outstanding, or (2) will not cause any Rating Agency to lower or withdraw its credit rating on any Notes then Outstanding, as evidenced by written confirmation from each Rating Agency.

**Section 1102. Amendments to Other Agreements Requiring Consent of Holders.** (a) Except for the amendments, changes or modifications set forth in Section 1101 and subject to the provisions of Section 1104, neither the Board nor the Trustee shall consent to any amendment, change or modification of any Payment Agreement or Credit or Liquidity Facility without the consent of (1) the Holder of a majority in aggregate principal amount of Notes then Outstanding, or (2) in case less than all of the Notes then Outstanding are affected by the amendment, change or modification, the Holders of a majority in aggregate principal amount of the Notes so affected then Outstanding. Any such consent shall be given and procured as provided in Section 1103. If at any time the Board shall request the consent of the Trustee to any such proposed amendment, change or modification of any Payment Agreement or Credit or Liquidity Facility, the Trustee shall, upon being satisfactorily indemnified with respect to expenses, cause notice of such proposed amendment, change or modification to be given in the same manner as provided by Section 1103. Such notice shall briefly set forth the nature of such proposed amendment, change or modification and shall state that copies of the instrument embodying them are on file at the principal corporate trust office of the Trustee for inspection by all Holders.

(b) Notwithstanding anything to the contrary contained in this Master Indenture, the Board and the Trustee may consent to any amendment, change or modification of any Payment Agreement or Credit or Liquidity Facility upon receipt of the consent of all of the Holders of the Notes then Outstanding.

**Section 1103. Limitation on Amendments.** No amendment, change or modification may decrease the limited obligation of the Board, as provided herein, to pay amounts sufficient to pay the principal or purchase price of and redemption premium, if any, and interest on Notes when due.

**Section 1104. Opinions of Counsel.** The Trustee shall not execute any amendment, change or modification to any Payment Agreement or Credit or Liquidity Facility unless there shall have been filed with the Trustee (a) an Opinion of Bond Counsel to the effect that the execution of any such proposed amendment, change or modification will not cause the interest on any Tax-Exempt Notes to become includable in the gross income of the Holders thereof for federal income tax purposes, and (b) an Opinion or Opinions of Counsel stating that such proposed amendment, change or modification is authorized or permitted by this Master Indenture and complies with its terms and that upon execution it will be valid and binding upon the party or parties executing it in accordance with its terms.



**ARTICLE XII**  
**SATISFACTION AND DISCHARGE**

**Section 1201. Discharge.** (a) If payment of all principal or purchase price of, redemption premium, if any, and interest on any Notes in accordance with their terms and as provided herein is made, or is provided for in accordance with this Article, and if all other sums payable by the Board hereunder with respect to such Notes shall be paid or provided for, then the liens, estates and security interests granted hereby shall cease with respect to such Notes; provided, however, that the rebate provisions, if any, of the related Supplemental Indenture shall survive so long as there is any amount due to the federal government pursuant to the provisions of such Supplemental Indenture. Thereupon, upon the request of the Board, and upon receipt by the Trustee of an Opinion of Counsel stating that all conditions precedent to the satisfaction and discharge as provided above of the lien hereof have been satisfied with respect to such Notes, the Trustee shall execute and deliver proper instruments acknowledging such satisfaction and discharging the lien hereof with respect to such Notes. If the lien hereof has been discharged with respect to all Notes, the Trustee shall transfer all property held by it hereunder, other than moneys or obligations held by the Trustee for payment of amounts due or to become due on the Notes to or on behalf of the Board or such other person as may be entitled thereto as their respective interests may appear. Such satisfaction and discharge shall be without prejudice to the rights of the Trustee thereafter to charge and be compensated or reimbursed for services rendered and expenditures incurred in connection herewith.

(b) The Board may at any time surrender to the Trustee for cancellation any Notes previously authenticated and delivered which the Board at its option may have acquired in any manner whatsoever and such Note upon such surrender and cancellation shall be deemed to be paid and retired.

**Section 1202. Providing for Payment of Notes.** (a) Payment of Notes may be provided for by the deposit with the Trustee of cash and noncallable Defeasance Obligations. Payment of Notes shall be so provided for when the aggregate of amounts in the applicable Account or Accounts of the Debt Service Fund together with other amounts available for such purpose hereunder is sufficient, in the determination of the Trustee based on such evidence as it reasonably may require, to so provide. The cash and the maturing principal and interest income on such noncallable Defeasance Obligations shall be sufficient and available to pay when due the principal of, whether at maturity or upon fixed redemption dates, and premium, if any, and interest on such Notes. The moneys and noncallable Defeasance Obligations shall be held by the Trustee irrevocably in trust for the Holders of such Notes solely for the purpose of paying the principal or purchase price of, and redemption premium, if any, and interest on such Notes as the same shall mature or become payable upon prior redemption, and, if applicable, upon simultaneous direction, expressed to be irrevocable, from the Board to the Trustee as to the dates upon which any such Notes are to be redeemed prior to their respective maturities.

(b) The Trustee shall receive from or on behalf of the Board an accountant's verification report as to the sufficiency of moneys and investments to provide for Payment of a Series of Notes in the case of a defeasance thereof.

(c) If Payment of Notes is so provided for, the Trustee shall mail a notice so stating to each Holder of such Note.

(d) Notes the Payment of which has been provided for in accordance with this Section shall no longer be deemed Outstanding hereunder. The obligation of the Board in respect of such Notes shall nevertheless continue but the Holders thereof shall thereafter be entitled to payment only from the moneys and Defeasance Obligations deposited with the Trustee to provide for the payment of such Notes.

(e) Payment of a Note may not be so provided for if, as a result thereof or of any other action in connection with which the provision for payment of such Note is made, the interest payable on any Tax-Exempt Note is made includable in gross income for federal income tax purposes. The Trustee shall receive and may rely upon an Opinion of Bond Counsel to the effect that the provisions of this paragraph will not be breached by so providing for the payment of any Notes.

**Section 1203. Payment of Notes After Discharge.** Notwithstanding the discharge of the lien hereof as in this Article, the Trustee nevertheless shall retain such rights, powers and duties hereunder as may be necessary and convenient for the payment of amounts due or to become due on the Notes, including pursuant to any mandatory sinking fund redemptions, and the registration, transfer, exchange and replacement of Notes as provided herein. Nevertheless, any moneys held by the Trustee for the payment of the principal or purchase price of, redemption premium, if any, or interest on any Note remaining unclaimed for five years after such payment has become due and payable, or such other period provided by law, whether at maturity or upon proceedings for redemption, shall be disposed of pursuant to the provisions of Section 212. After discharge of the lien hereof, but prior to payment of such amounts to Holders or as provided pursuant to Section 212, the Trustee shall invest such amounts in Defeasance Obligations for the benefit of the Board.

### **ARTICLE XIII MISCELLANEOUS**

**Section 1301. Evidence of Acts of Noteholders.** (a) Any request, direction, consent or other instrument provided hereby to be signed and executed by the Noteholders may be in any number of concurrent writings of similar tenor and may be signed or executed by such Noteholders in person or by agent appointed in writing. Proof of the execution of any such request, direction or other instrument or of the writing appointing any such agent and of the ownership of Notes, if made in the following manner, shall be sufficient for any of the purposes hereof and shall be conclusive in favor of the Trustee and the Board with regard to any action taken by them, or either of them, under such request or other instrument, namely:

(1) the fact and date of the execution by any person of any such writing may be proved by the certificate of any officer in any jurisdiction who by law has power to take acknowledgments in such jurisdiction, that the person signing such writing acknowledged before him the execution thereof, or by the affidavit of a witness of such execution; and

(2) the ownership of all Notes shall be proved by the Register.

Nothing in this Section 1301 shall be construed as limiting the Trustee to the proof herein specified, it being intended that the Trustee may accept any other evidence of the matters herein stated which it may deem sufficient.

(b) Any action taken or suffered by the Trustee pursuant to any provision hereof, upon the request or with the assent of any person who at the time is the Holder of any Note or Notes shall be conclusive and binding upon all future Holders of the same Note or any Notes refunding such Note.

**Section 1302. Limitation of Rights.** With the exception of rights herein expressly conferred, nothing expressed or mentioned in or to be implied from this Indenture or the Note is intended or shall be construed to give to any person other than the parties hereto and the Holders of the Notes, any legal or equitable right, remedy or claim under or in respect to this Indenture or any covenants, conditions and provisions herein contained; this Indenture and all of the covenants, conditions and provisions hereof being intended to be and being for the sole and exclusive benefit of the parties hereto and the Holders of the Notes as herein provided.

**Section 1303. Notice to Rating Agency.** The Trustee hereby agrees that if at any time (a) the Board shall redeem the entire principal amount of the Notes Outstanding hereunder prior to maturity, (b) a successor Trustee is appointed hereunder, or (c) the Noteholders shall consent to any amendment to this Indenture or shall waive any provision of this Indenture then, in each case, the Trustee promptly will give notice of the occurrence of such event to each Rating Agency rating the Notes, which notice in the case of an event referred to in clause (c) hereof shall include a copy of such amendment or waiver.

**Section 1304. Severability.** If any one or more sections, clauses, sentences or parts hereof shall for any reason be questioned in any court of competent jurisdiction and shall be adjudged unconstitutional or invalid, such judgment shall not affect, impair or invalidate the remaining provisions hereof, or the Notes issued pursuant hereof, but shall be confined to the specific sections, clauses, sentences and parts so adjudged.

**Section 1305. Holidays.** Except as may be provided in a Supplemental Indenture with respect to a particular Series of Notes, when the date on which principal of or interest or premium on any Note is due and payable is a day which is not a Business Day, payment may be made on Notes on the next Business Day with effect as though payment were made on the due date, and, if such payment is made, no interest shall accrue from and after such due date. When any other action is provided herein to be done on a day named or within a time period named, and the day or the last day of the period falls on a day other than a Business Day, it may be

performed on the next Business Day with effect as though performed on the appointed day or within the specified period.

**Section 1306. Governing Law.** This Indenture and the Notes are contracts made under the laws of the Commonwealth and shall be governed and construed in accordance with the laws of the Commonwealth.

**Section 1307. Notices.** (a) Unless otherwise expressly specified or permitted by the terms hereof, all notices, consents or other communications required or permitted hereunder shall be deemed sufficiently given or served if given in writing, mailed by first class mail, postage prepaid and addressed as follows:

- (1) If to the Board, addressed to:

Commonwealth Transportation Board  
c/o Department of Transportation  
1401 East Broad Street, 3<sup>rd</sup> Floor  
Richmond, Virginia 23219  
Attention: Chairman  
Telephone: 804/ \_\_\_\_\_  
Facsimile: 804/ \_\_\_\_\_

- (2) If to the Trustee, sent by registered or certified mail addressed to:

First Union National Bank  
800 East Main Street  
Richmond, Virginia 23219  
Attention: Corporate Trust Administration  
Telephone: 804/ \_\_\_\_\_  
Facsimile: 804/ \_\_\_\_\_

- (3) If to the registered Holder of a Note, addressed to such Holder at the address shown on the Register kept by the Trustee.

(b) The Board and the Trustee may from time to time by notice in writing to all parties to the Indenture designate a different address or addresses for notice hereunder.

**Section 1308. Counterparts.** The Indenture may be executed in several counterparts, each of which shall be an original and all of which shall constitute one instrument.

**Section 1309. Immunity of Individuals.** No recourse shall be had for the payment of the principal or purchase price of, redemption premium, if any, or interest on any of the Notes or for any claim based thereon or upon any obligation, covenant or agreement herein against any past, present or future member, officer, employee, agent or consultant of the Board, whether directly or indirectly and all such liability of any such individual as such is hereby expressly

waived and released as a condition of and in consideration for the execution hereof and the issuance of the Notes.

**Section 1310. Binding Effect.** This instrument shall inure to the benefit of and shall be binding upon the parties hereto and their respective successors and assigns subject to the limitations contained herein.

**IN WITNESS WHEREOF**, the Board has caused these presents to be signed in its name and on its behalf and attested by its duly authorized officers, and, to evidence its acceptance of the trusts hereby created, the Trustee has caused these presents to be signed in its name and on its behalf by its duly authorized officer, all as of the day and year first above written.

**COMMONWEALTH TRANSPORTATION  
BOARD**

By: \_\_\_\_\_  
Chairman

**FIRST UNION NATIONAL BANK,  
as Trustee**

By: \_\_\_\_\_

Its: \_\_\_\_\_

*Draft dated 8/25/00*

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**FIRST SUPPLEMENTAL INDENTURE OF TRUST**

between

**COMMONWEALTH TRANSPORTATION BOARD**

and

**FIRST UNION NATIONAL BANK,**  
as Trustee

Dated as of October 1, 2000

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Authorizing and Providing for the Issuance of  
\$ \_\_\_\_\_ Commonwealth of Virginia  
**Federal Highway Reimbursement Anticipation Notes, Series 2000**

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Exhibit A - Form of Series 2000 Notes

This **FIRST SUPPLEMENTAL INDENTURE OF TRUST**, dated as of October 1, 2000, is made by and between the **COMMONWEALTH TRANSPORTATION BOARD**, (the "Board") and **FIRST UNION NATIONAL BANK**, a national banking association having a corporate trust office in Richmond, Virginia, as trustee (the "Trustee");

**WITNESSETH:**

**WHEREAS**, the Board and the Trustee have entered into a Master Indenture of Trust, dated as of October 1, 2000 (the "Master Indenture"), under which the Board has provided for the issuance of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes from time to time to provide funding for certain transportation projects and to refund obligations incurred by the Board for such purposes;

**WHEREAS**, the Board has determined to issue a series of notes under the Master Indenture in the aggregate principal amount of \$ \_\_\_\_\_ (the "Series 2000 Notes") to provide funding, together with other available funds, to finance transportation projects in accordance with the Act;

**WHEREAS**, the Master Indenture provides that, in connection with the issuance of a Series of Notes, the Board shall execute and deliver to the Trustee a Supplemental Indenture authorizing such Series of Notes and setting forth the terms and provisions thereof; and

**WHEREAS**, all things necessary to make the Series 2000 Notes valid and binding limited obligations of the Board, when authenticated by the Trustee and issued as provided in this First Supplemental Indenture, and to constitute this First Supplemental Indenture a valid and binding agreement authorizing, providing for the details of and securing the payment of the principal of and redemption premium, if any, and interest on the Series 2000 Notes, have been done and performed;

**NOW, THEREFORE, THIS FIRST SUPPLEMENTAL INDENTURE WITNESSETH** that the Board covenants and agrees with the Trustee and with the Holders, from time to time, of the Series 2000 Notes, as follows:

**ARTICLE I**  
**FIRST SUPPLEMENTAL INDENTURE**

**Section 1.1 Authorization of First Supplemental Indenture.** This First Supplemental Indenture is authorized and executed by the Board and delivered to the Trustee pursuant to and in accordance with Section 403(b) of the Master Indenture. All terms, covenants, conditions and agreements of the Master Indenture shall apply with full force and effect to the Series 2000 Notes, except as otherwise provided herein.

**Section 1.2 Definitions.** Except as otherwise defined herein all capitalized words and terms used in this First Supplemental Indenture shall have the meanings set forth in Article I of the Master Indenture. In addition, the following words and terms shall have the following meanings in this First Supplemental Indenture unless the context clearly indicates some other meaning:

**"First Supplemental Indenture"** means this First Supplemental Indenture of Trust, dated as of October 1, 2000, between the Board and the Trustee, as it may be modified, altered, amended and supplemented.

**"Rebate Amount"** means the excess of the future value of all nonpurpose receipts with respect to the Series 2000 Notes over the future value of all nonpurpose payments with respect to the Series 2000 Notes, in each case calculated under Section 5.3 pursuant to the requirements of Section 148 of the Code, or such other amount of arbitrage required to be rebated to the United States of America with respect to the Series 2000 Notes under Section 148 of the Code.

**"Rebate Amount Certificate"** has the meaning set forth in Section 5.3.

**"Rebate Fund"** means the fund established by Section 5.2.

**"Series 2000 Notes"** means the Board's Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 authorized by Section 2.1.

**Section 1.3 Representations of Board.** The Board represents that (a) it is duly authorized under the Constitution and laws of the Commonwealth, including particularly and without limitation the Act, to issue the Series 2000 Notes and to execute this First Supplemental Indenture, and to pledge the Revenues and funds in the manner and to the extent set forth in the Master Indenture; (b) all action on its part necessary for the execution and delivery of this First Supplemental Indenture has been duly and effectively taken; and (c) the Series 2000 Notes in the hands of the Holders are and will be valid and enforceable limited obligations of the Board.

**Section 1.4. Reference to Articles and Sections.** Unless otherwise indicated, all references herein to particular articles or sections are references to articles or sections of this First Supplemental Indenture.

## **ARTICLE II** **AUTHORIZATION AND DETAILS OF SERIES 2000 NOTES**

**Section 2.1 Authorization of Notes.** There are authorized to be issued, pursuant to Section 403 of the Master Indenture, a Series of Notes in the aggregate original principal amount of \$\_\_\_\_\_.

**Section 2.2 Details of Notes.** (a) The Notes authorized in Section 2.1 shall be designated: "Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000," and shall be issued as fully registered notes, without coupons. The Series 2000 Notes shall be dated October 1, 2000, shall be issued in denominations of \$5,000 or any integral multiple of \$5,000, shall be numbered from R-1 upwards, sequentially, and shall earn interest at the rates set forth below, payable on each April 1 and October 1, commencing April 1, 2001, and shall mature, subject to prior redemption, on October 1 in the years and in the amounts set forth below:

<u>Year</u>		<u>Amount</u>	<u>Rate</u>	
2001	\$			%
2002				
2003				
2004				
2005				
2006				
2007				
2008				
2009				
2010				

(b) Each Series 2000 Note shall bear interest from October 1, 2000, if it is authenticated before April 1, 2001, or (b) otherwise from the April 1 or October 1 that is, or immediately precedes, the date on which such Series 2000 Note is authenticated (unless the payment of interest on such Series 2000 Note is in default, in which case such Series 2000 Note shall bear interest from the date to which interest has been paid). Any Series 2000 Note which is to be authenticated on a date within the period between the fifteenth day of the month preceding an interest payment date and such interest payment date shall be authenticated as of such interest payment date. Interest on the Series 2000 Notes shall be computed on the basis of a 360-day year composed of 12 months of 30 days each.

(c) The principal of and redemption premium, if any, and interest on the Series 2000 Notes shall be payable only from the Trust Estate, including without limitation the Pledged Revenues. The final installment of principal of the Series 2000 Notes shall be payable upon presentation and surrender of the Series 2000 Notes at the Corporate Trust Office of the Paying Agent. Subject to the provisions of Section 203 of the Master Indenture, principal of, other than the final installment thereof, and redemption premium, if any, and interest on the Series 2000 Notes shall be paid by check or draft mailed by the Paying Agent on each interest payment date to the Holders of the Series 2000 Notes, at the addresses of such Holders as they appear on the registration books of the Board maintained by the Paying Agent. Such registered Holders shall be determined on the March 15 or September 15, as appropriate, that next precedes each interest payment date.

**Section 2.3 Form of Notes.** The Series 2000 Notes shall be issued substantially in the form set forth in *Exhibit A* to this First Supplemental Indenture, with such appropriate variations, omissions and insertions as permitted or required by the Master Indenture and this First Supplemental Indenture. There may be endorsed on the Series 2000 Notes such legend or text as may be necessary or appropriate to conform to any applicable rules and regulations of any governmental authority or any usage or requirement of law.

**Section 2.4 Delivery of Series 2000 Notes.** The Trustee shall authenticate and deliver the Series 2000 Notes when there have been filed with or delivered to it all items required by Section 403 of the Master Indenture.

**ARTICLE III**  
**REDEMPTION OF SERIES 2000 NOTES**

**Section 3.1 Redemption of the Series 2000 Notes.** The Series 2000 Notes may not be called for redemption at the option of the Board except as provided in this Article.

**Section 3.2 Optional Redemption.** The Series 2000 Notes maturing on and after October 1, \_\_\_\_, are subject to optional redemption by the Board on or after October 1, \_\_\_\_, from any money available for such purpose, in whole or in part at any time during the following redemption periods upon payment of the following redemption prices, which are expressed as percentages of the principal amount of the Series 2000 Notes to be redeemed, plus accrued interest to the redemption date:

<u>Redemption Period</u> <u>(Both Dates Inclusive)</u>	<u>Redemption</u> <u>Price</u>
October 1, ____ through September 30, ____	%
October 1, ____ through September 30, ____	
October 1, ____ and thereafter	

**Section 3.3 Selection of Notes for Redemption and Notice of Redemption.** Selection of Series 2000 Notes for redemption shall be made in the manner set forth in Section 304 of the Master Indenture. Notice of redemption of Series 2000 Notes shall be given in the manner set forth in Section 303 of the Master Indenture.

**ARTICLE IV**  
**APPLICATION OF PROCEEDS**

**Section 4.1 Application of Proceeds.** (a) The Trustee shall apply the proceeds from the sale of the Series 2000 Notes as follows:

(i) the sum of \$ \_\_\_\_\_, representing accrued interest on the Series 2000 Notes from their dated date to the date of their issuance, shall be deposited in the Interest Account in the Debt Service Fund; and

(ii) the balance of the proceeds shall be deposited in the Project Fund to pay or reimburse the Board for Costs of the Projects, including without limitation costs of issuing the Series 2000 Notes, upon receipt of a requisition meeting the requirements of Section 504 of the Master Indenture.

(b) To assist the Board in tracking the proceeds of, and other amounts associated with, the Series 2000 Notes, the Trustee shall establish Accounts or subaccounts related to the Series 2000 Notes in any Funds or Accounts, as applicable, into which such proceeds or other amounts with respect to the Series 2000 Notes shall be deposited.

**Section 4.2** Flow of Funds. In accordance with Section 704(a) of the Master Indenture, but subject to the provisions of Section 704(c) of the Master Indenture, the Board shall provide for the transfer to the Trustee on or before the 25<sup>th</sup> day of each month of amounts of Revenues appropriated with respect to the Series 2000 Notes as follows:

(a) for deposit in the Interest Account of the Debt Service Fund, commencing in November 2000 through March 2001, equal to one-fifth of the amount of interest (net of accrued interest set forth in Section 4.1(a) above) payable with respect to the Series 2000 Notes on April 1, 2001, and thereafter equal to one-sixth of the amount of interest payable with respect to the Series 2000 Notes on the next succeeding April 1 or October 1, as applicable; and

(b) for deposit in the Principal Account of the Debt Service Fund, commencing in November 2000 through September 2001, equal to one-eleventh of the amount of principal payable with respect to the Series 2000 Notes on October 1, 2001, and thereafter equal to one-twelfth of the amount of principal payable with respect to the Series 2000 Notes on the next succeeding October 1.

#### **ARTICLE V** **ARBITRAGE REBATE AND REBATE FUND; OTHER TAX RESTRICTIONS**

**Section 5.1** Rebate Requirement. Except with respect to earnings on funds and accounts qualifying for exceptions to the rebate requirements of Section 148 of the Code, the Board shall determine and pay or cause to be paid, from any legally available source, the Rebate Amount to the United States of America, as and when due, in accordance with Section 148(f) of the Code, as provided in this Article, and shall retain records of all such determinations until six years after Payment of the Series 2000 Notes.

**Section 5.2** Rebate Fund. There is established with the Trustee a fund to be designated "Commonwealth Transportation Board Rebate Fund - Series 2000 Notes". The Trustee shall hold the money deposited in the Rebate Fund for payment to the United States in accordance with Section 5.4. Any money in the Rebate Fund shall be invested only in Investment Obligations. The Rebate Fund is not pledged to and shall not be used for the payment of the Series 2000 Notes. After final payment of the Series 2000 Notes and final payment of any Rebate Amount pursuant to Section 5.4, any amount remaining in the Rebate Fund shall be paid to the Board.

**Section 5.3** Calculation and Report of Rebate Amount. As of a date not later than five years after the issue date of the Series 2000 Notes (the "Initial Installment Computation Date"), and at least once every five years thereafter, the Board shall cause the Rebate Amount to be computed and will deliver a copy of such computation (the "Rebate Amount Certificate") to the Trustee. Amounts paid for the purpose of funding the Rebate Amount, or otherwise made available therefor, shall be deposited by the Trustee in the Rebate Fund. Prior to any payment of the Rebate Amount to the United States of America as required by Section 148 of the Code, the Rebate Amount Certificate setting forth such Rebate Amount shall be prepared or approved by (a) a person

with experience in matters of governmental accounting for federal income tax purposes, (b) a bona fide arbitrage rebate calculation reporting service, or (c) Bond Counsel experienced in preparing or approving such rebate calculation.

**Section 5.4 Payment of Rebate Amount.** (a) Not later than 60 days after the Initial Installment Computation Date, the Board shall pay, or direct the Trustee to pay from amounts in the Rebate Fund, to the United States of America at least 90% of the Rebate Amount as set forth in the Rebate Amount Certificate prepared with respect to such installment computation date. At least once on or before 60 days after the installment computation date that is the fifth anniversary of the initial installment computation date and on or before 60 days every fifth anniversary date thereafter until final payment of the Series 2000 Notes, the Board shall pay, or direct the Trustee to pay from amounts in the Rebate Fund, to the United States of America not less than the amount, if any, by which 90% of the Rebate Amount set forth in the most recent Rebate Amount Certificate exceeds the aggregate of all such payments theretofore made to the United States of America pursuant to this Section. On or before 60 days after final payment of the Series 2000 Notes, the Board shall pay, or direct the Trustee to pay from amounts in the Rebate Fund, to the United States of America the amount, if any, by which 100% of the Rebate Amount set forth in the Rebate Amount Certificate with respect to the date of final payment of the Series 2000 Notes exceeds the aggregate of all payments theretofore made pursuant to this Section. All such payments shall be made by, or at the direction of, the Board from any legally available source.

(b) Notwithstanding any provision of this First Supplemental Indenture to the contrary, no such payment shall be made if the Board receives and delivers to the Trustee an opinion of Bond Counsel to the effect that such payment (1) is not required under the Code to prevent the Series 2000 Notes from becoming "arbitrage bonds" within the meaning of Section 148 of the Code, or (2) may or should be calculated and paid on some alternative basis under the Code, and the Board complies with such alternative basis.

**Section 5.5 Reports by Trustee.** The Trustee shall provide the Board within 10 days after each June 30, or other computation date selected by the Board, and within 10 days after the final payment of the Series 2000 Notes with such reports and information with respect to earnings of amounts held under the Indenture as may be requested by the Board to comply with the provisions of this Article.

**Section 5.6 Limitations on Use of Series 2000 Note Proceeds.** The Board covenants with the Holders of the Series 2000 Notes as follows:

(a) The Board shall not take or omit to take any action or approve the Trustee's taking any action or making any investment or use of the proceeds of any Series 2000 Notes (including failure to spend the same with due diligence), the taking or omission of which will cause the Series 2000 Notes to be "arbitrage bonds" within the meaning of Section 148 of the Code, including without limitation participating in any issue of obligations that would cause the Series 2000 Notes to be part of an "issue" of obligations that are arbitrage bonds, within the meaning of Treasury Regulations Section 1.150-1(c) or successor regulation, or otherwise cause interest on the Series 2000 Notes to be includable in the gross income for federal income tax purposes of the registered owners under existing law.

(b) Barring unforeseen circumstances, the Board shall not approve the use of the proceeds from the sale of any Series 2000 Notes otherwise than in accordance with the Board's "non-arbitrage" certificate delivered in connection with the issuance of the Series 2000 Notes.

(c) The Board shall not permit the proceeds of the Series 2000 Notes to be used in any manner that would result in either (1) 5% or more of such proceeds being considered as having been used in any trade or business carried on by any person other than a governmental unit as provided in Section 141(b) of the Code, (2) 5% or more of such proceeds being used with respect to any "output facility" (other than a facility for the furnishing of water) within the meaning of Section 141(b)(4) of the Code, or (3) 5% or more of such proceeds being considered as having been used directly or indirectly to make or finance loans to any person other than a governmental unit, as provided in Section 141(c) of the Code; provided, however, that if the Board receives an opinion of Bond Counsel that compliance with any such covenant is not required to prevent the interest on the Series 2000 Notes from being includable in the gross income for federal income tax purposes of the registered owners thereof under existing law, the Board need not comply with such restriction.

(d) The Board shall not take any other action that would affect adversely, and shall take all action within its power necessary to maintain, the exclusion of interest on all Series 2000 Notes from gross income for federal income tax purposes.

(e) The Board represents and agrees that there is and will be no direct or indirect guaranty of any type by the United States or any agency or instrumentality of the United States of the payment, in whole or in part, of the principal of or redemption premium, if any, or interest on the Series 2000 Notes, within the meaning of Section 149(b) of the Code. Except for any proceeds of the Series 2000 Notes invested (i) for the initial temporary period provided under Section 148(c)(1) of the Code, (ii) in any bona fide debt service fund or reasonably required reserve or replacement fund for purposes of Section 148 of the Code, (iii) in any investments in obligations issued by the United States Treasury or other investments permitted by the Code and regulations issued thereunder, no significant portion of the proceeds of the Series 2000 Notes will be invested, directly or indirectly, in federally insured deposits or accounts (such as those insured by the Federal Deposit Insurance Corporation, the Federal Savings and Loan Insurance Corporation, the National Credit Union Administration, or any similar federally chartered corporation).

## **ARTICLE VI** **MISCELLANEOUS**

**Section 6.1 Security Interest Filings.** In accordance with Section 706 of the Master Indenture, the Board agrees to execute and file any filing statement and take any other action from time to time to create or perfect or to maintain the priority of the pledge, assignment and security interest granted in the Master Indenture as reasonably may be requested by the Trustee, any Series 2000 Noteholder or the Original Purchaser of the Series 2000 Notes (in the case of the Original Purchaser, as may be provided in the Purchase Contract with respect to the Series 2000 Notes) to the extent, if any, then provided in accordance with Section 8.9A-109 of the Virginia Code, any successor thereto, and any other applicable provision of the Virginia Code.



**Section 6.2 Limitation of Rights.** With the exception of the rights herein expressly conferred, nothing expressed or mentioned in or to be implied from this First Supplemental Indenture is intended or shall be construed to give any person other than the parties hereto and the Holders of the Series 2000 Notes any legal or equitable right, remedy or claim under or in respect to this First Supplemental Indenture or any covenant, condition and agreement herein contained; this First Supplemental Indenture and all of the covenants, conditions and agreements hereof being intended to be and being for the sole and exclusive benefit of the parties hereto and the Holders of the Series 2000 Notes as herein provided.

**Section 6.3 Limitation of Liability of Members, etc., of Board.** No covenant, agreement or obligation contained herein shall be deemed to be a covenant, agreement or obligation of any present or future member, officer, employee or agent of the Board in his individual capacity, and neither the members of the Board nor any officer thereof executing the Series 2000 Notes shall be liable personally on the Series 2000 Notes or be subject to any personal liability or accountability by reason of issuance thereof. No member, officer, employee, agent or advisor of the Board shall incur any personal liability with respect to any other action taken by him pursuant to the Indenture, or the Act, provided such member, officer, employee, agent or advisor acts in good faith.

**Section 6.4 Successors and Assigns.** This First Supplemental Indenture shall be binding upon, inure to the benefit of and be enforceable by the Board and its successors and by the Trustee and its successors and assigns.

**Section 6.5 Severability.** If any provision of this First Supplemental Indenture shall be held illegal or invalid by any court of competent jurisdiction, such holding shall not invalidate any other provision hereof and this First Supplemental Indenture shall be construed and enforced as if such illegal provision had not been contained.

**Section 6.6 Applicable Law.** This First Supplemental Indenture shall be governed by the applicable laws of the Commonwealth.

**Section 6.7 Counterparts.** This First Supplemental Indenture may be executed in several counterparts, each of which shall be an original and all of which together shall constitute one and the same instrument.

**IN WITNESS WHEREOF**, the Board and the Trustee have caused this First Supplemental Indenture to be executed on their behalf by their duly authorized officers, all as of the date first written above.

**COMMONWEALTH TRANSPORTATION  
BOARD**

By: \_\_\_\_\_  
Chairman

**FIRST UNION NATIONAL BANK, as Trustee**

By: \_\_\_\_\_

Its: \_\_\_\_\_

**FORM OF SERIES 2000 NOTE**

R-\_\_

CUSIP  
\_\_\_\_\_**UNITED STATES OF AMERICA  
COMMONWEALTH OF VIRGINIA****COMMONWEALTH TRANSPORTATION BOARD  
COMMONWEALTH OF VIRGINIA FEDERAL HIGHWAY  
REIMBURSEMENT ANTICIPATION NOTES, SERIES 2000**

<u>INTEREST RATE</u>	<u>MATURITY DATE</u>	<u>DATED DATE</u>
%	October 1, ____	October 1, 2000

REGISTERED OWNER: CEDE &amp; CO.

PRINCIPAL AMOUNT:

The Commonwealth Transportation Board (the "Board"), for value received, promises to pay, solely from the revenues and other property pledged to the payment of this Note, to the registered owner of this Note or legal representative, the principal sum stated above on the maturity date stated above, and to pay solely from such source, interest on the principal amount of this Note at the annual rate stated above, payable semi-annually on each April 1 and October 1, commencing on April 1, 2001, all subject to prior redemption as described in this Note. This Note shall bear interest (a) from October 1, 2000, if this Note is authenticated before April 1, 2001, or (b) otherwise, from the April 1 or October 1 that is, or immediately precedes, the date on which this Note is authenticated (unless the payment of the interest on this Note is in default, in which case this Note shall bear interest from the date to which interest has been paid). The final installment of principal of this Note shall be payable upon presentation and surrender of this Note at a corporate trust office of First Union National Bank, Richmond, Virginia, as trustee under the Indenture (as hereinafter defined), or its successor in trust (the "Trustee"). Principal of, other than the final installment thereof, and redemption premium, if any, and interest on this Note shall be paid by check or draft mailed to the person registered on March 15 or September 15, as appropriate, next preceding the interest payment date as the registered owner of this Note at the address of such person on the registration books of the Board maintained by the Trustee, provided, however, that when the Series 2000 Notes are held in book-entry form through a securities depository such amounts shall be paid by wire transfer to or as directed by such securities depository. Interest on this Note shall be

computed on the basis of a year of 360 days and twelve 30-day months. Principal of and redemption premium, if any, and interest on this Note are payable in lawful money of the United States of America. In case the date of maturity of the principal of this Note or the date fixed for the payment of interest on or the redemption of this Note is a date on which banking institutions are authorized or obligated by law to close at the place where the principal office of the Trustee is located, then payment of the principal and redemption premium, if any, and interest need not be made on such date, but may be made on the next succeeding date which is not such a date at the place where the principal office of the Trustee is located, and if made on such next succeeding date no additional interest shall accrue for the period after such date of maturity, the date fixed for the payment of interest, or date fixed for redemption.

This Note and the issue of which it is a part and the redemption premium, if any, and interest on this Note are limited obligations of the Board and payable solely from the revenues and other property pledged and assigned to the Trustee under the terms of the Indenture to secure payment of this Note. The principal of and redemption premium, if any, and interest on this Note shall not be deemed to constitute a debt or a pledge of the faith and credit of the Commonwealth of Virginia nor any of its political subdivisions. Neither the Commonwealth of Virginia nor any of its political subdivisions, including the Board, shall be obligated to pay the principal of, or redemption premium, if any, or interest on this Note or other costs incident to it except from the revenues, money or property pledged for such purpose, and neither the faith and credit nor the taxing power of the Commonwealth of Virginia or any of its political subdivisions is pledged to the payment of the principal of or redemption premium, if any, or interest on this Note.

This Note is one of an issue of \$ \_\_\_\_\_ Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Series 2000 Notes"), of like tenor, except as to number, denomination, interest rate, privilege of redemption and maturity, authorized and issued by the Board, pursuant to the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes Act of 2000, Chapters 1019 and 1044 of the 2000 Acts of Assembly and the State Revenue Bond Act, Section 33.1-267, et seq. of the Code of Virginia of 1950, as amended, to finance portions of certain transportation projects (collectively, the "Projects"). The Series 2000 Notes are issued under a Master Indenture of Trust, dated as of October 1, 2000 (the "Master Indenture"), and a First Supplemental Indenture of Trust, dated as of October 1, 2000 (the "First Supplemental Indenture"), each between the Board and the Trustee. The Master Indenture, together with all of the supplements thereto, is referred to collectively in this Note as the "Indenture." The Series 2000 Notes, together with all other notes issued or to be issued by the Board under the Master Indenture (collectively, the "Notes"), are equally and ratably secured by the Master Indenture, as supplemented. Reference is made to the Indenture for a description of the revenues and property pledged and assigned and the provisions, among other things, with respect to the nature and extent of the security, the rights and obligations of the Board and the Trustee, the terms on which the Notes are issued and secured, the rights of the registered owners of the Notes and the provisions for defeasance of such rights. Additional Notes equally and ratably secured with the Series 2000 Notes may be issued on the terms provided in the Indenture.

The Series 2000 Notes may not be called for redemption except as provided in the First Supplemental Indenture and as described in the succeeding paragraphs.

The Series 2000 Notes maturing on or after October 1, \_\_\_\_, are subject to optional redemption by the Board on or after October 1, \_\_\_\_, from any money available for such purpose, in whole or in part at any time in increments of \$5,000 or any multiple of \$5,000 during the following redemption periods, upon payment of the following redemption prices which are expressed as percentages of the principal amount of the Series 2000 Notes to be redeemed, plus accrued interest to the redemption date:

<u>Redemption Period</u> <u>(Both Dates Inclusive)</u>	<u>Redemption</u> <u>Prices</u>
October 1, ____ through September 30, ____	%
October 1, ____ through September 30, ____	
October 1, ____ and thereafter	

If any Series 2000 Notes are called for redemption, the Trustee shall cause a notice of redemption to be sent by registered or certified mail, postage prepaid, not less than 30 nor more than 60 days before the date fixed for redemption, to the registered owners of the Series 2000 Notes called for redemption, at their respective addresses as they last appear on the registration books maintained by the Trustee. The receipt of such notice shall not be a condition precedent to such redemption and failure to mail any such notice to a registered owner shall not affect the validity of the proceedings for the redemption of the Series 2000 Notes of any other registered owners. If this Note has been duly called for redemption and payment of the principal of and redemption premium, if any, and unpaid interest accrued to the date fixed for redemption has been made or provided for, then, notwithstanding that this Note has not been surrendered for payment, interest on this Note shall cease to accrue from such redemption date and, from and after such redemption date, this Note shall no longer be entitled to any lien, benefit or security under the Indenture, and the registered owner of this Note shall have no rights in respect of this Note except to receive payment of such principal of and premium, if any, and unpaid interest accrued to the date fixed for redemption of this Note.

The registered owner of this Note shall have no right to enforce the provisions of the indenture or to take any action with respect to any Event of Default under the Indenture or to institute, appear in or defend any suit or other proceeding with respect to the Indenture, except as provided in the Indenture. Upon the occurrence of certain events or upon certain conditions, in the manner and with the effect set forth in the Indenture, the principal of all of the Series 2000 Notes issued under the Indenture and then outstanding, together with any accrued interest on them, may become or may be declared due and payable before their stated maturities. Modifications or alterations in the Indenture, or any supplements to it, may be made only to the extent and under the circumstances provided by the Master Indenture.

The Series 2000 Notes are issued as registered bonds without coupons. The Series 2000 Notes are issued in denominations of \$5,000 (or any integral multiple of \$5,000). At a corporate trust office of the Trustee, in the manner and subject to the limitations and conditions upon payment of charges provided for in the Master Indenture, Series 2000 Notes may be exchanged for an equal aggregate principal amount of Series 2000 Notes of like date and tenor and of authorized denominations and bearing interest at the same rate.

The transfer of this Note may be registered by the registered owner in person or by his or her duly authorized attorney or legal representative at the corporate trust office of the Trustee, but only in the manner and subject to the limitations and conditions provided for in the Indenture and upon surrender and cancellation of this Note. Upon any such registration of transfer, the Board shall execute and the Trustee shall authenticate and deliver in exchange for this Note a new Series 2000 Note or Series 2000 Notes, registered in the name of the transferee, of like date and tenor and of authorized denominations for the aggregate principal amount which the registered owner is entitled to receive. The Trustee shall before due presentment of registration of transfer treat the registered owner as the person exclusively entitled to payment of principal of, premium, if any, and interest on this Note, and the exercise of all other rights and powers of the owner.

All acts and conditions, required to happen, exist or be performed precedent to and in connection with the issuance of this Note have happened, exist and have been performed.

This Note shall not become obligatory for any purpose or be entitled to any security or benefit under the Indenture or be valid until the Trustee has executed the Certificate of Authentication appearing on this Note.

IN WITNESS WHEREOF, the Commonwealth Transportation Board has caused this Note to be executed by its Chairman, its seal to be affixed to this Note and attested by its Secretary.

**COMMONWEALTH TRANSPORTATION  
BOARD**

By: \_\_\_\_\_  
Chairman

[SEAL]

ATTEST:

By: \_\_\_\_\_  
Secretary

**CERTIFICATE OF AUTHENTICATION**

AUTHENTICATION DATE: \_\_\_\_\_

This Note is one of the Notes described in the within-mentioned Master Indenture, as supplemented by the First Supplemental Indenture of Trust dated as of October 1, 2000, between the Commonwealth Transportation Board and First Union National Bank, as Trustee.

**FIRST UNION NATIONAL BANK, Trustee**

By: \_\_\_\_\_  
**Responsible Officer**

**ASSIGNMENT**

**FOR VALUE RECEIVED** the undersigned hereby sell(s), assign(s) and transfer(s) unto

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE INSERT SOCIAL SECURITY OR OTHER  
IDENTIFYING NUMBER OF ASSIGNEE**

\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Please print or type Name and Address, including postal zip code of Transferee)

the foregoing Note and all rights thereunder, hereby irrevocably constituting and appointing

\_\_\_\_\_, Attorney to transfer said Note  
on the books kept for the registration thereof, with full power of substitution in the premises.

Dated: \_\_\_\_\_

\_\_\_\_\_  
**Registered Owner**

**NOTICE:** The signature above must correspond with the name of the Registered Owner as it appears on the front of this Note in every particular, without alteration or enlargement or any change whatsoever.

**Signature guaranteed:**

(NOTICE: The signature of the transferor of this Note must be guaranteed by an institution participating in the Securities Transfer Agent Medallion Program ("STAMP") or similar program.)

Please affix signature guarantee ink stamp below with appropriate signature, title of officer and date.



*Draft dated 8/25/00*

This **PAYMENT AGREEMENT**, dated as of October 1, 2000, by and among the **COMMONWEALTH TRANSPORTATION BOARD** (the "Transportation Board"), the **TREASURY BOARD OF THE COMMONWEALTH OF VIRGINIA** (the "Treasury Board") and the **SECRETARY OF FINANCE OF THE COMMONWEALTH OF VIRGINIA** (the "Secretary of Finance");

**WITNESSETH:**

**WHEREAS**, pursuant to the State Revenue Bond Act, Section 33.1-267 *et. seq.* of the Virginia Code, as herein defined, and the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes Act of 2000, Enactment 2 of Chapters 1019 and 1044 of the Acts of Assembly of 2000, as it may be amended from time to time (the "Act"), the Transportation Board has the power to issue revenue obligations to finance or refinance the cost of certain transportation projects (the "Projects") in an aggregate amount outstanding at any time not in excess of the amount set forth in the Act; and

**WHEREAS**, the Transportation Board intends from time to time issue its Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes (the "Notes"), to finance or refinance costs related to the Projects, the debt service on which Notes is to be paid from appropriations by the General Assembly therefor, and the Treasury Board and the Secretary of Finance desire to evidence their agreement to use their best efforts to support requests by the Transportation Board for such amounts to be included in the Commonwealth's budget and to secure appropriations therefor and otherwise to facilitate the payment thereof;

**NOW, THEREFORE**, for and in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto covenant and agree as follows:

**ARTICLE I**  
**DEFINITIONS AND RULES OF CONSTRUCTION**

**Section 1.1. Definitions.** Except as otherwise defined herein, words defined in the Indenture are used in this Agreement with the meanings assigned to them in the Indenture. In addition, the following words as used in this Agreement shall have the following meanings unless a different meaning clearly appears from the context:

**"Agreement"** means this Payment Agreement dated as of October 1, 2000, among the Transportation Board, the Treasury Board and the Secretary of Finance, and any amendments or supplements hereto.

**"Notes"** means any and all of the Transportation Board's Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes issued from time to time under and secured by the Indenture.

**"Indenture"** means the Master Indenture of Trust, dated as of October 1, 2000, between the Transportation Board and the Trustee, and all amendments or supplements thereto.

**"Revenues"** means (a) any federal highway reimbursements and any other federal highway assistance received from time to time by the Commonwealth, (b) at the discretion of the Transportation Board, to the extent required, legally available revenues of the Commonwealth's Transportation Trust Fund, and (c) such other funds, if any, which may be designated by the General Assembly to pay debt service on the Notes.

**"Trustee"** means First Union National Bank, or its successor, as trustee under the Indenture.

**"Virginia Code"** means the Code of Virginia of 1950, as amended from time to time.

**Section 1.2. Rules of Construction.** The rules of construction set forth in Section 102 of the Master Indenture will apply with equal force to this Agreement as if they were set forth in and referred to this Agreement.

## **ARTICLE II** **REPRESENTATIONS OF PARTIES**

**Section 2.1. Representations of Transportation Board and Treasury Board.** The Transportation Board and the Treasury Board each makes the following representations in connection with its undertakings under this Agreement:

(a) It (i) is duly organized under the Virginia Code, (ii) has the power to enter into this Agreement and the transactions contemplated hereby and to perform its obligations hereunder, and (iii) by proper action has duly authorized the execution and delivery of, and performance of its obligations under, this Agreement.

(b) Its execution and delivery of and compliance with the terms and conditions of this Agreement will not conflict with, or constitute or result in a default under or violation of (i) the Virginia Code or any other existing law, rule or regulation applicable to it or (ii) any indenture, deed of trust, lien, lease, contract, note, order, judgment, decree or other agreement, instrument or restriction of any kind to which it or any of its assets is subject, and no event has occurred and is continuing that with the lapse of time or the giving of notice, or both, would constitute or result in such a default or violation.

(c) No further approval, consent or withholding of objection on the part of any regulatory body or any federal, state or local official is required as a condition precedent to the execution or delivery of, or performance by it with the terms and conditions of, this Agreement.

(d) No litigation, inquiry or investigation of any kind in or by any judicial or administrative court or agency is pending or, to its knowledge, threatened against it with respect to (i) its creation and existence, (ii) its authority to execute and deliver this Agreement, (iii) the

validity or enforceability of this Agreement, (iv) the title of its officer who is to execute this Agreement, or (v) any authority or proceedings related to the execution and delivery of this Agreement on its behalf and no such authority or proceeding has been repealed, revoked, rescinded or amended, but each is in full force and effect.

**Section 2.2. Representations of Secretary of Finance.** The Secretary of Finance makes the following representations in connection with his undertakings under this Agreement:

(a) He has the power to enter into this Agreement and the transactions contemplated hereby and to perform his obligations hereunder and is duly authorized to execute and deliver this Agreement and to perform his obligations hereunder.

(b) No further approval, consent or withholding of objection on the part of any regulatory body or any federal, state or local official is required as a condition precedent to the execution or delivery of, or performance by him of the terms and conditions of, this Agreement.

(c) No litigation, inquiry or investigation of any kind in or by any judicial or administrative court or agency is pending or, to his knowledge, threatened against him with respect to (i) his authority to execute and deliver this Agreement, (ii) the validity or enforceability of this Agreement, (iii) the title to his office or (iv) any authority or proceedings related to his execution of this Agreement and no such authority or proceeding has been repealed, revoked, rescinded or amended, but each is in full force and effect.

### **ARTICLE III OBLIGATIONS OF PARTIES**

**Section 3.1. Obligations of Transportation Board.** (a) The Transportation Board shall deliver to the Governor and the Director of the Department of Planning and Budget of the Commonwealth annually by December 1 a statement of the amount of principal or purchase price and interest coming due, or expected to come due, with respect to the Notes, any applicable payments coming due, or expected to come due, under any Credit or Liquidity Facility and all other amounts required to be paid pursuant to the Indenture, including without limitation any Rebate Amounts, during the next succeeding Fiscal Year or biennial period, as applicable, and a request that the Governor include in his budget to be delivered to the next session of the General Assembly a provision that there be appropriated from Revenues legally available therefor at least such amounts for such purposes.

(b) The Transportation Board shall use its best efforts to have (i) the Governor include in each biennial or any supplemental budget the Governor presents to the General Assembly the amounts described in this Section 3.1, and (ii) the General Assembly deposit, appropriate and reappropriate, as applicable, such amounts.

(c) The Transportation Board shall provide to the Treasury Board, as and when reasonably requested by the Treasury Board or applicable staff of the Treasury Department, all requisitions and documents and take all actions necessary to have paid from legally available

funds all amounts as and when due with respect to Notes and to request the applicable staff of the Treasury Department to facilitate payment to the Trustee or otherwise from such legally available funds by the corresponding due date for such payment.

(d) The Transportation Board shall cause any amounts received under any Credit or Liquidity Facility or as payments of any Rebate Amounts to be used for the intended purpose thereof.

(e) The Transportation Board shall notify the Treasury Board, the Secretary of Finance and the Trustee promptly upon becoming aware of any failure by the General Assembly to appropriate for the next succeeding fiscal year or biennial period amounts sufficient to pay all principal and interest coming due, or expected to come due, with respect to the Notes, any applicable payments coming due or expected to come due, under a Credit or Liquidity Facility and all other amounts required to be paid under the Indenture, including without limitation any Rebate Amounts, during such period.

### **Section 3.2. Obligations of Treasury Board.**

(a) The Treasury Board shall use its best efforts to have (i) the Governor include in each biennial or any supplemental budget of the Commonwealth the amounts requested by the Transportation Board as described in Section 3.1.(a), and (ii) the General Assembly deposit, appropriate and reappropriate, as applicable, such amounts.

(b) The Treasury Board shall cause applicable staff of the Treasury Department to use their best efforts to obtain the appropriate requisitions and documents needed from the Transportation Board by the dates necessary to make the payments to the Trustee in accordance with Section 3.1.(c).

(c) The Treasury Board shall notify the Transportation Board, the Secretary of Finance and the Trustee promptly upon becoming aware of any failure by the General Assembly to appropriate for the next succeeding fiscal year or biennial period amounts sufficient to pay all principal and interest coming due or expected to be coming due on the Notes and all other amounts required to be paid under the Indenture, including without limitation any Rebate Amounts.

(d) The Treasury Board shall cause applicable staff of the Treasury Department to transfer to the Trustee legally available funds, as directed by the Transportation Board, for the payment of debt service on the dates in accordance with Section 3.1(c) or otherwise as necessary for the Trustee to make such payments as and when due.

**Section 3.3 Obligation of the Secretary of Finance.** The Secretary of Finance shall use his best efforts to have (a) the Governor include in each biennial budget or any supplemental budget of the Commonwealth the amounts requested by the Transportation Board as described in Section 3.1(a) and (ii), and (b) the General Assembly deposit, appropriate and reappropriate, as applicable, such amounts.

**ARTICLE IV**  
**MISCELLANEOUS**

**Section 4.1. Term of Agreement.** The term for this Agreement shall commence on the date of delivery of the first series of Notes issued under the Indenture and shall terminate on the earlier of the date of payment in full of all Notes or the date on which all Notes are no longer Outstanding.

**Section 4.2. Trustee as Third Party Beneficiary.** By its acceptance noted below, the Trustee shall become a third party beneficiary of this Agreement and shall be entitled to enforce, on behalf of the Holders, all of the obligations and rights of the parties hereto to the same extent as if the Trustee were one of the contracting parties.

**Section 4.3. Amendments.** Upon receipt of the written consent of the Trustee, this Agreement may be amended by the parties hereto so long as such amendment complies with the requirements set forth in Article XI of the Master Indenture.

**Section 4.4. Successors.** This Agreement shall be binding upon, incur to the benefit of and be enforceable by the parties and their respective successors.

**Section 4.5. Severability.** If any provision of this Agreement shall be held to be illegal or invalid by any court of competent jurisdiction, such holding shall not invalidate any other provision hereof and this Agreement shall be construed and enforced as if such illegal provision had not been contained in it.

**Section 4.6. Counterparts.** This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

**Section 4.7. Notices.** Unless otherwise provided in this Agreement, all notices, approvals, consents, requests and other communications under this Agreement shall be in writing and shall be deemed to be given when delivered in person, or when sent by overnight delivery or courier service, or when mailed by registered or certified mail, postage prepaid, addressed: (a) if to the Transportation Board, at Department of Transportation, 1401 East Broad Street, 3<sup>rd</sup> Floor, Richmond, Virginia, 23219 (Attention: Commonwealth Transportation Board Chairman); (b) if to the Treasury Board, at Department of the Treasury, James Monroe Building 101 North 14<sup>th</sup> Street, 3<sup>rd</sup> Floor, Richmond, Virginia 23219 (P.O. Box 1879; zip code 23218-1879) (Attention: Director of Debt Management); (c) if to the Trustee, at First Union National Bank, 800 E. Main Street, Richmond, Virginia 23219 (Attention: Corporate Trust); or (d) if the Secretary of Finance, at Ninth Street Office Building, 202 North 9<sup>th</sup> Street, Room 635, Richmond, Virginia 23219. The Transportation Board, the Treasury Board, the Trustee or the Secretary of Finance may, by notice given under this Agreement, designate any additional or different addresses or persons to which subsequent demands, notices, approvals, consents, requests and other communications shall be sent.

**IN WITNESS WHEREOF**, the Transportation Board and the Treasury Board have each caused this Agreement to be duly executed on its behalf by its duly authorized officer, and the Secretary of Finance has duly executed this Agreement in his official capacity, all as of the date first above written.

**COMMONWEALTH TRANSPORTATION BOARD**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: Chairman

**TREASURY BOARD OF THE  
COMMONWEALTH OF VIRGINIA**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: Chairman

\_\_\_\_\_  
Secretary of Finance of the  
Commonwealth of Virginia

Accepted:

**FIRST UNION NATIONAL BANK,**  
as Trustee

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**PRELIMINARY OFFICIAL STATEMENT DATED SEPTEMBER \_\_, 2000**

**NEW ISSUE  
BOOK-ENTRY ONLY**

[Fitch:] \_\_\_\_\_  
[Moody's:] \_\_\_\_\_  
[Standard & Poor's:] \_\_\_\_\_  
(See "RATINGS" herein)

*In the opinion of Bond Counsel, under current law and subject to the conditions described in the section "Tax Matters", interest on the Series 2000 Notes (1) will not be included in gross income for federal income tax purposes, (2) will not be an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations, and (3) will be exempt from income taxation by the Commonwealth of Virginia. Such interest may be included in the calculation of a corporation's alternative minimum income tax, and a holder may be subject to other federal tax consequences as described in the section "Tax Matters."*

**COMMONWEALTH TRANSPORTATION BOARD**

§ \_\_\_\_\_  
**Commonwealth of Virginia  
Federal Highway Reimbursement Anticipation Notes  
Series 2000**

**Dated:** October 1, 2000

**Due:** October 1, as shown on the inside cover

This Official Statement has been prepared by the Commonwealth Transportation Board of the Commonwealth of Virginia (the "Transportation Board") to provide information on the Series 2000 Notes. Selected information is presented on this cover page for the convenience of the user. To make an informed decision regarding the Series 2000 Notes, a prospective investor should read this Official Statement in its entirety.

<b>Security/Payment Source</b>	The Series 2000 Notes are limited obligations of the Commonwealth of Virginia (the "Commonwealth") and the Transportation Board. The Series 2000 Notes are payable solely from funds appropriated from time to time for such purpose by the General Assembly of the Commonwealth, the source of which is expected to be limited to federal highway reimbursements received from time to time by the Commonwealth, and from monies in certain funds established under the Indenture (as defined below). See "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES."
<b>Issued Pursuant to</b>	The Virginia Transportation Act of 2000 (as defined herein) and the Master Indenture of Trust dated as of October 1, 2000, and a First Supplemental Indenture of Trust dated as of October 1, 2000 (collectively, the "Indenture").
<b>Purpose</b>	The Note proceeds are being used to finance various Commonwealth highway projects and to pay costs of issuing the Series 2000 Notes. See "THE VIRGINIA TRANSPORTATION ACT OF 2000 AND PLAN OF FINANCE" and Appendix A, "The Projects."
<b>Interest Rates/Yields</b>	See inside cover.
<b>Interest Payment Dates</b>	April 1 and October 1, beginning April 1, 2001
<b>Denomination</b>	\$5,000 or multiples thereof
<b>Closing/Delivery Date</b>	On or about October __, 2000
<b>Registration</b>	Full book-entry-only; The Depository Trust Company
<b>Trustee/Paying Agent</b>	First Union National Bank, Richmond, Virginia
<b>(Bond Insurer)</b>	
<b>Financial Advisor</b>	Public Resources Advisory Group, New York, New York
<b>Bond Counsel</b>	Christian & Barton, L.L.P., Richmond, Virginia
<b>Underwriters' Counsel</b>	McGuireWoods LLP, Richmond, Virginia

**PaineWebber Incorporated**

**Goldman, Sachs & Co.**

**Salomon Smith Barney**

Date of Official Statement: October \_\_, 2000

\* Preliminary, subject to change.

**COMMONWEALTH TRANSPORTATION BOARD**

**Shirley J. Ybarra, *Chairman and Secretary of Transportation***  
**Charles D. Nottingham, *Vice Chairman***

<b>William W. Prettyman</b>	<b>Lorinda G. Lionberger</b>
<b>John H. Grubb, Jr.</b>	<b>L.C. Martin</b>
<b>Roy Parrish Byrd</b>	<b>Max B. Porter</b>
<b>Bryan E. Kornblau</b>	<b>Leonard S. Mitchell</b>
<b>S. Grey Folkes</b>	<b>Olivia A. Welsh</b>
<b>Benjamin R. Humphreys</b>	<b>Ulysses X. White</b>
<b>J. Kenneth Klinge</b>	<b>H. Carter Myers, III</b>
<b>Leo J. Bevon</b>	

**VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Charles D. Nottingham, *Commissioner***  
**Thomas F. Boyd, *Assistant Commissioner for Finance***

**OFFICE OF THE ATTORNEY GENERAL**

**Mark L. Earley, *Attorney General***  
**Richard L. Walton, Jr., *Senior Assistant Attorney General***

**TRUSTEE AND PAYING AGENT**

**First Union National Bank**  
**Richmond, Virginia**

**BOND COUNSEL**

**Christian & Barton, L.L.P.**  
**Richmond, Virginia**

**FINANCIAL ADVISOR**

**Public Resources Advisory Group, Inc.**  
**New York, New York**



The underwriters have provided the following sentence for inclusion in this official statement. The underwriters have reviewed the information in this official statement in accordance with, and as part of, their respective responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the underwriters do not guarantee the accuracy or completeness of such information.

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**OFFICIAL STATEMENT SUMMARY**

**COMMONWEALTH TRANSPORTATION BOARD**

**§ \_\_\_\_\_**

**Commonwealth of Virginia**

**Federal Highway Reimbursement Anticipation Notes  
Series 2000**

*The following is qualified in its entirety by reference to the information appearing elsewhere in this Official Statement. Terms used in this summary and not defined herein are defined in "APPENDIX B: SUMMARY OF CERTAIN PROVISIONS OF BASIC DOCUMENTS."*

<b>Issuer</b>	Commonwealth Transportation Board of the Commonwealth of Virginia (the "Transportation Board")
<b>Securities Offered</b>	The Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Series 2000 Notes"), will be issued only in book-entry form, initially registered in the name of Cede & Co., as nominee of The Depository Trust Company ("DTC"), New York, New York. DTC will act as securities depository for the Series 2000 Notes. Investors will not receive certificates representing the Series 2000 Notes purchased by them. Individual purchases will be in principal amounts of \$5,000 or any integral multiple of \$5,000. Interest on the Series 2000 Notes will be payable beginning on April 1, 2001, and semiannually thereafter on each April 1 and October 1. The Series 2000 Notes will be subject to redemption prior to maturity as provided herein.
<b>Purpose of Issue</b>	The proceeds of the Series 2000 Notes will be used to finance various highway projects throughout the Commonwealth pursuant to the Virginia Transportation Act of 2000 (as defined herein) and to pay issuance costs and other financing expenses of the Series 2000 Notes. See "THE VIRGINIA TRANSPORTATION ACT OF 2000 AND PLAN OF FINANCE" and Appendix A "The Projects."
<b>Plan of Finance</b>	The Act authorizes the Transportation Board to issue from time to time, by and with the consent of the Governor of Virginia, Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes ("FRANs") to provide a portion of the financing for approximately \$1.9 billion in Commonwealth highway projects. No more than \$800 million in FRANs may be outstanding at any time, exclusive of FRANs issued to pay financing expenses and for refunding purposes. The Series 2000 Notes are the first of three issues of FRANs currently expected to be issued pursuant to the Act. See "THE VIRGINIA TRANSPORTATION ACT OF 2000 AND PLAN OF FINANCE." The General Assembly of the Commonwealth (the "General Assembly") may from time to time designate additional projects to be financed by FRANs and/or increase the authorized outstanding aggregate principal amount of FRANs.
<b>Primary Security and Source for Payment of Debt Service</b>	The Series 2000 Notes will be issued pursuant to the Act and a Master Indenture of Trust dated as of October 1, 2000, and a

\* Preliminary, subject to change.

First Supplemental Indenture of Trust dated as of October 1, 2000 (collectively, the "Indenture"), each between the Transportation Board and First Union National Bank, as the trustee (the "Trustee"); The Series 2000 Notes are limited obligations of the Commonwealth. The Series 2000 Notes will be payable solely from funds appropriated for such purpose by the General Assembly, the source of which is expected to be limited to federal highway reimbursements received from time to time by the Commonwealth, and from moneys in certain funds established under the Indenture. Reimbursements received by the Commonwealth under the Federal-Aid Highway Program are the principal source of the above-mentioned federal highway reimbursements. See "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES," "THE FEDERAL-AID HIGHWAY PROGRAM" and "COMMONWEALTH PARTICIPATION IN THE PROGRAM."

#### Federal Highway Reimbursements

Under the Federal-Aid Highway Program, federal highway reimbursements are paid to the Commonwealth out of revenues collected by the United States Treasury from certain federal taxes on gasoline, tire sales, truck sales and other items and deposited into the federal Highway Trust Fund (the "HTF") for distribution, subject to Congressional appropriation, to the states in accordance with the federal highway aid programs established initially by the Federal-Aid Highway Act of 1956 and continued under successor statutes. The amount of federal highway reimbursements received by the Commonwealth is dependent on the flow of deposits into the HTF, Congressional reauthorization of the Federal-Aid Highway Program and the success of VDOT in administering the Federal-Aid Highway Program in the Commonwealth. See "FEDERAL-AID HIGHWAY PROGRAM".

#### Additional Debt

Both the Act and the Indenture authorize the Transportation Board to issue FRANs in addition to the Series 2000 Notes subject to certain limitations. The Indenture permits the Transportation Board to issue additional new money FRANs secured on a parity with the Series 2000 Notes if either (i) the Chairman or Vice-Chairman of the Transportation Board certifies that Projected Federal Highway Revenues for the period ending upon the termination of the most recently enacted authorization for the Federal-Aid Highway Program shall equal or exceed 3.0 times Maximum Annual Debt Service, including debt service on the additional FRANs, or (ii) (A) the Transportation Board agrees to request an appropriation from the General Assembly of amounts from the Transportation Trust Fund to pay debt service on all outstanding FRANs for each fiscal year such debt remains outstanding and (B) the Trustee receives confirmation from the Rating Agencies that the issuance of such additional FRANs will not lower or withdraw the ratings on any outstanding FRANs. See "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES - Additional Debt."

#### Tax Exemption

In the opinion of Bond Counsel, under current law and assuming continuing compliance with certain tax covenants, interest on the Series 2000 Notes is excluded from gross income for federal income tax purposes. See "TAX EXEMPTION" for a description of the alternative minimum

tax imposed on corporations and certain other federal tax consequences of ownership of the Series 2000 Notes. Bond Counsel is further of the opinion that, under existing law, the Series 2000 Notes and interest thereon are exempt from all income taxes imposed by the Commonwealth.

**Ratings**

[Fitch, Moody's Investors Service, Inc. and Standard & Poor's, a division of The McGraw-Hill Companies, Inc.] have assigned the Series 2000 Notes ratings of \_\_, \_\_ and \_\_, respectively. Such ratings reflect only the respective views of such organizations. Reference should be made to the individual rating agency for a fuller explanation of the significance of the rating assigned by such rating agency. There is no assurance that the ratings will remain in effect for any given period of time or that they will not be revised downward or withdrawn entirely by any of the rating agencies if, in the judgment of the rating agency, circumstances so warrant. Any such downward revision or withdrawal of ratings may have an adverse effect on the market price of the Series 2000 Notes.

**The Series 2000 Notes are limited obligations of the Commonwealth and are not a debt or a pledge of the faith and credit of the Commonwealth or any of its political subdivisions.**

**This Summary contains certain information for quick reference only. It is not a summary of this issue. Prospective investors must read this entire Official Statement to obtain information essential to the making of an informed investment decision.**

**OFFICIAL STATEMENT**  
**COMMONWEALTH TRANSPORTATION BOARD**  
\$ \_\_\_\_\_  
**Commonwealth of Virginia**  
**Federal Highway Reimbursement Anticipation Notes**  
**Series 2000**

**INTRODUCTION**

This Official Statement is provided by the Transportation Board, a board created pursuant to the laws of the Commonwealth, to furnish information with respect to the offering of \$ \_\_\_\_\_\* aggregate principal amount of the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Series 2000 Notes").

*This Introduction contains certain information for summary purposes only. Investors must read the entire Official Statement to obtain information essential to the making of an informed investment decision. The information contained in this Official Statement is current as of the date stated on the front cover.*

The issuance of the Series 2000 Notes is authorized by the provisions of the State Revenue Bond Act, §§ 33.1-267 et seq. (the "Revenue Bond Act") of the Code of Virginia of 1950, as amended (the "Virginia Code"); Enactment 2 of Chapters 1019 and 1044 of the Acts of the General Assembly of the Commonwealth 2000 General Session, (the "Virginia Transportation Act of 2000" or the "Act"); a resolution adopted by the Transportation Board on \_\_\_\_\_, 2000 (the "Transportation Board Resolution"); and a resolution adopted by the Treasury Board of the Commonwealth (the "Treasury Board Resolution") on \_\_\_\_\_, 2000. The Governor consented to the issuance of the Series 2000 Notes on October \_\_, 2000. The Series 2000 Notes are being issued pursuant to a Master Indenture of Trust dated as of October 1, 2000 (the "Master Indenture"), as supplemented by a First Supplemental Indenture of Trust dated as of October 1, 2000 (the "First Supplemental Indenture"), each between the Transportation Board and the Trustee. The Trustee is also the paying agent (the "Paying Agent") for the Series 2000 Notes.

The Series 2000 Notes are secured by and payable solely from funds appropriated from time to time for such purpose by the General Assembly, the sole source of which is expected to be limited to federal highway reimbursements received from time to time by the Commonwealth, and from moneys held in certain funds established under the Indenture. See the section "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES."

The Series 2000 Notes are limited obligations of the Commonwealth and the Transportation Board and are not a debt or a pledge of the faith and credit of the Commonwealth or of any of its political subdivisions.

**THE VIRGINIA TRANSPORTATION ACT OF 2000 AND PLAN OF FINANCE**

Pursuant to the Virginia Transportation Act of 2000, the General Assembly authorized the Transportation Board by and with the approval of the Governor to issue from time to time Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes (the "FRANs") in the maximum aggregate principal amount of \$800,000,000 outstanding at any one time (exclusive of any FRANs that may be issued to pay financing expenses or to refund other FRANs). The Act authorizes the Transportation Board to determine the terms and structure of the FRANs, subject to approval by the Treasury Board of the Commonwealth, provided that the FRANs shall mature at such time or times not exceeding ten years after the issuance thereof. The Governor must consent to the issuance of the FRANs.

Under the Act the General Assembly has designated approximately \$1.9 billion in highway projects (the "Projects") that may be funded in whole or in part from the FRANs. The Projects are listed in Appendix A. The

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\* Preliminary, subject to change.

Projects were included by the Transportation Board in its current Statewide Transportation Improvement Plan (the "STIP") which was submitted to the United States Department of Transportation ("USDOT").

The Transportation Board intends to use the FRANs, along with other funds available under the Act, to accelerate the development and construction of the Projects. The Series 2000 Notes and the two additional series of FRANs which are anticipated will be a primary, but not exclusive, source of funding for the Projects. In the Act the General Assembly also established the Priority Transportation Fund as an additional source of funding for the Projects. The principal revenue sources in the Priority Transportation Fund are (i) increases in state and federal motor fuel revenues which stem from changing the point of collection, (ii) Transportation Trust Fund and Highway Maintenance Operating Fund revenues above the amounts currently forecast and programmed, (iii) interest on Priority Transportation Fund balances and (iv) any other funds that may be appropriated to the Priority Transportation Fund.

The Transportation Board currently expects a second series of approximately \$\_\_\_\_\_ of FRANs to be issued in 2003 and a third series of approximately \$\_\_\_\_\_ of FRANs to be issued in 2006. For a discussion of certain conditions precedent to the issuance of additional FRANs, see "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES-Additional Debt" herein.

## THE SERIES 2000 NOTES

### Description of the Series 2000 Notes

The Series 2000 Notes will be issued as fully registered notes in book-entry form. The Series 2000 Notes will be dated October 1, 2000, will be issued in denominations of \$5,000 or integral multiples of \$5,000, and will bear interest from October 1, 2000, payable semiannually on each April 1 and October 1, beginning April 1, 2001 at the rates and will mature on the dates and in the amounts set forth on the inside front cover of this Official Statement. Principal of, premium, if any, and interest on the Series 2000 Notes will be paid by the paying agent to DTC for distribution as described in Appendix H, "Book-Entry Only System."

### Optional Redemption

The Series 2000 Notes maturing before October 1, 20\_\_ will not be subject to optional redemption. The Series 2000 Notes maturing on and after October 1, 20\_\_ will be subject to redemption before maturity at the Transportation Board's option on and after October 1, 20\_\_, from any money available for such purpose, in whole or in part in increments of \$5,000 or any integral multiple of \$5,000, at any time during the following redemption periods, upon payment of the following redemption prices, which are expressed as percentages of the principal amount of the Series 2000 Notes to be redeemed, plus accrued interest to the date fixed for redemption:

Redemption Period (both dates inclusive)	Redemption Price
October 1, 20__ through September 30, 20__	%
October 1, 20__ through September 30, 20__	
October 1, 20__ and thereafter	100

### Selection of Series 2000 Notes for Redemption

If less than all of the Series 2000 Notes are called for redemption, the maturities of the Series 2000 Notes to be redeemed will be called in such order as the Transportation Board may determine. If less than all of the Series 2000 Notes of any maturity are called for redemption, the Series 2000 Notes to be redeemed will be selected by DTC, as hereafter defined, or any successor securities depository pursuant to its rules and procedures or, if the book-entry system is discontinued, will be selected by the Trustee by lot in such manner as the Trustee in its discretion may determine. In either event, each portion of \$5,000 principal amount shall be counted as one Bond for such purpose.

### Notice of Redemption

Notice of redemption will be given by the paying agent by registered or certified mail not less than 30 nor more than 60 days before the redemption date to DTC, or, if DTC is no longer serving as securities depository for the Series 2000 Notes, to the substitute securities depository, or if none, to the registered owners of the Series 2000

Notes to be redeemed at their addresses shown on the registration books maintained by the Paying Agent. Such notice of redemption also will be given to certain securities depositories and certain national information services which disseminate such redemption notices. During the period that DTC or its nominee is the registered owner of the Series 2000 Notes, the Paying Agent will not be responsible for mailing notices of redemption to the Beneficial Owners.

## **SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES**

### **General**

The Series 2000 Notes are limited obligations of the Commonwealth and the Transportation Board. The Series 2000 Notes are payable solely from funds appropriated from time to time for such purpose by the General Assembly, the source of which is expected to be limited to federal highway reimbursements received from time to time by the Commonwealth, and from moneys in certain funds established under the Indenture. The Series 2000 Notes are not a debt or a pledge of the faith and credit of the Commonwealth or any of its political subdivisions.

### **Federal Highway Funds**

Federal highway reimbursements received from time to time by the Commonwealth ("Federal Highway Reimbursements") under the Federal-Aid Highway Program created under Title 23 of the United States Code are the principal source of repayment and security for the Series 2000 Notes. The amount of funds available to the Transportation Board under Title 23 is subject to authorization and periodic reauthorization by Congress and to approval on an annual basis by the United States Secretary of Transportation. As such, the Commonwealth, as well as other state recipients of such highway reimbursements, compete for such funds with other national funding priorities. Title 23 specifically provides that a state's eligibility for funds does not create a commitment or obligation on the part of the United States to provide for the payment of principal or interest on bonds or notes. While there can be no assurance that sufficient funds will be available to the Transportation Board under Title 23 of the United States Code to pay the debt service on the Series 2000 Notes, historically Federal Highway Reimbursements have been more than adequate to meet the debt service requirements of the Series 2000 Notes and are expected to continue as such throughout the term of the Series 2000 Notes. See the sections "FEDERAL-AID HIGHWAY PROGRAM," "COMMONWEALTH PARTICIPATION IN THE PROGRAM" and "RISK FACTORS."

### **Flow of Federal Highway Funds**

In accordance with Section 7 of Article X of the Constitution of Virginia and Section 2.1-180 of the Virginia Code, all Federal Highway Reimbursements are paid into the State Treasury. In connection with the issuance of the Series 2000 Notes, in the Master Indenture the Transportation Board established the Debt Service Fund to secure and be used for the payment of debt service on the Series 2000 Notes and additional FRANs. The Indenture requires the Transportation Board to make transfers of appropriated Revenues which, as described above, are expected to be derived and appropriated by the General Assembly solely from Federal Highway Reimbursements, to the Trustee for deposit to the Debt Service Fund. The Trustee will make debt service payments on the Series 2000 Notes and additional FRANs from the Debt Service Fund.

### **The Payment Agreement and Commonwealth Appropriation Procedures**

The responsibility of the Transportation Board to cause Revenues to be transferred to the Trustee for deposit in the Debt Service Fund and to perform its obligations under the Indenture are subject to and dependent upon annual appropriations by the General Assembly for such purposes.

A Payment Agreement, dated as of October 1, 2000 (the "Payment Agreement") among the Transportation Board, the Treasury Board and the Secretary of Finance of the Commonwealth (the "Secretary of Finance") provides, among other things, the procedures for requesting appropriations of Revenues sufficient to pay debt service on the Series 2000 Notes and for the payment of the appropriated Revenues to the Trustee in accordance with the Indenture. The Payment Agreement requires the Transportation Board to submit annually by December 1 to the Governor a statement setting forth the amount of debt service due or expected to become due on the Series 2000 Notes for the next succeeding annual or biennial period. The Payment Agreement requires the Transportation Board, the Treasury Board and the Secretary of Finance to use their best efforts to have (i) the Governor include,



among other things, the amount so specified in each biennial or any supplemental budget of the Commonwealth, and (ii) the General Assembly appropriate the amount requested by the Governor. Once the amounts for debt service on the Series 2000 Notes and any other amounts required by the Indenture, including certain administrative expenses are appropriated by the General Assembly, the Treasury Board is required under the Payment Agreement to process the necessary documents for payment, as directed by the Transportation Board, to the Trustee of debt service on the Series 2000 Notes and any other amounts required by the Indenture, including certain administrative expenses. The Transportation Board is required to notify the Treasury Board, the Secretary of Finance and the Trustee promptly upon becoming aware of any failure by the General Assembly to make the requested appropriation. See Appendix B "Summary of Certain Provisions of Basic Documents."

The General Assembly adopts a biennial budget in even-numbered years and amends the budget in odd-numbered years. The General Assembly is not required, and is under no legal obligation, to make an appropriation for any payments under the Payment Agreement or otherwise in respect of the Series 2000 Notes. The General Assembly has never failed to make an appropriation for payment of debt service on obligations on which the Commonwealth or an agency or instrumentality thereof has agreed, subject to the appropriation of funds by the General Assembly for such purpose, to make such payments.

To the extent that the payments under the Payment Agreement included in the Commonwealth's budget are appropriated by the General Assembly and approved by the Governor, the Treasury Board is required under the Payment Agreement to process the necessary requisitions for payment, as directed by the Transportation Board, of amounts due under the Indenture to the Trustee.

#### **Current Budget Appropriation**

Chapter 1073 of the 2000 Acts of the Virginia General Assembly (the "2000 Appropriation Act") appropriates to the Transportation Board a sum sufficient for payment of debt service on the Series 2000 Notes for the fiscal years ending June 30, 2001 and June 30, 2002. For further discussion of the 2000 Appropriation Act, see the subsection entitled "The 2000-2002 Budget Bill" of Appendix D.

It is expected that the Series 2000 Notes will be paid from the amounts, if any, appropriated by the General Assembly for the payment of the Series 2000 Notes. The General Assembly may amend its appropriation acts to reduce or delete such appropriation, and the General Assembly has no obligation to make any appropriations to pay debt service on the Series 2000 Notes in future years.

#### **Debt Service Fund**

The Debt Service Fund established by the Master Indenture is held by the Trustee. The Debt Service Fund contains three accounts – an Interest Account, a Principal Account and a Redemption Account – for the accumulation of appropriated Revenues received from the Transportation Board for the purpose of paying debt service on the Series 2000 Notes and additional FRANs when due. Amounts in the Debt Service Fund are included in the Trust Estate securing the Series 2000 Notes and additional FRANs.

Except as described below, on or before the 25th day of each month, the Transportation Board shall transfer appropriated Revenues to the Debt Service Fund in an amount equal to a pro-rata portion of the interest due (normally one-sixth) for the next annual period commencing October 1 and ending October 1 of the following calendar year ("Bond Year") and the principal due (normally one-twelfth) on the Series 2000 Notes and additional FRANs in the succeeding twelve month period. See "Coverage Trigger Mechanism" below and Appendix B, "Summary of Certain Provisions of Basic Documents."

#### **Coverage Trigger Mechanism**

The Indenture requires a Transportation Board representative to file with the Trustee, by or before November 15 of each year, a certificate stating whether Federal Highway Reimbursements projected to be received for the next federal fiscal year commencing on October 1 ("FFY"), plus other Revenues, if any, appropriated by the General Assembly with respect to all outstanding FRANs for such fiscal year (the "Projected Revenues") equal at least 1.50 times the amount of Revenues required to be deposited in the Debt Service Fund for the next succeeding Bond Year with respect to all outstanding FRANs (the "Debt Service Requirement"). If the Projected Revenues set forth on the certificate do not equal at least 1.50 times the Debt Service Requirement, the Transportation Board, by or before the 25th day of each month, beginning the first month of such next FFY and continuing until such time as the Transportation Board certifies that Projected Revenues equal at least 1.5 times the Debt Service Requirement

with respect to the applicable Bond Year, must transfer all appropriated Revenues to the Debt Service Fund until there are amounts in the Debt Service Fund equal the Debt Service Requirement for such FFY. See Appendix B, "Summary of Certain Provisions of Basic Documents."

#### **Additional Debt**

The Act limits the amount of FRANs issued to provide funds to pay costs of the Projects under the Act to \$800,000,000 outstanding at any one time, exclusive of FRANs issued to pay financing expenses or to refund other FRANs. This limit could be changed by the General Assembly. The Transportation Board currently expects to issue FRANs in three series on a revolving basis in an aggregate amount of up to \$1.1 billion pursuant to the Act through 2006.

The Indenture provides the Transportation Board may issue one or more series of additional FRANs under the Indenture on a parity with the Series 2000 Notes upon satisfaction of various conditions in addition to those imposed by the Act. The Indenture provides that additional Series 2000 Notes may be issued (i) to pay costs of all or any portion of the Projects authorized by the Act in an aggregate amount not to exceed that authorized under the Act, (ii) to refund any FRANs, including without limitation Bond Anticipation Notes (as defined in the Indenture) issued under the Act, and (iii) to pay related financing expenses.

Pursuant to the Indenture, the Transportation Board may issue additional new money (non-refunding) FRANs, to be secured by the Revenues on a parity with the Series 2000 Notes only if either (i) the Chairman or Vice-Chairman of the Transportation Board certifies that Projected Federal Highway Revenues (as defined in the Indenture) for the period ending upon the termination of the current authorization for the Federal-Aid Highway Program shall equal or exceed 3.0 times Maximum Annual Debt Service, including debt service on the additional FRANs or (ii) (A) the Transportation Board agrees in a supplemental indenture providing for the issuance of such additional FRANs, to request an appropriation from the General Assembly of amounts from the Transportation Trust Fund to the extent required to pay debt service on all outstanding FRANs for each fiscal year in which such FRANs remain outstanding and (B) the Trustee receives written confirmation from each Rating Agency that the issuance of such additional debt will not cause the credit rating on any outstanding FRANs to be lowered or withdrawn. See Appendix B, "Summary of Certain Provisions of Basic Documents."

#### **Additional Revenues**

The Act provides that the Series 2000 Notes and any additional FRANs will be payable from funds appropriated by the General Assembly first from Federal Highway Reimbursements. The Act further provides that such funds may then be appropriated (i) any other federal highway assistance received by the Commonwealth, (ii) at the discretion of the Transportation Board, to the extent required, from legally available revenues of the Transportation Trust Fund and (iii) from such other funds, if any which may be designated by the General Assembly for such purpose. The Indenture permits such additional appropriated amounts to be counted as "Revenues" and "Projected Revenues" for purposes of the coverage trigger mechanism.

[Other federal highway assistance received by the Commonwealth?]

The Transportation Trust Fund was established by the General Assembly in Chapters 11, 12, 13 and 15 of the Acts of the Assembly, 1986 Special Session (the "1986 Special Session Acts") as a special nonreverting fund administered and allocated by the Transportation Board for the purpose of increased funding for construction and other capital needs of state highways, airports, mass transit and ports. The Transportation Trust Fund is funded primarily from additional revenues generated by increases in the retail sales tax, motor fuel tax and motor vehicle related taxes and fees effected by the 1986 Special Session Acts and designated for deposit in the Transportation Trust Fund. The Transportation Board makes no representation that the General Assembly will maintain the Transportation Trust Fund or that the General Assembly will not repeal or materially modify the 1986 Special Session Acts.

The Transportation Board is not legally obligated and does not currently intend or expect to seek appropriations from revenues of the Transportation Trust Fund or any other funds of the Commonwealth for debt service on FRANs, including the Series 2000 Notes.

**Project Fund**

The Master Indenture establishes the Project Fund, which will hold a portion of the proceeds from the sale of the Series 2000 Notes and any Additional FRANs. Moneys in the Project Fund are to be used by the Trustee, pursuant to a requisition from the Transportation Board solely (i) to pay or reimburse the Transportation Board for any costs of the Projects (as defined in the Indenture), (ii) to pay issuance costs with respect to the Series 2000 Notes and any Additional Notes, and (iii) to retire any Series 2000 Notes or Additional Notes (other than Bond Anticipation Notes ("BANs")). Amounts on deposit in the Project Fund (except any amounts in the BAN Repayment Account) are included in the Trust Estate which secures the Series 2000 Notes and any additional FRANs.

## SOURCES AND USES OF FUNDS

The estimated sources and uses for the Series 2000 Notes exclusive of any accrued interest are as follows:

### Sources:

Principal Amount of Series 2000 Notes

Original Issue Premium/(Discount)

Total

### Uses:

Deposit to the Project Fund

Costs of Issuance

Underwriters' Discount

Total

## FEDERAL-AID HIGHWAY PROGRAM

The proceeds of the Series 2000 Notes will be used by the Commonwealth to finance a portion of the costs of the Projects. The principal source of repayment and security for the Series 2000 Notes will be payments received by the Commonwealth from the federal government under the Federal-Aid Highway Program (the "Program"), pursuant to which the federal government reimburses states for the federal share of approved highway projects.

Certain Program features or requirements are explained or further defined where they appear below but are introduced here for reference:

- *The Federal Highway Trust Fund (the "HTF"):* The HTF is a dedicated federal fund with dedicated revenues held in trust for reimbursement of expenditures by the states for costs of eligible transportation projects, including highway projects.
- *Authorization:* Authorization is the process by which Congress authorizes the expenditure of federal revenues on federal programs. For the Program, authorization historically has been, and continues to be, provided on a multi-year basis. This, together with the availability of HTF revenues and future HTF collections permits states more certainty in planning long-term highway projects.
- *Apportionment:* For each FFY, the FHWA apportions the authorized funding among the states according to formulas established in the authorizing statutes. The distribution of federal funds that do not have a statutory formula is called "allocation" rather than "apportionment."
- *Obligation Authority:* Obligation is the commitment of the federal government to pay, through reimbursements to a state, the federal share of the eligible expenditures on an approved project. The amount of such federal revenues that a state can obligate in a given FFY is called its "Obligation Authority" ("OA").
- *Advance Construction ("A/C"):* The Advance Construction procedure allows states to commence eligible projects without first having to obligate the federal government's share of expenditures. Thus, states may begin a project before amassing all of the OA needed to cover the federal government's share.
- *Partial Conversion of Advance Construction:* Under partial conversion of Advance Construction, in a given year a state may convert A/C to OA and thus be eligible for reimbursement for a portion of the federal share of an Advance Construction project in that or a subsequent FFY. This removes any requirement for the state to wait for reimbursements until the full amount of OA needed for the entire project is available.

These features of the Program work in a complementary fashion to provide a regular flow of federal reimbursements over the years to state highway projects. The participation of the Commonwealth in such reimbursements, and the role of such participation in providing payment and security for the Series 2000 Notes, is discussed in "COMMONWEALTH PARTICIPATION IN THE PROGRAM."

It should be noted that the terms and conditions of participation in the Program as described herein are subject to change at the discretion of Congress. There can be no assurance that the laws and regulations now governing the Program will not be changed in the future in a manner that may adversely affect the ability of the Commonwealth to receive adequate Federal Highway Reimbursements to pay the Series 2000 Notes and other FRANs.

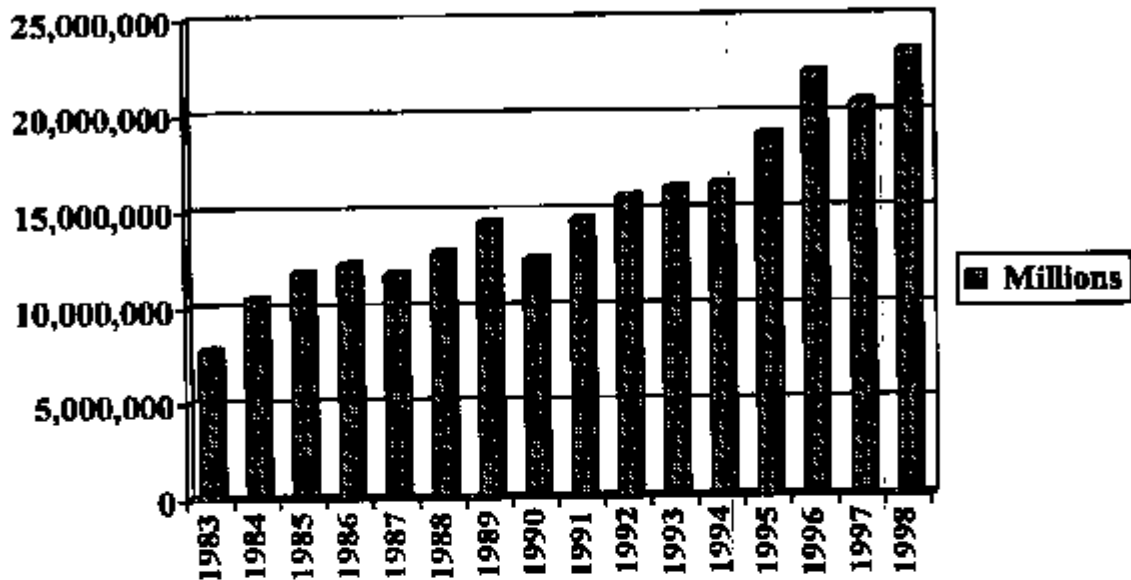
#### **Federal Highway Trust Fund**

The FHWA administers payments to states under the Program through the HTF. Funded by the collection of federally-imposed motor vehicle user fees, primarily fuel taxes, the HTF is a dedicated fund with dedicated revenues held in trust for reimbursement of the states' cost of transportation projects, including highway projects. The HTF presently contains the Highway Account and a Mass Transit Account. The Highway Account receives approximately 84% of gasoline tax revenues and 88% of diesel fuel tax revenues, with the remaining share of such revenues deposited in the Mass Transit Account. Using revenues in the Highway Account of the HTF, the FHWA reimburses states for expenditures related to approved highway projects. The FHWA distributes these revenues to states based on apportionment and allocation rules prescribed by federal law.

Current law requires that the cash balance of the Highway Account of the HTF, plus projected revenues for the next two years, must suffice to repay all unpaid authorizations before any additional apportionments of revenues can be made from the HTF.

Federal gasoline excise taxes are the largest revenue source for the HTF. The majority of these tax revenues, including 13.45 cents out of the current 13.4 cents per gallon tax, go to the Highway Account. The following table shows annual and projected HTF collections in the Highway Account for the period FFY 1982 through FFY 2003.

**Payments into the Highway Account of the Highway Trust Fund  
1983-1998<sup>(1)</sup>**



(1) Excludes interest on balances.  
Source: Federal Highway Administration, Table FE-210

*The HTF Surplus.* Since 1956, the Highway Account of the HTF has accumulated a surplus of revenues as more revenues have been generated for the account through collections and interest income than have been distributed to states under the Program. The HTF is required under current federal law to maintain a positive balance to ensure that prior commitments for federal revenues can be met. This requirement allows states the flexibility to receive reimbursement revenues up to four years after federal funds first were obligated.

*Reauthorization of HTF Collections.* Collection of HTF taxes ("HTF collections"), like the Program itself, periodically must be reauthorized by Congress. Historically, the HTF and its constituent taxes have been authorized to operate for limited periods of time. Originally, the HTF was authorized through June 1972; it was reauthorized several times and the Intermodal Surface Transportation Efficiency Act of 1991 ("ISTEA") reauthorized the Program through September 30, 1997 and reauthorized the HTF and most of the user taxes that flow into it through September 30, 1999. The Transportation Equity Act for the 21<sup>st</sup> Century ("TEA 21") further extended the Program through September 30, 2003 and HTF collections through September 30, 2005.

**History**

The Program originated in the Federal-Aid Highway Act of 1956.<sup>1</sup> The Program initially was established as a pay-as-you-go system, meaning that costs of constructing and maintaining the system were to be borne primarily by users, who would pay a federally-imposed tax on motor fuels. Federal user fees were to provide 90% of the cost of construction, with the remainder paid for by the states.

The 1982 Surface Transportation Assistance Act ("STAA") made notable changes to the Program, and began the modern multi-year (i.e., four or more years) authorizing process. STAA also guaranteed each state a

<sup>1</sup> The Federal-Aid Highway Act of 1956 was one of a long series of authorizing statutes for the Program. Extensions of the act were passed in 1958, 1959, 1960, 1961, 1962, 1964, 1966, 1968, 1970, 1973, 1974, and 1976; in each case the statute was known simply as the Federal-Aid Highway Act. The 1965 Highway Beautification Act made minor additions and changes to the program, as did the Highway Safety Act of 1973. The 1978 Surface Transportation Act and the Federal-Aid Highway Act of 1991 also were primarily extensions of existing authority.

minimum 85% return on the money paid in by users purchasing fuel in the state. Such "equity provisions" have continued in all subsequent authorizing legislation to date, and operate to compensate so-called "donor states" whose historic highway funding levels have been below their collections for the HTF.

In 1991, the Intermodal Surface Transportation Efficiency Act of 1991 ("ISTEA") broadened the focus of the Program, changed its structure significantly and created several new funding categories. ISTEA also gave state and local governments far greater flexibility in determining their transportation infrastructure priorities, whether transit or highways, and for the first time allowed significant flexibility to redirect federal revenues among such priorities. ISTEA also authorized innovative approaches to federal-aid highway funding, including the use of private sector funding sources for transportation improvements. Innovative financing procedures were encouraged, and states were authorized to augment federal revenues with alternate sources of revenues.

*Transportation Equity Act for the 21<sup>st</sup> Century.* On May 22, 1998, the United States Congress passed TEA 21, an approximately \$217 billion reauthorization of the nation's Federal-Aid Highway Program and mass transit programs; and on June 9, 1998 the President approved TEA 21. TEA 21 extends the authorization of the Program through September 30, 2003. Under TEA 21, average annual authorizations to the states for FFY 1998 through FFY 2003 are approximately \$26 billion. TEA 21 increases equity protections by assuring each state at least a 90.5% return on its collections for the HTF, which was reauthorized through September 30, 2005. Under TEA 21, HTF revenues are to be spent on transportation-related improvements, rather than allowed to accumulate into large surpluses. TEA 21 provides that as of October 1998 (the start of FFY 1999), the opening balance of the Highway Account of HTF was set at \$8 billion.

#### Operations

The present Program continues to reimburse a large percentage of state expenditures for approved highway projects. The financial assurance provided by the Program is unusual, among federal programs, in that:

- the Program is based on dedicated revenues, from a user-tax source, deposited in a dedicated trust fund (the HTF);
- the budget and contract authority, as described in Step 2 below, of the FHWA is established by a multi-year authorization act rather than annually through appropriation acts; and
- contract authority is not at risk during the annual appropriations process (as budget authority is in most other federal programs).

The process for reimbursing state expenditures may be summarized in three steps: authorization, obligation and program implementation. The authorization step is the most critical step in establishing overall spending authority for federal highway funding. Authorizing legislation extends the life of the Program and the collections that fund the HTF, sets Program objectives and provides formulas for determining the distribution or apportionment of available resources among the states. The existence of the dedicated revenues in the Highway Account of the HTF and the existence of multi-year contract authorizations are designed to help make available a predictable and uninterrupted flow of reimbursements to the states. The risk of contract authority lapsing between authorizing acts is minimal since sufficient unobligated balances generally exist that cover gaps in coverage between multi-year reauthorization acts.

The second step, obligation, is the process through which states make use of, or "obligate," the contract authority that has been apportioned or allocated to them in the authorization process (Step 1). Congress typically limits the amount of OA that states may use annually. To whatever extent that a state's OA is set below its authorization, the unobligated balance for that state is increased. These unobligated balances provide available funds, from which the FHWA allows states to draw, when there is a lapse between authorization acts. Under current law the unobligated balances do not otherwise entitle the states to additional funds.

The third step, program implementation, leads to actual receipt of federal funds by states. Program implementation methods vary state-by-state. States are permitted to make use of Advance Construction (A/C) and partial conversion of A/C to obligate varying amounts of federal funds to an eligible project from FFY to FFY, depending on how much of the state's OA is available from the Program and is desired for such use by the state.

### *Step 1: Authorization*

The first step is the multi-year authorizing legislation. Such highway authorization acts:

- establish the taxes that fund the HTF and extend their life (reauthorization);
- establish the specific programs and procedures through which states receive federal financial assistance for their highway programs; and
- set upper limits on funding for specific programs and for the overall Program.

*Multi-year Authorization Acts.* As noted earlier, the modern Program periodically has been reauthorized on a multi-year basis by authorization acts, through which Congress influences the level of federal involvement in state highway program activities. Annual appropriations acts then establish any limits on the amount of federal funds that the FHWA may obligate to states in a given year.

*Budget and Contract Authority.* All federal programs require budget and contract authority before revenues may be committed and spent. Normally this authority is provided through a two-step process, with authorizing legislation describing the purpose for a specific program and setting a proposed level of spending, and appropriations acts providing the budget authority or legal ability to spend federal revenues. Appropriations are often for a lower amount than that set by authorizations. The Program combines these two steps, with authorizing legislation providing to the United States Secretary of Transportation contract authority or the legal ability to enter into binding contracts with the state transportation departments ("DOTs") and other bodies specified in the Program.

Contract authority provides state DOTs with assurance about the level of future federal revenues that will be available. This, in turn, makes it easier to plan and execute multi-year construction projects. As a result of contract authority and the collection of user taxes into the dedicated HTF, the formal appropriations by Congress of revenues on an annual basis generally has been noncontroversial. Constraints arising from the annual appropriations process are described in Step 2 below.

*Lapsing of Authorization.* All federal programs must be authorized through enacted legislation that defines the programs and establishes maximum funding levels, and for most programs annual appropriations acts are necessary to create budget authority. Indeed, for most federal domestic discretionary programs, a lapsed authorization may have little or no effect on a program, so long as revenues are appropriated. For the Program, the consequences of lapsed authorization caused when Congress fails to enact reauthorization legislation are somewhat different. While Congress may pass interim legislation, the existence of contract authority and a dedicated revenue stream means that the FHWA usually can continue to provide OA by administrative action.

Though recent federal surface transportation legislation has authorized the Federal-Aid Highway Act for four to six years at a time, there occasionally have been periods in which the previous authorizing legislation had expired and the future legislation had yet to be enacted. In such circumstances, Congress and/or the FHWA have found ways to avoid disruptions to state highway programs and, more importantly, have been able to maintain the flow of federal revenues to states. Two mechanisms in particular have kept revenues flowing:

- **Access to Unobligated Balances:** The 1987 Surface Transportation and Uniform Relocation Assistance Act ("STURAA") expired on September 30, 1991 and ISTEA was not enacted until December 18, 1991. The FHWA was able to act administratively to keep federal-aid funding flowing because states could use their unobligated balances to provide OA.
- **Short-Term Authorization:** ISTEA expired on September 30, 1997 and until passage of TEA 21 on May 22, 1998, no new long-term authorization legislation was enacted. Despite the lack of long-term authorizing legislation, states were provided an upper limit on OA through passage of an appropriations act plus access to their unobligated balances. On November 13, 1997 Congress passed the Surface Transportation Extension Act of 1997 ("STEA"), which provided a six-month authorization for highway funding and established a limit on the amount of new OA states can use at funding levels equal to about a quarter of FFY 1997 authorization levels.

From October 1, 1997, the expiration of ISTEA, to November 13, 1997, the FHWA was able to manage through use of the large unobligated balances (unused contract authority) in the Program. Since most states have unobligated balances of at least half their normal annual OA levels and an authorization act need not be in place for



the FHWA to give states new OA, states were able to spend down prior unfunded federal apportionments (contract authority) with newly allocated OA. The lack of an enacted authorization act during this period did not pose a threat to the continued flow of revenues, because dedicated highway user fees continued to flow into the HTF. (See Step 2, below, for further explanation of OA and unobligated balances.)

*Annual Distributions.* For most components of the Program, the authorization acts set the distribution of spending authority among states. The primary methods used to distribute authorized federal highway revenues are "apportionment" and "allocation":

- **Apportionments.** The contract authority created by authorization acts such as ISTEA or TEA 21 is distributed annually among the 50 states, the District of Columbia, and Puerto Rico using a process called apportionment of revenues. Apportionments indicate the maximum amount of contract authority that each state can expend for eligible projects in specific programs. For each FFY, the FHWA has responsibility for apportioning authorized funding for the various programs among the states according to formulas established in the authorizing statute. Annual apportionments are generally made on the first day of the federal fiscal year, which is October 1.
- **Allocations.** While most highway revenues are distributed to states through apportionments, some funding categories do not contain legislatively-mandated apportionment formulas. Distribution of revenues where there are no statutory formulas is called "allocation" or "discretionary allocation." In most cases, allocated federal funding is divided among states using criteria determined administratively by USDOT or as provided in a statute, often through competitive grant procedures.

Apportionment formulas have been designed historically to ensure distribution of federal revenues among states according to program needs, but also increasingly are intended to provide states a share of total HTF expenditures relatively close to their payments into the HTF. In addition to the apportionment formulas described above, ISTEA included provisions designed to help states achieve a better ratio of payments from the HTF to payments into the HTF ("equity provisions") and to assure that no state would suffer a dramatic decline from one year to the next in its federal-aid apportionment (the "hold harmless" rule).

Since FFY 1991, each annual aggregate apportionment has exceeded \$15 billion. (Source: The FHWA, *Highway Statistics*, Table PA-4.) The FHWA estimates that Highway Account income over the six-year period FFY 1998-2003 will be \$178.1 billion; combined with the opening balance under TEA 21 of \$8 billion, this would yield resources of \$186.1 billion for the Program. Presently, TEA 21 authorizes an annual average of approximately \$26 billion for FFY 1998 through FFY 2003.

*Availability of Federal Highway Revenues.* Federal-aid highway revenues are available to states for use for more than one year. Their availability does not terminate at the end of the FFY, as is the case with many other federal programs. Consequently, when new apportionments or allocations are made, the amounts are added to a state's unused apportionments and allocations from the previous FFY. Should a state fail to *obligate* (commit to spend) a year's apportionments and allocations within the period of availability specified for a given program (often 4 years), however, the authority to obligate any remaining amount lapses - that is, it is no longer available to the particular state.

*Matching requirements.* With a few exceptions, the federal government does not pay for the entire cost of construction or improvement of federal-aid highways. Federal reimbursements are typically matched with state and/or local government revenues to account for the necessary dollars to complete the project. The maximum federal share is specified in the legislation authorizing the program. Most projects have an 80% federal share while Interstate Construction and Maintenance projects typically have a 90% federal share.

#### *Step 2: Obligation*

The second step of the federal-aid funding process occurs when revenues that have been authorized by legislation, and either apportioned or allocated to individual states, are obligated for a specific purpose. As noted in the previous section, Congress uses annual appropriations acts to control actual, annual obligation of funds in the HTF. Appropriations acts limit the amount of federal money that actually will be obligated and thus ultimately spent, and these annual amounts may be less than the authorized amount. This ceiling on the amount of contract authority that states may use is called the "annual obligation limit."

*Obligation* is the commitment of the federal government to pay, through reimbursement to a state, the federal government's share of an approved project's eligible costs. This process is important to the states because it allows states to award contracts with assurance that the federal government will reimburse its share of incurred costs. From the federal perspective, obligations made are the outlays the federal government has committed to make from the HTP in the future. Because of the close relationship between obligations and outlays, Congress and the FHWA play a strong role in determining how much federal funding can be obligated by individual states through two primary processes:

- Appropriations Acts; and
- Distribution of OA.

*Appropriations Acts.* Congressional appropriations committees use the amount of federal-aid highway revenues that states can obligate in a given year, called "Obligation Authority" ("OA"), as a means of balancing the annual level of highway spending with other federal budgetary priorities. This is accomplished through the establishment of an annual obligation limitation in the annual federal Department of Transportation and Related Agency Appropriations Act. The annual obligation limitation can be less than the level of funding authorized for the same year.

*Distribution of OA.* The obligation limitation is the amount of authorized funding that Congress allows states collectively to obligate in an individual year. The process of determining the annual obligation limitation begins when Congress establishes annual domestic discretionary spending caps—the amount of federal dollars that can be spent on all domestic, non-entitlement programs in a given year. Once budget caps are determined, Congress distributes spending levels across different program areas, and a targeted level of outlays for highway spending is determined. Congress then establishes the amount of highway funding that can be obligated in the given year. This level often is below the authorized annual level, and serves as a limit on the total obligations in that particular year.

Once Congress establishes an overall obligation limitation, the FHWA distributes OA to states proportionately to each state's share of apportioned and allocated revenues. The actual ratio of OA to apportionments and allocations may vary from state to state because some federal-aid programs are exempt from the obligation limitation. Once each state's OA is set, states then submit requests to the FHWA to obligate revenues representing the federal share of specific projects throughout the year. (A further description of this process is included in Step 3.) As a state obligates revenues, its balance of OA is commensurately reduced, although additional Authority may be received (e.g., via re-allocation from other states).

A state's OA (unlike its apportionments and allocations of authorized funding) must be used before the end of the FFY for which it is made available; if not, it will be distributed to other states. The FHWA closely monitors each state's plans for use of OA. In mid-summer, the FHWA collects any OA from states that do not plan to obligate all of their available OA before the end of the FFY, and redistributes it to other states that can obligate the revenues. This reallocation of OA is known as the "August Redistribution."

*Unobligated Balances.* Because congressional authorization of federal-aid highway revenues represents a commitment to make all authorized revenues available to states for highway purposes, any shortfall between the limit on OA created through the annual appropriations process and the amount of contract authority apportioned and allocated to states does not disappear. Instead, the difference between obligation limitations and authorization levels creates what are known as "unobligated balances."

Although most federal-aid apportionments lapse after four years, this rarely happens with apportioned highway revenues because old apportionments are always spent before new apportionments. That is, when a state receives new apportionments and OA at the beginning of an FFY, obligations are first made against remaining prior years apportionments plus allocation until these are depleted. The net effect of this process, in conjunction with the year-to-year establishment of obligation limitations, has been that states have amassed considerable unobligated balances.

As explained in Step 1, above, unobligated balances permit the Program to continue to fund state highway projects during periods in which Congress fails to enact a reauthorization law before the expiration of the previous authorization period. In such periods, the unobligated balances allow states to fund their programs for several months, or even longer, after an authorization act has expired.

### *Step 3: Program Implementation*

The third and final step in the overall federal-aid highway funding process - program implementation - occurs after authorized revenues have been distributed to states, and after states have had the opportunity to obligate those revenues. Once federal-aid highway revenues have been authorized and obligated, states must have developed highway programs that describe, at a project-by-project level, exactly how federal reimbursements will be earned. The process of developing and implementing state highway programs has three broad elements:

- budgeting;
- planning and programming; and
- fiscal management and reimbursement.

*Budgeting.* Budgetary information about availability of funding is crucial to the development of state highway programs. Projected state and federal funding levels are used to budget transportation needs. Consequently, state transportation budget officials track the availability of funding and develop forecasts of future state and federal revenues. States must estimate the availability of short and long-term state and federal funding in order to plan their highway programs. They use this information as a guide during long-range planning, and as a strict constraint on short-term programming. In the Commonwealth, the General Assembly has primary responsibility for budgeting.

*Planning and Programming.* The budget process - particularly the identification of available funding - provides the context for transportation planning and programming. The long-range planning process provides a big-picture perspective of anticipated project needs regionally across the Commonwealth. Transportation Improvement Programs ("TIPs") follow on from long-range plans and provide a detailed outline of projects that are proposed for implementation in a time-frame of two to six years. The Transportation Planning Division and the Programming and Scheduling Division coordinate transportation planning and programming activities for the Virginia Department of Transportation (the "Department"). At the Commonwealth level, the Department is responsible for the preparation of plans. At the federal level, state and local highway plans are reviewed by U.S. Environmental Protection Agency ("EPA") and the FHWA.

As a condition for receiving federal reimbursements for transportation programs, states must develop comprehensive transportation plans based on anticipated long-term state and federal funding levels for Program categories. States and urban areas must satisfy these federal requirements to remain eligible for federal reimbursements, and specific projects are not eligible unless they are either directly identified in a long-range plan or consistent with policies and objectives identified in long-range plans. ISTEA required states to develop long-range transportation plans ("LRPs") that identify long-range state policies, objectives, and goals, while using realistic projections of available future state and federal funding.

ISTEA also required that short-term planning and programming be conducted at least every two years through the development of a TIP for each metropolitan area. Among other requirements, each TIP must include, for each project, the estimated project cost and amount of federal revenues proposed to be obligated during each year. Each draft TIP is submitted to the regional Transportation Advisory Group, a citizen panel established to coordinate public review of the TIP. Once formally approved in a public meeting, the TIPs are approved by the Metropolitan Planning Organization. The TIPs are then combined into the State Transportation Improvement Plan ("STIP"), which also includes projects from regions outside a state's metropolitan areas. The STIP lists all projects proposed for funding with federal revenues for a period of at least three years. The STIP is then submitted to the FHWA and the Federal Transit Authority.

The Virginia STIP is developed annually and covers a six-year period. STIP development is coordinated by the Department. Initially, state transportation budget officials project available state and federal funding for the next six years, based on anticipated federal apportionments and anticipated state transportation funding. This total is then reduced to account for regionally significant projects and programs. After such needs have been determined, formulas established by the General Assembly are applied to the remaining balance to calculate programming amounts for the different highway systems. Only after this process is complete can a project formally be considered part of the Commonwealth's transportation funding plan.

*Fiscal Management and Federal Highway Reimbursements.* Once budgeting, planning and programming are complete, projects move into a fiscal management phase. The fiscal management process is the third element of

the implementation step in the overall federal highway funding process. A state-led fiscal management system—conducted in accordance with FHWA requirements—is used to determine exactly how much federal funding will be received for each project, to obtain final FHWA authorization before projects are implemented, and to ensure timely federal reimbursement of state expenditures on contractor costs. In the Commonwealth, these activities are coordinated and performed by the Department.

States must follow federal fiscal management procedures as they implement projects that have passed through the approval and programming processes. These fiscal management procedures ensure that the FHWA and states are able to manage the process efficiently, from project authorization to actual payment of Federal Highway Reimbursements to the state.

In the traditional approach, a state simply obligates the full federal share of available funding at the beginning of the project, concurrent with project authorization. The first step in the fiscal management process begins when a state requests authorization to use federal funding on a project. The project sponsor submits plans, specifications and estimates ("PS&Es") for a project to the FHWA division office, and requests that the FHWA approve the use of federal funding for the appropriate federal share of the project. The project must be in the STIP and the PS&Es must identify the category of federal funding that will be used.

The FHWA evaluates the PS&Es to ensure that the project is eligible for federal funding and meets a variety of federal requirements (e.g., design standards). Provided that all requirements are satisfied, the FHWA authorizes federal participation in the project, and obligates the federal share of project costs. By obligating the revenues, the FHWA makes a commitment to reimburse the state for the federal share of eligible project costs. It sets aside the appropriate amount of that state's OA, and also sets aside an equivalent amount of apportioned revenues by program (or programs). Accordingly, the state must have sufficient OA to cover the level of federal participation it is requesting.

Once authorization for a project has been obtained, the state advertises the project and receives bids. Based on actual costs identified in bids, the state awards the contract to the lowest qualified bidder and submits a request to the FHWA asking for any necessary adjustments to federal obligations for the project. If approved, the amounts agreed to are included in a project agreement which identifies the revenues that will be encumbered by the state (formally applied against the state's resources), and the amount that will be reimbursed by the federal government.

Construction begins, and contractors submit bills to the state as work is completed. A state pays its contractor's bills with cash from the state treasury; the state bills the FHWA electronically for the federal share of completed work for which payment has been made; and the FHWA makes payment to the state via electronic transfer. This FHWA reimbursement to the state liquidates its obligation for the federal share of the costs incurred to that point. As project work continues and state expenditures are reported to the FHWA, federal reimbursements are made, generally on a weekly basis. In the Commonwealth, reimbursement requests are submitted daily and reimbursements are made by wire transfer within eleven days. The Commonwealth's system and management in general, and the project expenditures in particular, are highly automated, leading to a routine flow of Federal Highway Reimbursements based on actual spending on approved projects.

Innovative variations on this fiscal management approach include Advance Construction and partial conversion of Advance Construction. These variations complement one another to provide a state with additional flexibility in managing its OA and cash.

#### COMMONWEALTH PARTICIPATION IN THE PROGRAM

The flow of Federal Highway Reimbursements into the Debt Service Fund, and the resulting ability to meet the debt service requirements on the Series 2000 Notes, will depend on several factors, most notably, the amount of funding provided to the Commonwealth by the federal government under the Federal-Aid Highway Program, the Commonwealth's ability to obligate funding for eligible projects and the Commonwealth's ability to receive reimbursements. The sections below summarize the recent history of funding levels provided to the Commonwealth under the Program, the Commonwealth's use of such funding, the anticipated funding levels that will be made available to Virginia under the Program and the Commonwealth's accounting system and procedures for tracking project expenditures and reimbursements. In addition, certain other information is provided regarding federal equity provisions and the Commonwealth's potential ability to utilize future available funding.

### Funding History

**Role of OA.** As noted in the previous section, the culmination of the federal authorization and appropriation process for the Federal-Aid Highway Program is the provision of OA to a state. OA, which is apportioned to states on an annual basis, sets the upper limit on the federal government's commitment to pay, through reimbursements, its share of eligible expenditures on approved projects. Thus, current year OA plus prior year's OA obligated but not yet expended determines the maximum amount of federal highway assistance that a state may receive annually under the Program. Although annual OA is not a direct representation of the amount of reimbursements a state will receive under the Program in a given year (i.e., due to lags in spending), OA levels will determine over time the amount of reimbursements that a state may receive.

**OA Provided to the Commonwealth.** Since the advent of the modern multi-year federal authorization act in 1982, the Commonwealth has received substantial funding through the Program. The table below details the amount of OA made available to the Commonwealth from FFY 1989 through FFY 1999 and the amount of such OA actually obligated by the Commonwealth. The amount of OA made available varied substantially, ranging from \$219.8 million in FFY 1991, to \$312.4 million in FFY 1999.

#### Commonwealth of Virginia History of OA, OA Use, Reimbursements Received and Contributions to the HTF

Federal Fiscal Year ending September 30	OA	Reimb. (a)	Total	Actual Obligations	Reimbursements Received (b)	Contributions (c)
1989	\$247,045,337	\$4,726,784	\$251,772,161	\$251,772,161	\$374,396,360	\$392,044,000
1990	248,361,598	4,560,614	252,922,172	252,922,172	310,310,049	331,355,000
1991	219,801,990	0	219,801,990	219,801,990	304,973,284	325,705,000
1992	369,731,119	0	369,731,119	369,731,119	298,339,869	428,036,000
1993	283,876,001	3,367,115	287,243,116	287,243,116	288,451,452	442,070,000
1994	381,304,236	0	381,304,236	381,304,236	237,310,710	402,885,000
1995	363,079,491	5,347,573	368,427,044	368,427,044	384,233,791	368,540,000
1996	385,882,154	5,096,683	391,201,757	391,201,757	346,271,119	423,025,000
1997	441,470,915	1,992,010	443,462,925	447,462,925	419,654,786	564,280,000
1998	424,744,024	0	424,744,024	424,744,024	422,469,325	281,175,000
1999	512,416,645	0	512,416,645	512,416,645	522,928,877	-----

(a) Reimbursements received by the Commonwealth of the August Reallocation.  
 (b) Reimbursements each received in the state fiscal year ending three months before the end of the FFY shown.  
 (c) Federal grants and other state funds which have obligated in the Commonwealth.  
 Source: Federal Highway Administration-Highway Statistics and YDOT.

**Use of OA.** As the chart shows, over the last 10 years the Commonwealth has used all the OA provided by the federal government including reallocation borrowings of OA resulting from under-utilization in other states.

**Obligated Unreimbursed Balance.** Once OA has been obligated, the Commonwealth awards construction contracts, makes work-in-progress payments and seeks reimbursement for the federal share of such payments. See "Commonwealth Reimbursement Procedures, Converting Federal Obligations to Reimbursements," below. Again, because of the multi-year nature of many projects, the Commonwealth will have at any given time an "inventory" of OA that has been obligated by the Commonwealth, yet is pending the carrying out of the project. This unreimbursed

OA represents amounts of federal reimbursement that will flow to the Commonwealth as the current highway projects in progress are completed over the construction cycle to each type of project. These balances are not subject to Congressional reauthorization or budget procedures.

**Commonwealth of Virginia  
Obligated Unreimbursed Balances  
(in millions)**

<u>Year</u>	<u>Obligated/Unreimbursed Balance</u>
1989	\$ 438
1990	419
1991	422
1992	368
1993	648
1994	810
1995	852
1996	910
1997	1,017
1998	1,069
1999	1,083

**Future Utilization of Federal Highway Assistance**

Set forth below is a projection of amounts to be received by the Transportation Board under the Program.

<u>Projected Federal Reimbursements*</u> <u>Federal Fiscal Year</u> <u>Ending September 30</u>	<u>Amount</u>
2000	\$514,435,000
2001	\$561,010,016
2002	\$701,200,561
2003	\$620,307,000
2004	\$620,048,000
2005	\$638,515,000
2006	\$648,190,000

\* Projected federal reimbursements for FFY 2001 to 2006 based on projects which have been awarded and those projects currently in the Department's administration schedule. Projections beyond FFY 2001 are based on estimates of federal appropriations from the STIP, excluding several categories of federal grants.

As of May, 2000, Virginia has \$1.014 billion in project costs qualified for reimbursement which, when spent, should ensure that the state will be able to draw down future federal reimbursements when available.

**Commonwealth Reimbursement Procedures**

States are required to use a detailed accounting system to track project expenditures and reimbursements. In addition, a federal system tracks payments to states. The fiscal management group within the Department has day-to-day responsibility for paying Project bills and for securing prompt reimbursement for the federal share of those bills. A computer-based project accounting, reporting and billing system is used to track encumbrances and expenditures for all projects, including highway projects, administered by the Commonwealth.

**Tracking Federal Obligations:** Federal funds are broken down into specific appropriation codes. Some appropriation codes are subject to the obligation limitation as described above, while some appropriation codes have their own obligation limitations. Each appropriation code represents eligibility requirements, federal participation rate and the length of obligation availability before funds lapse. The Department expects to obligate \$714,438,223 available for obligation for all programs for FFY 2000. The Programming and Scheduling Division oversees federal funds obligations per appropriation code. The Division uses many tools to determine the unobligated balance per appropriation code and strive to obligate all federal funds before lapsing.

*Converting Federal Obligations to Reimbursements.* Requests for federal funds typically occur on one project and phase at a time. The funding amount requested is based on the cost estimate at that time and is revised throughout the life of the project. The progress of construction projects are tracked through three major activities called phases: (i) preliminary engineering phase - studies needed before construction starts, (ii) right-of-way phase - expenditures for land purchase and costs that occur along the road easement and (iii) construction phase - the actual building of the road. This is done via a signed project agreement between the Department and FHWA (a "Federal Agreement").

Each Federal Agreement is entered into the Department's accounting system ("FMS") which assures compliance with the "billing rules" for the daily bill to FHWA. Each Federal Agreement is identified by a unique number which is used in FMS's billing rules as well as in FHWA's project tracking system. The billing rules are linked to the various state "expenditure rules" in FMS. As highway projects incur work-in-progress payments, FMS performs life-to-date calculations for every Federal Agreement for all posted participating expenditures nightly. This process results in a bill to FHWA the next morning seeking reimbursement.

The Department (as well as all other state agencies) must comply with the federal Cash Management Improvement Act. (31 U.S.C.S. §§6501 et seq.) Interest cannot be earned on federal funds until those funds have been expended. The Commonwealth Department of Accounts performs a series of calculations based on "bank float days" and provides the Department with information to determine when federal funds are due for incurred costs. Currently, federal funds are due eleven days after the FMS expenditure post date.

#### **DEBT SERVICE REQUIREMENTS**

The following table sets forth for the Bond Years ending each October 1 the amounts needed in each annual period for payment of principal of and interest on the Series 2000 Notes.

<u>Bond Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Bond Year Debt Service</u>
2001			
2002			
2003			
2004			
2005			
2006			
2007			
2008			
2009			
2010			

#### **COMMONWEALTH TRANSPORTATION BOARD AND VIRGINIA DEPARTMENT OF TRANSPORTATION**

##### **Commonwealth Transportation Board**

The Transportation Board was created pursuant to Chapter 1, Title 33.1 of the Virginia Code, and is responsible for general policies for the construction and use of Virginia's highway system and for the efficient and economic development of transportation. The powers and duties of the Transportation Board include, among other things, the allocation of funds in the Transportation Trust Fund.

The Transportation Board consists of seventeen members from various areas of the Commonwealth appointed by the Governor, subject to confirmation by the General Assembly. One member is chosen from each of the Commonwealth's nine highway construction districts, three members are selected as urban at-large members and two members are selected as rural at-large members. In addition to representing rural and urban transportation needs, the at-large members represent the interests of seaport, airport, railway and mass transit users. The Chairman of the Transportation Board is the Secretary of Transportation of the Commonwealth. The Vice Chairman is the

Commonwealth Transportation Commissioner, who is also the chief executive officer of the Department. The current membership of the Transportation Board, the expiration dates of their terms and the constituency represented by each member are as follows:

<u>Member</u>	<u>Term Expires*</u>	<u>Constituency</u>
Shirley J. Ybarra	At the Pleasure of the Governor	Chairman, Transportation Board; Secretary of Transportation
Charles D. Nottingham	At the Pleasure of the Governor	Vice Chairman, Transportation Board; Commonwealth Transportation Commissioner
Leo J. Bevon	At the Pleasure of the Governor	Director, Department of Rail & Public Transportation
William W. Prettyman	June 30, 2001	Hampton Roads District
John H. Grubb, Jr.	June 30, 2000	Rural At-Large
Roy Parrish Byrd	June 30, 2003	Lynchburg District
Bryan E. Korublan	June 30, 2003	Richmond District
Lorinda G. Lionberger	June 30, 2001	Salem District
Leonard S. Mitchell	June 30, 2002	Urban At-Large
Benjamin R. Humphreys, Jr.	June 30, 2002	Fredericksburg District
Max B. Porter	June 30, 2002	Rural At-Large
L.C. Martin	June 30, 2000	Bristol District
S. Grey Folkes, Jr.	June 30, 2002	Urban At-Large
H. Carter Myers, III	June 30, 2002	Culpeper District
Olivia A. Welsh	June 30, 2000	Staunton District
J. Kenneth Klinge	June 30, 2000	Northern Virginia District
Ulysses X. White	June 30, 2001	Urban At-Large

\* Board members with expired terms continue as members of the Transportation Board until a new appointment is made.

#### **Shirley J. Ybarra, Chairman, Transportation Board and Secretary of Transportation**

Secretary Ybarra has served as Secretary of Transportation and Chairman of the Transportation Board since being appointed to these positions by Governor Jim Gilmore, effective January 18, 1998. Prior to her appointment, Secretary Ybarra served as Deputy Secretary of Transportation, appointed by Governor George Allen in April 1994. In 1995, Governor Allen appointed Deputy Ybarra to serve as one of the Administration representatives on the Commonwealth Competition Council. Before joining the Commonwealth, Ms. Ybarra was Special Assistant to the Secretary for Policy to United States Secretary of Transportation Elizabeth Dole from 1983 to 1987. Just prior to being appointed deputy secretary, Ms. Ybarra was executive vice president of Stateside Associated, a state government affairs consulting firm in Arlington, Virginia. Earlier, Ms. Ybarra was president of the Americas of ABC International. She also had served as vice president and partner with Simat, Helliesen and Eichner, Inc. in New York. She received both her undergraduate and master's degrees from the University of Nebraska.

#### **Virginia Department of Transportation**

The Department has the responsibility for construction, maintenance and operation of the Commonwealth highway system under legislation enacted by the General Assembly and in accordance with policies and procedures adopted by the Transportation Board.

The Department's budget for the fiscal year ending June 30, 2001, is approximately \$3.2 billion. As of June 30, 2000 the Department had 389 construction projects underway for an aggregate amount of approximately \$1.81 billion, with an outstanding balance of construction costs to be paid of approximately \$840 million.

The Commonwealth has the nation's third largest system of state-maintained highways with a system totaling approximately 56,300 miles of interstate, primary and secondary roads. The system includes more than 19,000 bridges. In addition, independent cities and towns maintain about 10,067 miles of local streets and receive funds from the Transportation Board for such purpose.



The Commonwealth is divided geographically into nine construction districts for highway purposes as follows:

Bristol District	Lynchburg District	Salem District
Calpeper District	Northern Virginia District	Staunton District
Fredericksburg District	Richmond District	Hampton Roads District

These districts are divided into 45 residences, each typically consisting of one to four counties. The field organization is further subdivided into approximately 221 area maintenance headquarters. About 85 percent of the Department's nearly 10,178 employees are assigned to the field organization. The remainder is assigned to the central office in Richmond or to units associated with the central office that serves an administrative function.

At the senior management level, the Commonwealth Transportation Commissioner is the chief executive officer of the Department. The senior management staff of the Department consists of the Deputy Commissioner, the Chief Engineer, the Assistant Commissioner for Administration, the Assistant Commissioner for the Environment, Transportation Planning and Regulatory Affairs, the Assistant Commissioner for Operations, the Assistant Commissioner for Finance and the Assistant Commissioner for Research and Technology. The resumes of the persons currently filling these positions follow:

*Charles D. Nottingham* was named Commissioner for the Department by Governor Gilmore on November 17, 1999. He was named Acting Commissioner for the Department by Governor Gilmore on August 19, 1999. Previously, he was appointed Assistant Secretary of Transportation under Secretary Ybarra in February 1998. Prior to his appointment in the Secretary's office, he worked for two Virginia congressmen as Chief of Staff and Counsel. Mr. Nottingham has a background in environmental law having worked for a Washington D.C. law firm handling a wide range of environmental issues, including federal Clean Air Act reforms. He also worked in the U.S. Department of Justice's Environment and Natural Resources Division. Mr. Nottingham is a member of the Virginia Bar Association. He is a 1994 graduate of George Mason University School of Law. He earned his undergraduate degree at Wesleyan University in Middletown, Connecticut.

*Claude D. Garver, Jr.* was appointed Deputy Commissioner for Transportation in November 1999. Prior to that, he served as the Assistant Commissioner for Operations for the Department since 1994. Mr. Garver served as Assistant Commissioner for Planning and Programming for the Department since 1992. His career with the Department began in 1963 as an Engineer Trainee and he served in the positions of Assistant Resident Engineer in Chesterfield and Powhatan Counties, Resident Engineer in Prince William County, Assistant District Engineer for Richmond District, Commonwealth Construction Engineer, and Northern Virginia District Administrator. Mr. Garver, a native of Virginia, holds a Civil Engineering Degree from Virginia Polytechnic Institute and State University. He is a member of the American Association of State Highway and Transportation Officials.

*James G. Browder, Jr.* was promoted on January 1, 1996 to the Department's Chief Engineer. A native of Brunswick County, Mr. Browder graduated from Virginia Military Institute in 1966 with a Bachelor of Science Degree in Civil Engineering. He has served the Department as an Engineer Trainee in the Richmond Central Office, Assistant Resident Engineer in the Fredericksburg District, Resident Engineer in the Richmond District, and as Assistant District Engineer in the Fredericksburg District. Also, in 1993, he was named Fredericksburg District Administrator. Among other career accomplishments, Mr. Browder has worked closely with the contracting industry, overseeing major highway construction contracts for large segments of Virginia's Interstate System. Mr. Browder has a distinguished career in the U.S. Army Reserve and in 1995 was named Brigadier General. Mr. Browder was promoted to Major General in 1997 after assuming command of the 80th Division in May 1997.

*Constance S. Sorrell* has served as the Assistant Commissioner for Administration for the Department since December 1998. Prior to Ms. Sorrell's promotion, she served as District Administrator for the Richmond District for nine years. Ms. Sorrell came to the Department in 1982, serving as Division Administrator, Assistant Division Administrator, and Senior Management Analyst in the Management Services Division. Her other positions include Section Manager in the Virginia Department of Planning & Budget and Research Analyst with the Virginia Division of Legislative Services. Ms. Sorrell is a native of Richmond, Virginia and holds a Bachelor's Degree in Economics and Political Science from Radford College. She attended graduate school at the University of Amsterdam, Radford University and the University of Richmond. Ms. Sorrell is a member of the American Association of State Highway and Transportation Officials, the Transportation Research Board Committee on Strategic Planning, the Virginia Executive Institute, the American Association of University Women, and the American Society for Quality Control.

*Jeffrey C. Southard* was appointed as the Department's Assistant Commissioner for the Environment, Transportation Planning and Regulatory Affairs in January 2000. He is the first person to hold that position within the Department. Prior to joining the Department, Mr. Southard was a Divisional Vice-President for Browning-Ferris Industries for 12 years during which time his responsibilities included business development, project management, legislative and regulatory affairs, and community relations. Prior to that Mr. Southard was an attorney with the law firm of Hazel and Thomas, where he specialized in environmental, administrative, franchise and antitrust law. A Virginia native, Mr. Southard holds a Bachelors Degree in History from the University of Virginia, a Masters Degree in Curriculum and Instruction from the University of Virginia and a Law Degree from the University of Richmond. Mr. Southard is a member of the Virginia State Bar, the American Bar Association and more than 10 other professional and community organizations.

*Thomas F. Boyd* was named the Assistant Commissioner for Finance for the Department in May 2000. For the past year, he was the Chief Financial Officer for a law and consulting firm in Tallahassee, Florida. Between 1989 and 1999, Mr. Boyd served as the Chief Financial Officer and Comptroller for the Florida Department of Transportation (FDOT). Prior to joining FDOT, he managed the consulting practice for a regional CPA firm in Florida. He also worked with a consulting firm to improve the financial performance and strategic planning of construction companies. He began his business career as an accountant with Ebscon. Mr. Boyd served four years in the U.S. Air Force, including a tour in Vietnam. He graduated from the University of Southern Mississippi with an accounting degree. He is a Certified Public Accountant and a Certified Government Financial Manager.

*Andrew V. Bailey* was named the Assistant Commissioner for Operations for the Department in March 2000. Prior to that he served for eight years as the Administrator of the Maintenance Division. A 23-year veteran at the Department, Mr. Bailey held the positions of Resident Engineer and Assistant Resident Engineer at the Department's Fairfax Residency between 1984 and 1992. From 1977 to 1984, he served as a Highway Construction Inspector at the Department. Mr. Bailey is a 1976 graduate of Virginia Tech with a degree in Urban Affairs and he recently received his Masters of Business Administration from Virginia Commonwealth University. He is a member of the American Association of State Highway and Transportation Officials, as well as the Transportation Research Board, where he chairs the Maintenance and Operations Personnel committee and is a charter member of the newly created Asset Management Task force.

*Gary R. Allen* was named in July 2000 to temporarily fill the position of the Assistant Commissioner for Research and Technology for the Department. Since August 1989, he has served as the Director of the Virginia Transportation Research Council (VRTC). Dr. Allen was the Senior Research Scientist and Team Leader of the Socioeconomic and Planning Research Team at VRTC between 1982 and 1989. He established the Office of Policy Analysis and Intergovernmental Relations at the Department and served as its Acting Director between 1986 and 1987. He was a Research Scientist at VRTC between 1973 and 1982. He has also been a faculty member at AASHTO's Transportation Executive Institute, University of Virginia since 1986. He graduated from Berea College with a degree in economics. He received his Ph.D. degree in economics from the University of Virginia in 1978.

#### **CERTAIN LEGAL MATTERS**

Certain legal matters relating to the authorization and validity of the Series 2000 Notes will be subject to the approving opinion (the "Bond Opinion") of Christian & Barton, L.L.P., Richmond, Virginia, Bond Counsel, which will be furnished at the expense of the Transportation Board upon delivery of the Series 2000 Notes substantially in the form set forth in Appendix F. The Bond Opinion will be limited to matters relating to authorization and validity of the Series 2000 Notes and to the tax-exempt status of interest thereon as described in the section "Tax Matters." Bond Counsel has not been engaged to investigate the financial resources of the Transportation Board, the Commonwealth or the ability to provide for payment of the Series 2000 Notes, including any federal highway reimbursements under Title 23 of the United States Code, and the Bond Opinion will make no statement as to such matters or as to the accuracy or completeness of this Official Statement or any other information that may have been relied on by anyone in making the decision to purchase the Series 2000 Notes.

Certain legal matters will be passed upon for the Commonwealth by the Office of the Attorney General of Virginia. Certain matters will be passed upon for the Underwriters by McGuireWoods LLP, Richmond, Virginia.

## TAX MATTERS

### Opinion of Bond Counsel

Bond Counsel's opinion will state that, under current law and assuming compliance with the Covenants (as defined below), interest on the Series 2000 Notes, including any accrued "original issue discount" ("OID") properly allocable to the owners of the Series 2000 Notes maturing on October 1 in the years 20\_\_ through 20\_\_ (the "OID Notes"), will not be included in gross income for purpose of federal income taxation and will not be a specific item of tax preference for purposes of the federal alternative minimum tax imposed on individuals and corporations; however, with respect to corporations (as defined for federal income tax purposes) subject to the alternate minimum income tax, such interest is taken into account in determining adjusted current earnings for purposes of computing such tax. Bond Counsel's opinion also will state that interest on the Series 2000 Notes is exempt from income taxation by the Commonwealth. No other opinion will be expressed by Bond Counsel regarding the tax consequences of the ownership of, or the receipt or accrual of interest, on the Series 2000 Notes.

Bond Counsel's opinion will be given in reliance upon certifications of representatives of the Transportation Board as to facts material to the opinion. The Transportation Board has covenanted to comply with the provisions of the Code regarding, among other things, the use, expenditure and investments of proceeds of the Series 2000 Notes, the arbitrage restrictions imposed by the Code and certain other actions which would cause interest on the Series 2000 Notes to be includable in gross income of their owners (the "Covenants"). Failure of the Transportation Board to comply with the Covenants could cause interest on the Series 2000 Notes to become includable in gross income for federal income tax purposes retroactively to their date of issue.

### Original Issue Discount Notes

The OID Notes have been offered and sold to the public at an original issue discount. In the case of the OID Notes, the difference between (a) the stated principal amount of each maturity of the OID Notes and (b) the initial offering price to the public (excluding bond houses and brokers) at which a substantial amount of such maturity is sold will constitute OID. OID will accrue for federal income tax purposes on a constant-yield-to-maturity method based on a semi-annual compounding. A holder's basis in such an OID Note will be increased by the amount of OID treated for federal income tax purposes as having accrued on the OID Note while the holder holds the OID Note.

Prospective purchasers of OID Notes should consult their own tax advisors with respect to the precise determination for federal income tax purposes of interest accrued upon sale or redemption of such OID Notes and with respect to state and local tax consequences of owning OID Notes.

### Other Tax Matters

In addition to the matters addressed above, prospective purchasers of the Series 2000 Notes should be aware that the ownership of tax-exempt obligations may result in collateral federal income tax consequences to certain taxpayers, including without limitation, financial institutions, property and casualty insurance companies, subchapter S corporations, foreign corporations subject to the branch profits tax, corporations subject to the environmental tax, recipients of Social Security or Railroad Retirement benefits and taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations. Prospective purchasers of the Series 2000 Notes should consult their tax advisors as to the applicability and impact of such consequences, including the status of interest on the Series 2000 Notes under the tax laws of any state other than Virginia.

## RISK FACTORS

The following is a list of some factors that potential investors in Series 2000 Notes should consider in connection with the purchase of Series 2000 Notes. It is not intended to be a comprehensive listing of all possible risk factors with respect to all potential investors.

Source of Payments. The Series 2000 Notes are not general obligations of the Commonwealth or the Transportation Board but are payable solely from funds appropriated from time to time for such purpose by the General Assembly, the source of which is expected to be limited to Federal Highway Reimbursements received from time to time by the Commonwealth. The ability of the Transportation Board to make timely payments of principal, premium, if any, and interest on the Series 2000 Notes depends solely upon and is subject to amounts being lawfully

appropriated from time to time by the General Assembly. The obligation of the Transportation Board to make payments under the Indenture is not a debt of the Commonwealth within the meaning of any constitutional or statutory limitation or a pledge of the faith and credit or the taxing power of the Commonwealth.

**Federal Highway Reimbursements.** Federal Highway Reimbursements under the Federal-Aid Highway Program are expected to be the source of repayment and security for the Series 2000 Notes. The amount of funds available to the Transportation Board is subject to authorization and periodic reauthorization by Congress and to approval on an annual basis by the United States Secretary of Transportation. The current authorization for the Federal-Aid Highway Program expires at the end of FFY 2003. There can be no assurance that sufficient Federal funds will be allocated to the Transportation Board to pay the debt service on the Series 2000 Notes or that the Federal-Aid Highway Program will be reauthorized beyond FFY 2003. Nevertheless, historically Federal Highway Reimbursements would have been more than adequate to meet the debt service requirements of the Series 2000 Notes and are expected to continue to be adequate throughout the term of the Series 2000 Notes.

The flow of Federal Highway Reimbursements to the Transportation Board is also dependent upon the Transportation Board's ability to obligate OA, complete work on federally-approved highway projects and establish accounting procedures to receive reimbursement. The Transportation Board has obligated all available annual OA for more than ten years and expects to continue to do so. The Transportation Board follows Federal regulations to ensure that its projects will continue to receive Federal Highway Reimbursements. See "COMMONWEALTH PARTICIPATION IN THE PROGRAM."

#### LEGALITY FOR INVESTMENT

The Act provides that the Series 2000 Notes are securities in which all public officers and bodies of the Commonwealth and its political subdivisions, all insurance companies and associations, all savings banks and savings institutions, including savings and loan associations, administrators, guardians, executors, trustees and other fiduciaries in the Commonwealth may properly and legally invest funds under their control.

No representation is made as to the eligibility of the Series 2000 Notes for investment or for any other purpose under the laws of any other state.

#### LITIGATION

There is no litigation now pending or threatened to restrain or enjoin the issuance, sale, execution or delivery of the Series 2000 Notes or in any way contest or affect the validity of the Series 2000 Notes, any proceeding of the Transportation Board or the Treasury Board taken with respect to their issuance or sale, or any appropriation of funds to pay debt service on the Series 2000 Notes.

See the section "Litigation of the Commonwealth" in Appendix C for a discussion of litigation pending against the Commonwealth.

#### CERTIFICATE CONCERNING OFFICIAL STATEMENT

Concurrently with the delivery of the Series 2000 Notes, officials who signed the Series 2000 Notes will certify that, to the best of their knowledge, the Official Statement did not as of its date, and does not as of the date of delivery of the Series 2000 Notes, contain any untrue statement of a material fact or omit to state a material fact which should be included therein for the purpose for which the Official Statement is to be used, or which is necessary to make the statements contained therein, in light of the circumstances under which they were made, not misleading. Such certificate also will state, however, that such officials did not independently verify the information in the Official Statement from sources other than the Transportation Board and the Department but that they have no reason to believe that such information contains any untrue statement of a material fact or omits to state a material fact which should be included therein for the purpose for which the Official Statement is to be used, or which is necessary to make the statements contained therein, in light of the circumstances under which they were made, not misleading.

## CONTINUING DISCLOSURE

Securities and Exchange Commission Rule 15c2-12 under the Securities Exchange Act of 1934, as amended ("Rule 15c2-12"), prohibits an underwriter from purchasing or selling municipal securities unless it has determined that the issuer of such securities and/or other persons deemed to be "materially obligated persons" (hereinafter referred to as "MOPs" and each, a "MOP") have committed to provide (i) on an annual basis, certain financial information as described in Appendix G, including audited financial information and operating data ("Annual Reports"), to each Nationally Recognized Municipal Securities Information Repository ("NRMSIR") and the relevant state information repository (if any) and (ii) notice of various events described in Rule 15c2-12 if material ("Event Notices"), to each NRMSIR or the MSRB and to any such state information repository. The events described in Rule 15c2-12 which, if material, may result in Event Notices are as follows: (i) principal and interest payment delinquencies; (ii) non-payment related defaults; (iii) unscheduled draws on debt service reflecting financial difficulties; (iv) unscheduled draws on credit enhancements reflecting financial difficulties; (v) substitution of credit or liquidity provider, or their failure to perform; (vi) adverse tax opinions or events affecting the tax-exempt status of the security; (vii) modifications to rights of security holders; (viii) bond calls; (ix) defeasances; (x) release, substitution or sale of property securing repayment of the securities; and (xi) rating changes.

*Transportation Board Continuing Disclosure.* The Transportation Board will covenant in a Continuing Disclosure Agreement in substantially the form set forth in Appendix G, for the benefit of the holders of the Series 2000 Notes to provide to each NRMSIR and to any Virginia information repository that has been formed Annual Reports with respect to itself as issuer and the Projects. Similarly, the Transportation Board will provide Event Notices to each such NRMSIR or the MSRB and to any Virginia information repository. As of the date of this Official Statement, the Transportation Board has complied with its other undertakings regarding Rule 15c2-12.

*Commonwealth Continuing Disclosure.* The Commonwealth, which the Transportation Board has determined to be a MOP for purposes of Rule 15c2-12, will covenant in a Continuing Disclosure Agreement, in substantially the form set forth in Appendix G, to be executed prior to the issuance of the Series 2000 Notes to provide to each NRMSIR and to any Virginia information repository that has been formed Annual Reports with respect to the Commonwealth, which the Transportation Board has determined to be a MOP for purposes of Rule 15c2-12. Similarly, the State Treasurer will provide Event Notices to each such NRMSIR or the MSRB and to any Virginia information repository on rating changes with respect to the Series 2000 Notes. The Commonwealth will represent that it is in compliance with its other undertakings regarding Rule 15c2-12.

## RATINGS

[Fitch, Moody's Investors Service, Inc. and Standard & Poor's, a division of The McGraw-Hill Companies, Inc.] assigned the Series 2000 Notes ratings of \_\_\_, \_\_\_ and \_\_\_, respectively.

Such ratings reflect only the respective views of such organizations. Reference should be made to the individual rating agency for a fuller explanation of the significance of the rating assigned by such rating agency. There is no assurance that the ratings will remain in effect for any given period of time or that they will not be revised downward or withdrawn entirely by any of the rating agencies if, in the judgment of the rating agency, circumstances so warrant. Any such downward revision or withdrawal of ratings may have an adverse effect on the market price of the Series 2000 Notes.

## UNDERWRITING

The Series 2000 Notes are being purchased by PaineWebber Incorporated, as senior manager, on behalf of itself, Goldman, Sachs & Co. and Salomon Smith Barney (collectively, the "Underwriters"). The Underwriters have supplied the information as to the public offering yields of the Series 2000 Notes as set forth on the inside cover hereof. The Series 2000 Notes are being purchased from the Transportation Board by the Underwriters at an aggregate discount of \$ \_\_\_\_\_ from the public offering prices derived from information provided by the Underwriters as set forth on the inside cover of this Official Statement. The Underwriters may offer to sell the Series 2000 Notes to certain dealers and others at prices lower than the initial public offering prices, and the public offering prices may be changed from time to time by the Underwriters.

#### **FINANCIAL ADVISOR**

Public Resources Advisory Group, Inc. ("PRAG"), New York, New York, is serving as financial advisor to the Transportation Board with respect to the issuance of the Series 2000 Notes. PRAG has assisted in the preparation of this Official Statement and in matters relating to the planning, structuring and issuance of the Series 2000 Notes and has provided other advice. PRAG is a financial advisory and consulting organization and is not engaged in the business of underwriting, marketing or trading municipal or any other negotiable instruments.

#### **MISCELLANEOUS**

All financial and other data included in this Official Statement have been provided by the Commonwealth, except that which is attributed to other sources.

The references in this Official Statement to the Indenture, the Payment Agreement and other documents are brief outlines of certain of their provisions. These outlines do not purport to be complete and reference is made to such documents, copies of which will be furnished by the Transportation Board, upon request made to the Assistant Commissioner for Finance, Virginia Department of Transportation, Room 305, 1401 East Broad Street, Richmond, Virginia 23219 (telephone: 804-786-5128).

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The execution and delivery of this Official Statement has been duly authorized by the Transportation Board.

#### **COMMONWEALTH TRANSPORTATION BOARD**

By: \_\_\_\_\_  
Chairman

## **APPENDIX A**

### **THE PROJECTS**

**APPENDIX B**

**SUMMARY OF CERTAIN PROVISIONS OF BASIC DOCUMENTS**



**APPENDIX C**

**COMMONWEALTH OF VIRGINIA**

**FINANCIAL STATEMENTS OF THE COMMONWEALTH  
FOR THE YEAR ENDED JUNE 30, 1999**

**APPENDIX D**

**COMMONWEALTH OF VIRGINIA**

**FINANCIAL AND OTHER  
INFORMATION**

**APPENDIX E**

**COMMONWEALTH OF VIRGINIA**

**DEMOGRAPHIC AND ECONOMIC  
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**APPENDIX F**

**FORM OF BOND COUNSEL OPINION**

**APPENDIX G**

**CONTINUING DISCLOSURE UNDERTAKINGS OF THE COMMONWEALTH  
TRANSPORTATION BOARD AND THE COMMONWEALTH OF VIRGINIA**

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## APPENDIX H

### BOOK-ENTRY ONLY SYSTEM

The description which follows of the procedures and record keeping with respect to beneficial ownership interests in the Series 2000 Notes, payments of principal, premium if any, and interest on the Series 2000 Notes to DTC, its nominee, Participants (as defined herein) or Beneficial Owners, confirmation and transfer of beneficial ownership interest in the Series 2000 Notes and other bond-related transactions by and between DTC, Participants and Beneficial Owners is based solely on information furnished by DTC and is not, and should not be construed as, a representation by the Transportation Board, the Trustee, the Paying Agent or Bond Counsel as to its accuracy, completeness or otherwise.

The Depository Trust Company, New York, New York ("DTC"), will act as securities depository for the Series 2000 Notes. The Series 2000 Notes will be issued as fully-registered securities registered in the name of Cede & Co. as DTC's nominee. One fully-registered Note certificate will be issued for each maturity of the Series 2000 Notes, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds securities that its participants (the "Direct Participants") deposit with DTC. DTC also facilitates the settlement among Direct Participants of securities transactions, such as transfers and pledges, in deposited securities through electronic computerized book-entry changes in Direct Participants' accounts, thereby eliminating the need for physical movement of securities certificates. Direct Participants include securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is owned by a number of its Direct Participants and by the New York Stock Exchange, Inc., the American Stock Exchange, Inc., and the National Association of Securities Dealers, Inc. Access to the DTC system is also available to others such as securities brokers and dealers, banks, and trust companies, that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (the "Indirect Participants"). The Rules applicable to DTC and its Direct and Indirect Participants are on file with the Securities and Exchange Commission.

Purchases of the Series 2000 Notes under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2000 Notes on DTC's records. The ownership interest of each actual purchaser of each Bond (a "Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase, but Beneficial Owners are expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Series 2000 Notes are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Series 2000 Notes, except in the event that use of the book-entry system for the Series 2000 Notes is discontinued.

To facilitate subsequent transfers, all Series 2000 Notes deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co. The deposit of Series 2000 Notes with DTC and their registration in the name of Cede & Co. effect no change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2000 Notes. DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2000 Notes are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

Redemption notices shall be sent to Cede & Co. If less than all of the Series 2000 Notes within a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. will consent or vote with respect to the Series 2000 Notes. Under its usual procedures, DTC mails an Omnibus Proxy to the Transportation Board as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Series 2000 Notes are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal of and interest payments on the Series 2000 Notes will be made to DTC. DTC's practice is to credit Direct Participants' accounts on the payable date in accordance with their respective holdings shown on DTC's records unless DTC has reason to believe that it will not receive payment on the payable date. Payments by Direct and Indirect Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Direct or Indirect Participant and not of DTC, the Trustee, the Paying Agent or the Transportation Board, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest to DTC is the responsibility of the Transportation Board and the Paying Agent, disbursement of such payments to Direct Participants shall be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners shall be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as securities depository with respect to the Series 2000 Notes at any time by giving reasonable notice to the Transportation Board or the Trustee. Under such circumstances, in the event that a successor securities depository is not obtained, Note certificates are required to be printed and delivered.

*The foregoing information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Transportation Board believes to be reliable, but the Transportation Board takes no responsibility for its accuracy.*

The Trustee or the Transportation Board (with the Trustee's consent) may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Note certificates will be printed and delivered.

The Transportation Board, the Commonwealth, the Treasury Board and the Trustee have no responsibility or obligation to the Direct Participants, the Indirect Participants or the Beneficial Owners with respect to (a) the accuracy of any records maintained by DTC or any Direct Participant or Indirect Participant; (b) the payment by any Direct Participant or Indirect Participant of any amount due to any Beneficial Owner in respect of the principal of, redemption premium, if any, and interest on the Series 2000 Notes; (c) the delivery or timeliness of delivery by any Direct Participant or Indirect Participant of any notice to any Beneficial Owner which is required or permitted under the terms of the resolution pursuant to which the Series 2000 Notes are issued to be given to Bondholders or (d) any other action taken by DTC, or its nominee, Cede & Co., as Bondholder, including the effectiveness of any action taken pursuant to an Omnibus Proxy.

So long as Cede & Co. is the Registered Owner of the Series 2000 Notes, as nominee of DTC, references in this Official Statement to the Owners of the Series 2000 Notes or the Bondholders shall mean Cede & Co. and shall not mean the Beneficial Owners, and Cede & Co. will be treated as the only Bondholder of the Series 2000 Notes for all purposes under the Indenture.

The Transportation Board may enter into amendments to the agreement with DTC, or successor agreements with a successor securities depository, relating to the book-entry system to be maintained with respect to the Series 2000 Notes without the consent of Beneficial Owners.



WFINA29006.13

**DRAFT**

**COMMONWEALTH TRANSPORTATION BOARD**

**\$ \_\_\_\_\_**  
**Commonwealth of Virginia**

**Federal Highway Reimbursement Anticipation Notes**  
**Series 2000**

**NOTE PURCHASE AGREEMENT**

\_\_\_\_\_, 2000

Commonwealth Transportation Board  
Richmond, Virginia

Ladies and Gentlemen:

**PAINWEBBER INCORPORATED, GOLDMAN, SACHS & CO., SALOMON SMITH BARNEY, \_\_\_\_\_, and \_\_\_\_\_** (the "Underwriters"), represented by PaineWebber Incorporated (the "Manager"), offer to enter into this Note Purchase Agreement with the **COMMONWEALTH TRANSPORTATION BOARD** (the "Transportation Board") concerning the sale by the Transportation Board and the purchase by the Underwriters of the **\$ \_\_\_\_\_ Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000** (the "Series 2000 Notes"). The Series 2000 Notes are being issued to finance various highway projects through the Commonwealth of Virginia and to pay costs of issuing the Series 2000 Notes. This offer is made subject to acceptance by the Transportation Board before 3:00 p.m., Richmond, Virginia time, on the date of this Agreement. Acceptance of this offer must be evidenced by the execution and delivery to the Manager of this Agreement by the Chairman of the Transportation Board or other authorized officer satisfactory to the Manager. Upon such acceptance, this Agreement will be in full force and effect in accordance with its terms and will be binding upon the Transportation Board and the Underwriters. This offer may be revoked by the Underwriters upon written notice delivered to the Transportation Board at any time before acceptance.

Capitalized terms used in this Agreement which are not otherwise defined have the meaning set forth in the Indenture (hereafter defined).

1. Purchase and Sale of the Series 2000 Notes. In reliance upon the representation, warranties and covenants contained in this Agreement, but subject to its terms and conditions, the Transportation Board agrees to sell to the Underwriters, and the Underwriters agree to purchase from the Transportation Board, all of the Series 2000 Notes at a price of **\$ \_\_\_\_\_** plus accrued interest from their dated date to the Closing Date.

The Series 2000 Notes will be issued pursuant to a Master Indenture of Trust dated as of October 1, 2000, as supplemented by a First Supplemental Indenture of Trust dated as of October 1, 2000 (collectively, the "Indenture"), between the Transportation Board and First Union National Bank, as trustee (the "Trustee"). The Series 2000 Notes will be dated, will bear interest and will mature on the dates and in the amounts as set forth in Exhibit A. The Series 2000 Notes will be subject to redemption as set forth in the Official Statement (hereinafter defined), and will be as described in the Indenture in all other respects.

The Underwriters agree to make a bona fide public offering of all of the Series 2000 Notes, at prices not in excess of the initial public offering prices set forth on the cover of the Official Statement, but reserve the right to change initial offering prices as the Underwriters deem necessary in connection with the offering of the Series 2000 Notes. The Underwriters may offer and sell the Series 2000 Notes to certain dealers (including dealers depositing the Series 2000 Notes into investment trusts) at prices lower than the public offering prices set forth in the Official Statement.

2. Liquidated Damages. If the Underwriters fail (other than for a reason permitted under this Note Purchase Agreement) to accept and pay for the Series 2000 Notes on the Closing Date, the Underwriters shall pay to the Transportation Board the sum equal to 1% of the original principal amount of the Series 2000 Notes as and for full liquidated damages for such failure and for any and all defaults hereunder on the part of the Underwriters. The Underwriters understand that in such event the actual damages of the Transportation Board may be less than such amount. Accordingly, the Underwriters hereby waive any right to claim that the actual damages of the Transportation Board are less than such amount, and the approval by the Transportation Board of the amount set forth herein as and for liquidated damages shall constitute a waiver of any right the Transportation Board may have to additional damages from the Underwriters.

3. Delivery of the Series 2000 Notes. At 10:00 a.m., New York City time, on October \_\_, 2000, or such other time as the Transportation Board and the Underwriters may agree in writing (the "Closing Date"), the Transportation Board will cause the Series 2000 Notes to be delivered to the Underwriters at the offices of The Depository Trust Company, New York, New York ("DTC"), or such other place as the Manager may specify. The other documents mentioned in this Agreement will be delivered at such time and on such date at the offices of Christian & Barton, LLP, Richmond, Virginia, or at such other place as the Manager and the Transportation Board may agree. On the Closing Date, the Underwriters will pay the purchase price of the Series 2000 Notes by wire transfer of immediately available funds payable to the order of the State Treasurer for the account of the Transportation Board at the office of the Trustee in Richmond, Virginia. Notwithstanding the foregoing, if the Transportation Board prepares an amendment or supplement to the Official Statement pursuant to paragraph (1) of Section 4, the Closing Date may be postponed by the Underwriters to the tenth business day after the preparation of such amendment or such other time as the Manager and the Transportation Board determine. The Series 2000 Notes will be delivered in book-entry form, with one typewritten bond for each maturity, registered in the name of Cede & Co., nominee for DTC, as registered owner of all the Series 2000 Notes, duly executed and authenticated, with CUSIP identification numbers typed on them. Neither the failure to type such numbers on any Bond nor any error in such numbers or the typing will constitute cause for a failure or refusal by the Underwriters to accept delivery and pay the purchase price of the Series 2000 Notes.

4. Official Statement; Offering by the Underwriters. Concurrently with the acceptance of this Agreement, the Transportation Board will deliver to the Underwriters two manually signed copies of the Official Statement in substantially the form of the Transportation Board's Preliminary Official Statement dated \_\_\_\_\_, 2000 (the "Preliminary Official Statement"), marked to include only such changes as have been accepted by the Underwriters and are necessary or desirable to reflect the terms of this Note Purchase Agreement and to complete the document as an Official Statement in final form, executed on behalf of the Transportation Board (together with any amendment or supplement to it, the "Official Statement"). In addition, the Transportation Board will furnish or cause to be furnished to the Underwriters, within six business days from the date of this Agreement, printed copies of the Official Statement, and all amendments and supplements to it, in such quantities as the Underwriters may reasonably request.

The Underwriters represent and warrant that they will offer the Series 2000 Notes only pursuant to the Official Statement and only in states where the offer and sale of the Series 2000 Notes are legal, either as exempt securities or exempt transactions or as a result of due registration of the Series 2000 Notes for sale in any such state.

The Transportation Board will assist, if necessary, in the qualification of the Series 2000 Notes for sale under the laws of such jurisdictions as the Manager designates and will assist, if necessary, in the continuance of such qualifications in effect so long as required for the distribution of the Series 2000 Notes; provided, however, that the Transportation Board will not be required to qualify as a "foreign corporation" or to file any general consents to service of process under the laws of any state or to comply with any other requirements deemed by the Transportation Board to be unduly burdensome.

5. Representations, Warranties and Covenants of the Transportation Board. The Transportation Board represents, warrants and covenants with each of the Underwriters that:

(a) The Transportation Board is a board of the Commonwealth of Virginia (the "Commonwealth"), duly created by the General Assembly of the Commonwealth, pursuant to, and with the power and authority set forth in, Chapter 1, Title 33.1 of the Code of Virginia of 1950, as amended (the "Virginia Code"), with power and authority to issue the Series 2000 Notes under the State Revenue Bond Act, Section 33.1-267 et seq. of the Virginia Code, and the Virginia Transportation Act of 2000 (collectively, the "Act").

(b) The Transportation Board has, and at the Closing Date will have, full legal right, power and authority to (i) enter into the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board and this Agreement, (ii) issue, sell and deliver the Series 2000 Notes to the Underwriters as provided in this Agreement, and (iii) carry out and consummate the transactions contemplated by this Agreement. The Transportation Board has taken or will take all action required by the Indenture, the Payment Agreement, the Act and all other applicable laws in connection with such matters.

(c) The execution and delivery of the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board, the Series 2000 Notes, this Agreement and any other document used or contemplated for use in the consummation of the

transactions contemplated by this Agreement or by the Official Statement do not and will not in any material respect conflict with or constitute on the part of the Transportation Board a breach of or default under any indenture, deed of trust, mortgage, agreement or other instrument to which the Transportation Board is a party, or conflict with, violate, or result in a breach of any existing law, public administrative rule or regulation, judgment, court order or consent decree to which the Transportation Board is subject.

(d) There is no action, suit, proceeding or investigation at law or in equity before or by any court, public board or body, pending or, to the best of its knowledge, threatened, (i) affecting or challenging the existence or powers of the Transportation Board, (ii) challenging the validity of the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board, the Series 2000 Notes or this Agreement, or of any other agreement or instrument to which the Transportation Board is a party or by which it is bound that would have a material adverse affect on or the transactions contemplated by the Indenture, the Payment Agreement, the Series 2000 Notes, or this Agreement, or (iii) challenging the accuracy or completeness of or the validity of transactions described in the Preliminary Official Statement or the Official Statement.

(e) The Transportation Board has adopted all resolutions necessary to effect the transactions contemplated by the Indenture, the Payment Agreement, the Series 2000 Notes, the Official Statement and this Agreement at a duly convened public meeting, with respect to which all notices were duly given to all members, and at which meeting a quorum was present and acting throughout.

(f) The Transportation Board has authorized all necessary action for:

(1) the issuance and sale of the Series 2000 Notes upon the terms set forth in this Agreement;

(2) the execution and delivery of the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board, the Series 2000 Notes, the Official Statement and this Agreement by the Transportation Board; and

(3) the taking of any and all actions as may be required by the Transportation Board to carry out, give effect to and consummate the transactions to which the Transportation Board is a party contemplated in this Agreement and the Official Statement.

(g) The Transportation Board has authorized the distribution and use of the Preliminary Official Statement and has authorized the distribution of the Official Statement by the Underwriters.

(h) The Transportation Board represents and warrants to the Underwriters that the Series 2000 Notes, as of the Closing Date will be, and this Agreement as of its date and as of the Closing Date is and will be, duly authorized, executed and delivered by the Transportation Board and constitute valid and legally binding obligations of the Transportation Board enforceable against it in accordance with their terms.

(j) The Transportation Board will advise the Underwriters promptly of any proposal to amend or supplement the Official Statement. If at any time from the date of this Agreement until the date twenty-five days after the end of the underwriting period (as hereinafter defined) an event occurs as a result of which, in the reasonable opinion of the Underwriters after notification and discussion with the Transportation Board, the Official Statement as then amended or supplemented would contain an untrue statement of a material fact or omit to state any material fact necessary in order to make the statements contained in it, in the light of the circumstances under which they were made, not misleading, then the Transportation Board, if the Underwriters so request, will promptly prepare an amendment or supplement to the Official Statement which will correct such statement or omission. Any such amendment or supplement will be subject to the written approval of the Manager. The "end of the underwriting period," for purposes of this Agreement, means the date sixty days after the Closing Date.

(j) Any certificate signed by any official of the Transportation Board or the Commonwealth and delivered to the Underwriters pursuant to this Agreement will be deemed a representation and warranty by the Transportation Board or the Commonwealth, as appropriate, to the Underwriters as to the truth of the statements made in such certificate.

(k) The Transportation Board has not been notified of any listing or proposed listing of it by the Internal Revenue Service as a bond issuer whose arbitrage certifications may not be relied upon.

(l) No consent, approval, authorization or order of any governmental or regulatory authority which has not already been obtained is required to be obtained by the Transportation Board as a condition precedent to the issuance of the Series 2000 Notes or the execution and delivery by the Transportation Board of or the performance of its obligations under the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board or this Agreement.

(m) The Transportation Board, except as set forth below, represents and warrants to the Underwriters that (i) the Preliminary Official Statement (except for the Sections entitled "Tax Exemption" and "Underwriting" and the Section entitled "Litigation" in Appendix C, as to which no representation or warranty is expressed), as of its date, did not contain any untrue statement of a material fact or omit to state any material fact necessary in order to make the statements contained in it, in the light of the circumstances under which they were made, not misleading and (ii) at the date of this Agreement and at the Closing Date, the Official Statement (except for the Sections entitled "Tax Exemption" and "Underwriting" and the Section entitled "Litigation" in Appendix C, as to which no representation or warranty is expressed) does not and will not contain any untrue statement of a material fact or omit to state any material fact which should be included in it for the purpose for which the Official Statement is to be used, or which is necessary in order to make the statements contained in it, in the light of the circumstances under which they were made, not misleading.

(n) Between the date of this Agreement and the Closing Date the Commonwealth and the Transportation Board will not have issued any bonds or notes or incurred any other obligations for borrowed money payable from Revenues.

(c) The Commonwealth and the Transportation Board are not in default in the payment of any bonds, notes or other obligations for borrowed money and, other than the Series 2000 Notes, the Commonwealth and the Transportation Board have not issued any bonds or notes or incurred any obligations for borrowed money payable from the money available under the Indenture for payment of the Series 2000 Notes, except as set forth in the Official Statement.

6. Conditions of the Obligations of the Underwriters. The obligations of the Underwriters are subject to the accuracy of the representations and warranties of the Transportation Board contained in this Agreement and to the accuracy of the statements of the Transportation Board made pursuant to the provisions of this Agreement, in each case as of the date of this Agreement and as of the Closing Date, and are also subject, in the discretion of the Underwriters, to the following additional conditions precedent:

(a) The Transportation Board will have taken all action required for the valid sale, issuance and delivery of the Series 2000 Notes.

(b) At the Closing Date, the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board and this Agreement will be in full force and effect and will not have been amended, modified or supplemented and the Official Statement will not have been amended, modified or supplemented, except as may have been agreed to in writing by the Manager.

(c) The Underwriters may terminate this Agreement at any time before the Closing Date by written notice to the Transportation Board if between this date and the Closing Date:

(1) legislation has been enacted by the Congress or adopted by either House of the Congress or favorably reported for passage to either House of the Congress by any committee of such House to which such legislation has been referred for consideration or enacted or introduced by the General Assembly of the Commonwealth or adopted by either House of the General Assembly or favorably reported for passage to either House of the General Assembly by any committee of such House to which such legislation has been referred for consideration, or a decision by a court of the United States of America, including the Tax Court, has been rendered, or a ruling, regulation or official statement by or on behalf of the Treasury Department of the United States of America, the Internal Revenue Service, the Commonwealth or other governmental agency has been made or proposed, with respect to Federal or Commonwealth taxation upon revenues or other income of the general character derived by the Transportation Board or upon interest received on obligations of the general character of the Series 2000 Notes or other action or events have transpired that (A) may have the purpose or effect, directly or indirectly, of making interest on the Series 2000 Notes includable in gross income for Federal income tax purposes or (B) in the reasonable opinion of the Underwriters materially adversely affects the market price of the Series 2000 Notes or the market price generally of obligations of the general character of the Series 2000 Notes;

(2) any legislation, ordinance, rule or regulation has been enacted or proposed or actively considered for enactment by any governmental body, department or

agency of the Commonwealth, or any decision by any court of competent jurisdiction within the Commonwealth has been rendered that, in the reasonable opinion of the Underwriters, materially adversely affects the market price of the Series 2000 Notes;

(3) any legislation has been enacted or proposed or actively considered for enactment, any decision by a court of the United States of America has been rendered or any stop order, ruling, regulation, official statement or no-action letter by or on behalf of the Securities and Exchange Commission or other governmental agency having jurisdiction of the subject matter has been made to the effect that the issuance, offering or sale of the Series 2000 Notes is or would be in violation of any provision of the Federal securities laws on the Closing Date, including the Securities Act of 1933, as amended, the Securities and Exchange Act of 1934, as amended, or that the Indenture is required to be qualified under the Trust Indenture Act of 1939, as then in effect;

(4) any event has occurred or condition exists, that, in the reasonable opinion of the Underwriters, makes materially untrue or materially incorrect as of the Closing Date any statement or information contained in the Official Statement or that is not reflected in the Official Statement but should be reflected in it as of such time in connection with the offering and sale of the Series 2000 Notes in order to make the statements and information contained in the Official Statement, in light of the circumstances under which they were made, not misleading as of such time;

(5) in the reasonable opinion of the Underwriters the market price of the Series 2000 Notes, or the market price generally, of obligations of the general character of the Series 2000 Notes, has been adversely affected because (A) additional material restrictions not in force as of this date have been imposed upon trading in securities generally by any governmental authority or by any national securities exchange, (B) the New York Stock Exchange, other national securities exchange or any governmental authority has imposed as to the Series 2000 Notes or similar obligations any material restrictions not now in force, or increased materially those now in force, with respect to the extension of credit by, or the charge to the net capital requirements of, the Underwriters, (C) a general banking moratorium has been established by Federal, New York or Virginia authorities, or any devaluation of the dollar has been proposed or effected by any governmental authority of the United States of America, or (D) war or an outbreak of hostilities involving the United States of America or other national or international calamity has occurred or any conflict involving the armed forces of the United States of America has occurred or escalated to such a magnitude as, in the reasonable opinion of the Underwriters, to have a materially adverse effect on the ability of the Underwriters to market the Series 2000 Notes; or

(6) there has occurred either a financial crisis or a default with respect to the debt obligations or other material change in the affairs of either the Transportation Board or the Commonwealth the effect of which, in the reasonable judgment of the Underwriters, is such as to materially adversely affect the market price or the marketability of the Series 2000 Notes, or the ability of the Underwriters to enforce contracts for the sale of the Series 2000 Notes.



(d) At the Closing Date the Transportation Board will have performed all of its obligations required under or specified in this Agreement to be performed on or before the Closing Date.

(e) The Underwriters will have received the following documents:

(1) The approving opinion of Christian & Barton LLP, Richmond, Virginia, Bond Counsel, dated the Closing Date, substantially in the form attached as Appendix F to the Official Statement.

(2) A supplementary opinion of Bond Counsel, addressed to the Underwriters, dated the Closing Date, substantially in the form attached as Exhibit B.

(3) An opinion or opinions of the office of the Attorney General of the Commonwealth, counsel to the Commonwealth, acting through the Transportation Board, addressed to the Underwriters, dated the Closing Date, substantially in the form attached as Exhibit C.

(4) An opinion of McGuireWoods LLP, Richmond, Virginia, counsel to the Underwriters, addressed to the Underwriters, dated the Closing Date, substantially in the form attached as Exhibit D.

(5) A certificate of the Chairman of the Transportation Board, on behalf of the Transportation Board, substantially to the effect that (A) the representations and warranties on behalf of the Transportation Board in this Agreement are true and correct in all material respects as of the Closing Date, (B) no litigation is pending (or to the best of his information, knowledge and belief threatened) affecting the validity of the Series 2000 Notes or the power of the Transportation Board to pay them, and (C) to the best of his information, knowledge and belief, the Preliminary Official Statement, as of its date, and the Official Statement as of its date and the Closing Date (except for the Sections entitled "Tax Exemption" and "Underwriting" and the Section in Appendix C entitled "Litigation" as to which no view is expressed) does not contain any untrue statement of a material fact and does not omit to state a material fact in order to make the statements contained in it, in the light of the circumstances under which they were made, not misleading.

(6) A certificate of the Treasurer of the Commonwealth, dated the Closing Date, substantially in the form attached as Exhibit E.

(7) Two copies of the Official Statement manually signed by the Chairman of the Transportation Board.

(8) Executed or certified copies of the Indenture, the Payment Agreement, the Continuing Disclosure Agreement of the Transportation Board and the Continuing Disclosure Agreement of the Commonwealth.

(9) A certified copy of the resolutions of the Treasury Board of the Commonwealth of Virginia (the "Treasury Board") authorizing the execution and delivery of the Payment Agreement and approving the Official Statement.

(10) Certified copies of the resolutions of the Transportation Board authorizing the issuance of the Series 2000 Notes, the use and distribution of the Preliminary Official Statement and the execution and delivery of the Indenture, the Payment Agreement, the Official Statement and this Agreement.

(11) An executed copy of Form 8038-G and evidence of timely filing of such form with the Internal Revenue Service and the Treasurer of the Commonwealth.

(12) A certificate of the Comptroller of the Commonwealth substantially in the form attached as Exhibit F.

(13) The approval of the issuance of the Series 2000 Notes by the Governor of the Commonwealth of Virginia.

(14) Confirmation satisfactory to the Underwriters that the ratings assigned by Fitch, Moody's Investors Service, Inc. and Standard & Poor's Corporation to the Series 2000 Notes are the same as of the Closing Date as they are on the date of this Agreement and such ratings are at least \_\_\_\_, \_\_\_\_ and \_\_\_\_, respectively.

(15) Such additional certificates, legal opinion, instruments or documents as the Underwriters or their counsel or Bond Counsel may reasonably request to evidence the truth and accuracy, as of this date and as of the Closing Date, of information contained in the Official Statement and the representations and warranties of the Transportation Board contained in this Agreement, and the due satisfaction at or before the Closing Date of all conditions then to be satisfied in connection with the transactions contemplated by this Agreement.

If the Transportation Board or the Commonwealth are unable to satisfy any condition to the obligations of the Underwriters contained in this Agreement and the satisfaction of such condition is not waived by the Underwriters, this Agreement will terminate and neither the Underwriters nor the Transportation Board will have any further obligations or liabilities under this Agreement except for the continued obligations of the Transportation Board with respect to expenses as provided by Section 7.

7. **Expenses.** The Transportation Board will pay, or cause to be paid, from the proceeds of the Series 2000 Notes or other funds available to it all expenses incident to the performance of its obligations under and the fulfillment of the conditions imposed by this Agreement, including, but not limited to: (i) the cost, if any, of preparing and delivering the Series 2000 Notes; (ii) the cost of preparing, printing and delivering the Preliminary Official Statement, the Official Statement and any amendment or supplement to the Official Statement; (iii) the fees and expenses of Bond Counsel; (iv) any fees charged by the Trustee for authentication and registration of the Series 2000 Notes and other services under the Indenture and any fees charged by DTC; (v) any fees charged by investment rating agencies for the rating of the Series 2000 Notes and any fees for providing CUSIP numbers; (vi) the cost of preparing,

printing and delivering this Agreement; and (vii) all other costs and expenses incurred by the Transportation Board in connection with the issuance, sale and delivery of the Series 2000 Notes. All travel and other expenses of the Underwriters, the fees and disbursements of their counsel, the Preliminary and Final Blue Sky Surveys and the Legal Investment Survey, and all advertising expenses in connection with the public offering of the Series 2000 Notes will be paid by the Underwriters.

8. Indemnification. The Underwriters agree to indemnify and hold harmless the Transportation Board and the Virginia Department of Transportation each of their officers, members and staff, and each person, if any, who controls each such party within the meaning of Section 15 of the Securities Act of 1933, as amended, from any and all losses, claims, damages and liabilities (including legal and other expenses of defending such actions) that they or any of them may incur or have asserted against any of them as a result of any breach or alleged breach by the Underwriters of any of their representations and warranties set forth in this Agreement.

If any litigation is commenced or threatened against any party entitled to indemnification under the preceding paragraph, such indemnified party will promptly notify the indemnifying parties of it in writing, but failure to notify any indemnifying party will not relieve it from any liability which it may have on account of this indemnity or otherwise. The indemnifying party will promptly assume the investigation, preparation and defense of any and all such litigation, including the employment of counsel acceptable to the indemnified party, the payment of fees and expenses and the right to negotiate and consent to settlement. Any one or more of the indemnified parties will have the right to make their own investigation or employ separate counsel, but the fees and expenses of such investigation or counsel will be at the expense of such indemnified party, unless such investigation or the employment of such counsel has been specifically authorized by the indemnifying party.

9. Agreement to Supply Certain Information. The Underwriters agree to supply to Christian & Barton LLP such information concerning the offering and sale of the Series 2000 Notes that is reasonably requested by them or is otherwise necessary in calculating the "yield" on the Series 2000 Notes for purposes of Section 148 of the Internal Revenue Code of 1986, as amended, and any applicable regulations or rulings.

10. Survival of Certain Representations, Warranties and Covenants. The respective representations, warranties, covenants and other statement of the Transportation Board and their officials and of the Underwriters set forth in or made pursuant to this Agreement will remain in full force and effect, regardless of any investigation, or statement as to the results of any investigation, made by or on behalf of any Underwriter or the Transportation Board, and will survive delivery of and payment for the Series 2000 Notes or any termination of this Agreement.

11. Notices. Any notice or other communication to be given to the Transportation Board or the Underwriters under this Agreement may be given by mailing or delivering it in writing as follows:

COMMONWEALTH  
TRANSPORTATION

Department of Transportation  
1401 East Broad Street, Third Floor

**BOARD:** Richmond, Virginia 23219  
Attention: Assistant Commissioner for Finance

**UNDERWRITERS:** PaineWebber Incorporated  
\_\_\_\_\_  
New York, New York \_\_\_\_\_  
Attention: Roberto Kinney

12. Benefit of the Underwriters and the Transportation Board. The agreements set forth in this Agreement are made for the benefit of the Underwriters and the Transportation Board, and their legal successors, and no other person will acquire or have any right or obligation under or by virtue of this Agreement.

13. Authorization and Consent. The Transportation Board authorizes copies of the Indenture, the Payment Agreement and the Official Statement to be used by the Underwriters in connection with the public offering and sale of the Series 2000 Notes.

14. Agent for the Underwriters. The Manager will act for the Underwriters in connection with this financing, and any action under this Agreement taken by the Manager will be binding upon all the Underwriters. The approval of the Underwriters when required under this Agreement or the determination of their satisfaction as to any action or the form and substance of any document referred to in this Agreement will be in writing signed by the Manager and delivered to the Transportation Board.

15. Severability. In case any one or more of the provisions of this Agreement, for any reason, is held to be illegal or invalid, such illegality or invalidity will not affect any other provisions of this Agreement, and this Agreement will be construed and enforced as if such illegal or invalid provisions had not been contained in it.

16. Governing Law. This Agreement will be construed and enforced in accordance with the laws of the Commonwealth.

Very truly yours,

**PAINWEBBER INCORPORATED  
GOLDMAN, SACHS & CO.  
SALOMON SMITH BARNEY**

\_\_\_\_\_  
By: PAINWEBBER INCORPORATED

By: \_\_\_\_\_

Accepted:

**COMMONWEALTH TRANSPORTATION BOARD**

By: \_\_\_\_\_  
Chairman

**Acknowledgment and Consent:**

**TREASURY BOARD OF THE  
COMMONWEALTH OF VIRGINIA**

By: \_\_\_\_\_  
Mary G. Morris, State Treasurer of the  
Commonwealth of Virginia and Chairman,  
Commonwealth of Virginia Treasury Board

**EXHIBIT A**

**BOND TERMS**

**Principal Amount:** \$ \_\_\_\_\_

**Purchase Price:** \$ \_\_\_\_\_ plus accrued interest

**Date of Series 2000 Notes:** October 1, 2000

**Interest Payment Dates:** April 1 and October 1, beginning April 1, 2001

**Maturity Dates, Amounts, Interest Rates and Prices:**

<u>Maturity</u> <u>October 1</u>	<u>Amount</u>	<u>Interest</u> <u>Rate</u>	<u>Price</u>
2001			
2002			
2003			
2004			
2005			
2006			
2007			
2008			
2009			
2010			
2011			

**EXHIBIT B**

**[Form of Supplementary Opinion of Bond Counsel]**

**EXHIBIT C**

**[Form of Opinion of Office of  
the Attorney General]**



[Form of Opinion of Underwriters' Counsel]

October \_\_, 2000

PaineWebber Incorporated  
Goldman, Sachs & Co.  
Salomon Smith Barney

\_\_\_\_\_  
c/o PaineWebber Incorporated

\_\_\_\_\_  
New York, New York \_\_\_\_\_

COMMONWEALTH TRANSPORTATION BOARD

§ \_\_\_\_\_

Commonwealth of Virginia  
Federal Highway Reimbursement Anticipation Notes  
Series 2000

Ladies and Gentlemen:

We have acted as your counsel in connection with your purchase from the Commonwealth Transportation Board ("Transportation Board") of its \$ \_\_\_\_\_ Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Series 2000 Notes"). The Transportation Board is issuing the Series 2000 Notes under the terms of the Master Indenture of Trust dated as of October 1, 2000, and the First Supplemental Indenture of Trust dated as of October 1, 2000, between the Transportation Board and First Union National Bank, as trustee (collectively, the "Indenture"). Unless otherwise defined, capitalized terms used in this opinion have the meanings set forth in the Indenture.

In connection with our opinion, we have examined such documents, proceedings and other instruments as we deem necessary or advisable relating to the authorization, issuance and sale of the Series 2000 Notes including the Indenture and various opinions of counsel. We have also examined a printed Official Statement of the Transportation Board dated October \_\_, 2000, prepared for the offering of the Series 2000 Notes ("Official Statement").

Based on the foregoing and on our conferences with counsel to and representatives of the Transportation Board, its bond counsel, the Treasury Board and your representatives, and without having undertaken any independent check or verification of the accuracy or completeness of the statements contained in the Official Statement, nothing has come to our

attention that would lead us to believe that the Official Statement (except for any financial statements and other financial and statistical data included in it, as to which we express no opinion) contains any untrue statement of a material fact or omits to state a material fact required to be stated in it or necessary to make the statements in it not misleading.

We are also of the opinion that the Series 2000 Notes are municipal securities under the Securities Exchange Act of 1934, as amended, and the offering, sale and delivery of the Series 2000 Notes do not require the registration of the Series 2000 Notes under the Securities Act of 1933, as amended, and do not require the qualification of an indenture under the Trust Indenture Act of 1939, as amended. No opinion is expressed with respect to the necessity of the registration of the Series 2000 Notes under the "Blue Sky" or securities laws of any state, territory or possession of the United States or of the District of Columbia.

Very truly yours,

McGuireWoods LLP

CERTIFICATE OF TREASURER  
OF THE COMMONWEALTH OF VIRGINIA

The undersigned Treasurer of the Commonwealth of Virginia (the "Commonwealth") certifies to the Underwriters identified in the Note Purchase Agreement dated \_\_\_\_\_, 2000 (the "Note Purchase Agreement"), relating to the \$\_\_\_\_\_ Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 Notes issued by the Commonwealth Transportation Board (the "Transportation Board") under the terms of the Master Indenture of Trust dated as of October 1, 2000, and the First Supplemental Indenture of Trust dated as of October 1, 2000, between the Transportation Board and First Union National Bank, as trustee (collectively, the "Indenture"), as follows:

1. She is the duly appointed, qualified and acting Treasurer of the Commonwealth and as such is familiar with the books and records of the Treasury of the Commonwealth. By law the Treasurer serves as Chairman of the Treasury Board of the Commonwealth (the "Treasury Board").

2. The Treasury Board is a board of the Commonwealth, duly created by the General Assembly of the Commonwealth, pursuant to, and with the power and authority set forth in, Chapter 14, Title 2.1 of the Virginia Code.

3. To the best of my knowledge, sections entitled "Introductory Statement," "The Series 2000 Notes," "Sources of Payment and Security for the Series 2000 Notes" and Appendices C, D and E of the Transportation Board's Official Statement dated October \_\_, 2000 (the "Official Statement"), relating to the Series 2000 Notes (except for the section in Appendix C entitled "Litigation," as to which no view is expressed) do not contain any untrue statement of a material fact or omit to state a material fact relating to the Commonwealth necessary in order to make the statements contained in it, in light of the circumstances under which they were made, not misleading.

4. To the best of my knowledge, no event affecting the Commonwealth has occurred since the date of the Official Statement which either makes untrue or incorrect in any material respect, as of this date, any statement or information relating to the Commonwealth contained in the Official Statement or which is not reflected in the Official Statement but is necessary to make the statements and information contained in it not misleading.

5. Except for \_\_\_\_\_, the Commonwealth has not issued and does not intend to issue any obligations that would be treated as part of the same issue of obligations as the Series 2000 Notes within the meaning of Treasury Regulations Section 1.150-1(c).

6. The Commonwealth and the Treasury Board have not issued any bonds or notes or incurred any other obligations for borrowed money payable from Revenues (as defined in the Indenture).

7. The Treasury Board has full legal right, power and authority to (i) enter into the Payment Agreement, dated as of October 1, 2000 (the "Payment Agreement") by and between the Treasury Board, the Transportation Board and the Secretary of Finance of the Commonwealth of Virginia and the Continuing Disclosure Agreement of the Commonwealth of Virginia, (ii) carry out and consummate the transactions contemplated by the Payment Agreement and the Continuing Disclosure Agreement of the Commonwealth of Virginia. The Treasury Board has taken or will take all action required by the Payment Agreement, the Act (as defined in the Indenture), the Continuing Disclosure Agreement of the Commonwealth of Virginia and all other applicable laws in connection with such matters.

8. The execution and delivery and compliance with the provisions of the Payment Agreement and any other document used or contemplated for use in the consummation of the transactions contemplated by the Payment Agreement do not and will not in any material respect conflict with or constitute on the part of the Treasury Board a breach of or default under any indenture, deed of trust, mortgage, agreement or other instrument to which the Treasury Board is a party, or conflict with, violate or result in a breach of any existing law, public administrative rule or regulation, judgment, court order or consent decree to which the Treasury Board is subject.

9. There is no action, suit, proceeding or investigation at law or in equity before or by any court, public board or body, pending or, to the best of its knowledge, threatened, (i) affecting or challenging the existence or powers of the Treasury Board, (ii) challenging the validity of the Payment Agreement, the Continuing Disclosure Agreement of the Commonwealth of Virginia or the Series 2000 Notes, or of any other agreement or instrument to which the Treasury Board is a party or by which it is bound that would have a material adverse affect on the transactions contemplated by the Payment Agreement or the Series 2000 Notes, or (iii) challenging the accuracy or completeness of or the validity of transactions described in the Preliminary Official Statement of the Transportation Board dated \_\_\_\_\_, 2000 or the Official Statement.

10. The Treasury Board has adopted all resolutions necessary to effect the transactions contemplated by the Payment Agreement, the Series 2000 Notes and the Official Statement at duly convened public meetings, with respect to which all notices were duly given to all members, and at which meetings a quorum was present and acting throughout.

11. The Treasury Board has authorized all necessary action for the execution and delivery of the Payment Agreement by the Treasury Board.

12. No consent, approval, authorization or order of any governmental or regulatory authority which has not already been obtained is required to be obtained by the Treasury Board as a condition precedent to the sale of the Series 2000 Notes or the execution and delivery by the Treasury Board of or the performance of its obligations under the Payment Agreement.

**Dated: October \_\_, 2000**

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**Treasurer of the Commonwealth of Virginia**

EXHIBIT F

**CERTIFICATE OF COMPTROLLER OF THE  
COMMONWEALTH OF VIRGINIA**

The Comptroller of the Commonwealth of Virginia (the "Commonwealth"), on behalf of the Commonwealth, certifies to the Underwriters identified in the Note Purchase Agreement dated \_\_\_\_\_, 2000 (the "Note Purchase Agreement"), relating to the \$ \_\_\_\_\_ Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 Notes issued by the Commonwealth Transportation Board that: (i) the statements of revenues, expenditures and other financing sources included in Appendix A to the Official Statement (as defined in the Note Purchase Agreement) for the fiscal years ended June 30, 1985, to June 30, 1999, accurately reflect the information concerning revenues, expenditures and other financing sources included in the Annual Report of the Comptroller for the appropriate year, and (ii) there has been no material adverse change in the financial condition of the Commonwealth between the date of the Financial Statements of the Commonwealth included in Appendix C to the Official Statement and this date.

Dated: October \_\_, 2000

COMMONWEALTH OF VIRGINIA

By: \_\_\_\_\_  
Comptroller of the Commonwealth of Virginia

**DRAFT**

*Commonwealth of Virginia  
Commonwealth Transportation Board*

## CONTINUING DISCLOSURE AGREEMENT

This Continuing Disclosure Agreement (the "Disclosure Agreement") is executed and delivered by the Commonwealth Transportation Board (the "Board") of the Commonwealth of Virginia (the "Commonwealth") in connection with the issuance by the Board of \$\_\_\_\_\_ aggregate principal amount of the Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, Series 2000 (the "Notes") pursuant to the provisions of the Master Indenture of Trust dated as of October 1, 2000, as supplemented by a First Supplemental Indenture of Trust dated as of October 1, 2000 (collectively, the "Indenture"), between the Transportation Board and First Union National Bank, as trustee (the "Trustee"). The proceeds of the Notes are being used by the Board to fund the Project and pay the costs of issuing the Notes. The Board represents that it is in compliance with its undertakings regarding the Rule. The Board hereby covenants and agrees as follows:

**Section 1. Purpose of the Disclosure Agreement.** This Disclosure Agreement is being executed and delivered by the Board for the benefit of the holders and in order to assist the Underwriters in complying with the Rule. The Board acknowledges that it is undertaking primary responsibility for any reports, notices or disclosures that may be required under this Agreement.

**Section 2. Definitions.** In addition to the definitions used for purposes of the Indenture, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

"Annual Report" shall mean any Annual Report provided by the Board pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

"Dissemination Agent" shall mean the Board, acting in its capacity as Dissemination Agent hereunder, or any successor Dissemination Agent designated in writing by the Board and which has filed with the Board a written acceptance of such designation.

"Fiscal Year" shall mean the twelve-month period, at the end of which the financial position of the Board and results of its operations for such period are determined. Currently, the Board's Fiscal Year begins July 1 and continues through June 30 of the next year.

"holder" shall mean, for purposes of this Disclosure Agreement, any person who is a record owner or beneficial owner of a Note.

"National Repository" shall mean any Nationally Recognized Municipal Securities Information Repository for purposes of the Rule.

"Repository" shall mean each National Repository and any State Repository.

"Rule" shall mean Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

"State Repository" shall mean any public or private depository or entity designated by the Commonwealth as a state depository for the purpose of the Rule.

"Underwriter" shall mean any of the original underwriters of the Notes required to comply with the Rule in connection with the offering of such Bonds.

**Section 3. Provision of Annual Reports; Audited Financial Statements.**

(a) Not later than seven months following the end of each Fiscal Year of the Board, commencing with the Fiscal Year ending June 30, 2000, the Board shall, or shall cause the Dissemination Agent (if different from the Board) to, provide to each Repository an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Agreement. Not later than 10 days prior to said date, the Board shall provide the Annual Report to the Dissemination Agent (if applicable). In each case, the Annual Report (i) may be submitted as a single document or as separate documents comprising a package, (ii) may cross-reference other information as provided in Section 4 of this Disclosure Agreement, and (iii) shall include such financial statements as may be required by the Rule.

(b) If the Board fails to provide an Annual Report to the Repositories by the date required in subsection (a) hereof, the Board shall send an appropriate notice to the Municipal Securities Rulemaking Board and any State Repository in substantially the form attached hereto as Exhibit A.

**Section 4. Content of Annual Reports.** Each Annual Report required to be filed hereunder shall contain or incorporate by reference, at a minimum, the following information, all with a view toward assisting the Underwriters in complying with the Rule:

(a) updated information regarding the Projects as set forth under Appendix A of the Official Statement and the plan of finance as set forth under the section "VIRGINIA TRANSPORTATION ACT OF 2000 AND PLAN OF FINANCE" in the Official Statement, including bonds authorized with respect thereto; and

(b) updated information regarding (1) the Federal Aid Highway Program as set forth in the section bearing such heading in the Official Statement, (2) federal highway reimbursements and any other federal highway assistance as set forth under the sections entitled "SOURCES OF PAYMENT AND SECURITY FOR THE SERIES 2000 NOTES - Federal Highway Funds" and "COMMONWEALTH



PARTICIPATION IN THE PROGRAM\* and (3) any other funds appropriated by the Virginia General Assembly with respect to Notes or the Projects each as of the end of the preceding Fiscal Year.

Any or all of the items listed above may be incorporated by reference from other documents, including official statements or debt issues of the Board or the Commonwealth, which have been filed with each of the Repositories or the Securities and Exchange Commission. If the document incorporated by reference is a final official statement, it must be available from the Municipal Securities Rulemaking Board. The Board shall clearly identify each such other document so incorporated by reference.

Section 5. Event Notices. The Board will provide, or cause the Dissemination Agent (if different from the Board) to provide, in a timely manner, to each Repository, notice of the occurrence of any of the following events with respect to the Notes to which the Board has actual knowledge, if material:

- (1) *Principal and interest payment delinquencies;*
- (2) *Non-payment related defaults under the Indenture;*
- (3) *Unscheduled draws on debt service reserves created under the Indenture reflecting financial difficulties;*
- (4) *Unscheduled draws on credit enhancements reflecting financial difficulties;*
- (5) *Substitution of credit or liquidity providers, or their failure to perform;*
- (6) *Adverse tax opinions or events affecting the tax-exempt status of the Notes;*
- (7) *Modifications to rights of holders of the Notes;*
- (8) *Calls;*
- (9) *Defeasances;*
- (10) *Release, substitution, or sale of property securing repayment of the Notes; and*
- (11) *Rating changes.*

Section 6. Termination of Reporting Obligation. The obligations of the Board under this Disclosure Agreement shall terminate upon the earlier to occur of the legal defeasance or final retirement of the Notes.

Section 7. Dissemination Agent. The Board may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement and may discharge any such Agent, with or without appointing a successor Dissemination Agent. If at any time there is not any other designated Dissemination Agent, the Board shall be the Dissemination Agent.

Section 8. Amendment. Notwithstanding any other provision of this Disclosure Agreement, the Board may amend this *Disclosure Agreement*, if such

amendment is supported by an opinion of independent counsel with expertise in federal securities laws to the effect that such amendment is permitted or required by the Rule.

Section 9. Additional Information. Nothing in this Disclosure Agreement shall be deemed to prevent the Board from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or notice described in Section 5 above, in addition to that which is required by this Disclosure Agreement. If the Board chooses to include any information in any Annual Report or notice described in Section 5 above, in addition to that which is specifically required by this Disclosure Agreement, the Board shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice.

Section 10. Default. Any person referred to in Section 11 (other than the Board) may take such action as may be permitted by law against the appropriate public official to secure compliance with the obligation of the Board to file its Annual Report or to give notice as described in Section 5 hereinabove. In addition, holder of not less than a majority in aggregate principal amount of Notices outstanding may take such actions as may be permitted by law to challenge the adequacy of any information provided pursuant to this Disclosure Agreement, or to enforce any other obligation of the Board hereunder. A default under this Disclosure Agreement shall not be deemed an event of default under any applicable resolution or other debt authorization of the Board, and the sole remedy under this Disclosure Agreement in the event of any failure of the Board to comply herewith shall be an action to compel performance. Nothing in this provision shall be deemed to restrict the rights or remedies of any holder pursuant to the Securities Exchange Act of 1934, the rules and regulations promulgated thereunder, or other applicable laws.

Section 11. Beneficiaries. This Disclosure Agreement shall inure solely to the benefit of the Board, the Underwriters, and holders from time to time of the Bonds, and shall create no rights in any other person or entity.

Date: October \_\_, 2000

COMMONWEALTH TRANSPORTATION BOARD

By: \_\_\_\_\_  
Chairman

EXHIBIT A

NOTICE OF FAILURE TO FILE ANNUAL REPORT  
COMMONWEALTH TRANSPORTATION BOARD

in connection with  
Commonwealth Transportation Board  
§ \_\_\_\_\_  
Commonwealth of Virginia  
Federal Highway Reimbursement Anticipation Notes  
Series 2000

CUSIP Numbers:

Dated: October 1, 2000

NOTICE IS HEREBY GIVEN that the Commonwealth Transportation Board has not provided an Annual Report as required by Section 3 of the Continuing Disclosure Agreement, which was entered into in connection with the above-named notes issued pursuant to that certain First Supplemental Indenture of Trust, dated as of October 1, 2000, between the Board and First Union National Bank, as Trustee. The Board anticipates that the Annual Report will be filed by \_\_\_\_\_.

Dated: \_\_\_\_\_

COMMONWEALTH TRANSPORTATION BOARD

By: \_\_\_\_\_  
Chairman



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23219-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 25*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Ms. Lonberger Seconded By: Ms. Welsh Action: Motion Passed**

**Title: Tentative Virginia Transportation Development Plan and Allocations  
For Fiscal Year 2000-2001**

**WHEREAS**, the Commonwealth Transportation Board (CTB) is required by the Code of Virginia Section 33.1-12 (9) and (11) to administer and allocate funds in the Transportation Trust Fund; and,

**WHEREAS**, Section 33.1-23.1 of the Code of Virginia requires the CTB to allocate funds for the construction and improvements on the Interstate, Primary, Urban and Secondary Road Systems; and,

**WHEREAS**, Section 58.1-638 of the Code of Virginia requires the CTB to allocate funds for mass transit in accordance with the statutory formula; and,

**WHEREAS**, financial planning and programming meetings in each of the nine construction districts have been held by the CTB to receive public comment on the allocation of funds for the Interstate, Primary and Urban Road Systems and Public Transit; and,

**WHEREAS**, Section 506 F.2 of Chapter 1073 of the Acts of the General Assembly of 2000 requires that the Virginia Transportation Development Plan be submitted to the Chairmen of the Senate Finance, Senate and House Transportation, House Finance, and House Appropriations Committees for their review and comment.

**NOW, THEREFORE BE IT RESOLVED** by the Commonwealth Transportation Board that the Tentative Allocations of Interstate, Primary, Secondary and Urban Road Construction and Public Transit, Port and Airport Funds for Fiscal Year 2000-2001 are tentatively approved; and,

**WE KEEP VIRGINIA MOVING**

**Resolution of the Board  
Tentative Virginia Transportation Development Plan and Allocations-FY00-01  
September 21, 2000  
Page Two**

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**BE IT ALSO RESOLVED** by the Commonwealth Transportation Board that the Tentative Virginia Transportation Development Plan of projects for Fiscal Years 2000-2001 through 2005-2006 for Interstate, Primary and Urban Road Systems and Public Transit are tentatively approved; and,

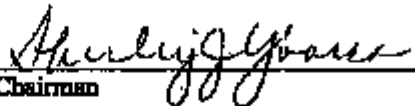
**BE IT FURTHER RESOLVED** that the Tentative Virginia Transportation Development Plan be distributed to the legislative committees, for their review and comment, as required by Section 506 F.2.

**###**

Minutes of the Commonwealth Transportation Board  
Meeting of September 21, 2000  
Page 7

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Approved:

  
Chairman

Attested:

  
Secretary

# **CMAQ**

(Congestion Mitigation & Air Quality Improvement Program)

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**Commonwealth Transportation Board**  
*Virginia Department of Transportation*  
*Virginia Department of Rail and Public Transportation*

**INNOVATIVE**  
**P R O G R E S S**  
*Governor Gilmore's Commitment to Transportation*

## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

The Transportation Equity Act for the 21<sup>st</sup> Century or "TEA-21", signed by the President on June 9, 1998 provided for the continuation of the Congestion Mitigation and Air Quality Improvement Program (CMAQ). This program provides funds for projects to reduce pollution in Clean Air Act non-attainment and maintenance areas.

This new federal-aid legislation established federal authorizations through 2003, thus providing better planning for future revenues.

Projects for the Congestion Mitigation Program are not limited to highways. Eligibility is extended to other modes where the project can be shown to reduce congestion within the area. Required matching funds will be provided from the system or mode using the federal dollars.

Local officials, acting through the Transportation Planning Board in Northern Virginia and the Metropolitan Planning

Organizations within the other areas of the state and in cooperation with the Department, are responsible for recommending

projects for Congestion Mitigation and Air Quality funding, except for \$4 million in funds that shall be designated for projects in

Virginia's non-attainment and maintenance areas by the Commonwealth Transportation Board, with first priority for this funding

granted to approved Transportation Emissions Reduction Measures which are designed to mitigate emission impacts and that are

not facility, locality, or mode specific. These projects must be included in the regional Transportation Improvement Programs for

each area and are subject to individual eligibility determinations by the Federal Highway and Federal Transit Administrations.

\* \* \* \* \*





		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		
SHEET NO.	PROJECT TITLE	PROJECTS TO BE ADMINISTERED BY MPO				TOTAL	MPO	LOCAL	STATE	FEDERAL	TOTAL	MPO	LOCAL	STATE	FEDERAL	TOTAL
		PE	RW	CN	TC											
	1.3 Miles East Route 1 - Bicycle Counter Rail Station	800	1,900	1,813	3,703	1,581	0	0	0	0	0	0	0	0	0	1,581
		15458			CM 2,962	CM										
	Additional CMAD Funds to be Disbursed by Local MPO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL						1,026	425	633	847	860	872				1,961
(a) Inactive Funds Transferred from Previous Allocations																
Funding Needs/Ineligible Footnotes																
F - Districts Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)																

Concurrent upon Inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

PROJECTS TO BE ADMINISTERED BY YDOJ		PE	RW	CH	TO	CM	15555	2,400	0	0	0	0	0	0	0	0	0	0	0
Arlington	Highway Signalization	348	0	2,958	3,205	CM 2,400													
(YDOJ)																			
Arlington	Signal Prioritization (Columbia Plan)	200	0	600	800	CM 800		800	0	0	0	0	0	0	0	0	0	0	0
(YDOJ)																			
Arlington	Old Dominion Drive - Sidewalk/Other Pedestrian Improvements	120	0	1,980	1,200	CM 960		800	0	0	0	0	0	0	0	0	0	0	180
(YDOJ)																			
Arlington	Old Dominion Dr. Bike Trail	163	0	320	483	CM 130		458	0	0	0	0	0	0	0	0	0	0	0
(YDOJ)																			
Arlington	Gallop Road Pedestrian Overpass at North Carlin Springs Road	200	0	848	1,168	CM 850		950	0	0	0	0	0	0	0	0	0	0	0
(YDOJ)																			

(a) Includes Allocations Provided by Exempted Secondary Roads Funds  
 (b) Includes STP Regional Funds Provided in Priority System Program

F - Denotes Projects in the Feasibility Phase (as exposed to Capital Improvement Phase)

Contingent upon inclusion in TP by MPO and specific project eligibility determination by FHWA/FTA.

City of Alexandria	PE RW CN TO	40	0	0	0	0	0	0	0
(VDDOT)	14882	CM 48	CM	Contribution Complete - Plans and Contract Administration by City 1000-100-VF12, PE101, J1801					
City of Alexandria	PE RW CN TO	3,000	0	0	0	0	0	0	-423
(VDDOT)	13464	CM 2,677	CMSTP	(a) Construction Underway - Plans and Contract Administration by City 1000-100-VF12, PE101, J1801					
City of Alexandria (PE Only)	PE RW CN TO	150	0	0	0	0	0	0	0
(VDDOT)	9089	CM 150	CM	Plans and Contract Administration by City 1000-100-VF12, PE101, J1801					
City of Alexandria	PE RW CN TO	190	0	0	0	0	0	0	0
(VDDOT)	90431	CM 180	CM	Plans and Contract Administration by City 1000-100-VF12, PE101, J1801					
Fairfax	PE RW CN TO	426	0	0	0	0	0	0	0
(VDDOT)	50472	CM 426	CM	Plans & Contract Administration by County 1000-100-VF12, PE101, J1801, J2501					
Fairfax	PE RW CN TO	500	0	0	0	0	0	0	0
(VDDOT)	50471	CM 500	CM	1000-100-VF12, PE101, J1801, J2501					
(a) Includes RTP Regional Funds Provided in Urban System Program									
F - (includes Projects in the Feasibility Phase (as opposed to Capital Improvement) Phase)									

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FANAAFTA.

FUND	PROJECT	PE	RW	CH	TO	TOTAL	PREVIOUS YEAR	CURRENT YEAR	TOTAL	FUND BALANCE	TOTAL	2007-08		2008-09		2009-10		
												2007-08	2008-09	2009-10	2008-09	2009-10	2009-10	2010-11
Fairfax	Columbia Pike Trail Holmes Run Segment	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0
		450	500	0	0	950	0	0	0	0	0	0	0	0	0	0	0	0
		50186	0	0	0	50186	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		50186	0	0	0	50186	0	0	0	0	0	0	0	0	0	0	0	0
City of Fairfax	Bike Accessibility Improvements - Phase 1 & 2	36	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0
		315	350	0	0	665	0	0	0	0	0	0	0	0	0	0	0	0
		351	350	0	0	701	0	0	0	0	0	0	0	0	0	0	0	0
		350	0	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0
		350	0	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0
		350	0	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		350	0	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0
City of Fairfax	Highway Separation	47	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0
		300	407	0	0	707	0	0	0	0	0	0	0	0	0	0	0	0
		347	407	0	0	754	0	0	0	0	0	0	0	0	0	0	0	0
		347	0	0	0	347	0	0	0	0	0	0	0	0	0	0	0	0
		347	0	0	0	347	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		347	0	0	0	347	0	0	0	0	0	0	0	0	0	0	0	0
City of Fairfax	Purchase and Install Bus Shelters	72	0	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0
		180	252	0	0	432	0	0	0	0	0	0	0	0	0	0	0	0
		252	0	0	0	252	0	0	0	0	0	0	0	0	0	0	0	0
		252	0	0	0	252	0	0	0	0	0	0	0	0	0	0	0	0
		252	0	0	0	252	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		252	0	0	0	252	0	0	0	0	0	0	0	0	0	0	0	0
Fairfax	Trench Station Tysons Corner (Westpark Site)	600	0	0	0	600	0	0	0	0	0	0	0	0	0	0	0	0
		2,774	3,374	0	0	6,148	0	0	0	0	0	0	0	0	0	0	0	0
		3,374	0	0	0	3,374	0	0	0	0	0	0	0	0	0	0	0	0
		3,374	0	0	0	3,374	0	0	0	0	0	0	0	0	0	0	0	0
		3,374	0	0	0	3,374	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		3,374	0	0	0	3,374	0	0	0	0	0	0	0	0	0	0	0	0
Fairfax	Purchase and Install Bus Shelters	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
		126	150	0	0	276	0	0	0	0	0	0	0	0	0	0	0	0
		141	150	0	0	291	0	0	0	0	0	0	0	0	0	0	0	0
		141	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0
		141	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0
(MDCIT)		141	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0

(A) CMAG Funds to Supplement Enhancement Project  
(B) Includes Funds Transferred from Previous Allocations  
(C) Construction Underway - Plans and Contract Administration by City  
(D) Construction Complete - Plans and Contract Administration by City  
(E) Construction Underway - Plans and Contract Administration by City  
(F) Unleaded Projects in this Family Phase (as opposed to Capital Improvement Phase)

CONGESTION MITIGATION AND AIR QUALITY		PROJECTS		SOURCE		FUNDING		TOTAL	
PROJECT	DESCRIPTION	PE	RW	CN	TO	CM	OTHER	PE	RW
(V007)	Fairfax Purchase and installation of Bus Shelters at Various Locations	150	0	0	0	0		150	0
		850	1,000	CM 800				850	1,000
		96471				CM			
(INFO) 8500-025-103 PE 101, RW 201, CS 01									
(V007)	Fairfax Seven Corners Transit Transfer Center	100	0	0	0	0		100	0
		900	1,000	CM 800				900	1,000
		90007				CM			
(INFO) 9000-025-103 PE 101, RW 201, CS 01									
(V007)	Fairfax, Loudoun, Prince William Signal System Signal System	737	0	0	0	0		737	0
		24,945	26,693	CM 9,700				24,945	26,693
		123801/20211343				DEMO CM 9,700			
(INFO) 2000-025-103 PE 101, RW 201, CS 01									
(V007)	Fairfax Additional Thru and Turn Lanes	1,500	3,000	6,200	10,700	CM 4,070		1,500	3,000
		6,200	10,700	CM 4,070				6,200	10,700
		17671				VTACAMSTP			
(INFO) 2000-025-103 PE 101, RW 201, CS 01									
(V007)	Fairfax Submerged/Trials at Metro Facilities	76	0	0	0	0		76	0
		615	750	CM 680				615	750
		52288				CM			
(INFO) 2000-025-103 PE 101, RW 201, CS 01									
(V007)	Fairfax Fremont/Springfield Philly Corridor Commuter Parking Lot	100	0	0	0	0		100	0
		1,000	1,100	CM 680				1,000	1,100
		62285				CM			
(INFO) 2000-025-103 PE 101, RW 201, CS 01									
(F) - Derivative Projects in the Feasibility Phase (as reported in Capital Improvement Plans)									
(F) - Derivative Projects in the Feasibility Phase (as reported in Capital Improvement Plans)									
(F) - Derivative Projects in the Feasibility Phase (as reported in Capital Improvement Plans)									

(5) Cooperative Project with Other System  
(6) Includes RSTP, Fed. Demo, CTRSTP Statewide Allocations  
(7) Includes RSTP and Funds Transferred from Previous Allocations  
(8) Additional Funding Provided in Primary System Program Through VTA 2009

MUNICIPALITY	PROJECT NAME	FUNDING SOURCE	FUNDING AMOUNT	CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (FUND)	ACTIVITY	ACTIVITY DESCRIPTION	2003-04		2004-05		2005-06	
							2003-04	2004-05	2003-04	2004-05	2003-04	2004-05
Fairfax	Gambell Road Location	PE	0									
		RW	777									
Frenton/Springfield	Rivly Corner	CH	2,530									
		TD	3,257									
Carnegie Parking Lot		CM	2,676									
(N001)												
Fairfax	Great Falls Street Trail	PE	0									
		RW	0									
(N001)	Highway Signalization	CH	728									
		TD	308									
City of Falls Church	Highway Signalization	CM	360									
(N001)												
Town of Herndon	Signal Run Trail	PE	10									
		RW	0									
Signal Run Trail		CH	140									
		TD	150									
(N001)												
Town of Herndon	Farms Co. Trail	PE	0									
		RW	0									
Signal Run Trail		CH	500									
		TD	728									
(N001)												
Town of Herndon	Highway Signalization	PE	30									
		RW	0									
Signal Run Trail		CH	481									
		TD	581									
(N001)												
Town of Leesburg	Coordinate Signals	PE	10									
		RW	0									
Signal Run Trail		CH	90									
		TD	180									
(N001)												

(R) Cooperative Project with Other System  
 (F) Includes Funds Transferred from Previous Allocations

CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (FUND) AND PROJECTS IN THE REGIONAL AIR QUALITY IMPROVEMENT PROGRAM (FUND)

Additional Funding Provided in Transportation Enhancement Program  
 (NFC) ENR-024-728 PE 101 PE 102 RR 281 0.501

Plans and Contract Administration by City  
 (NFC) 0000-110-000 PE 07 0.501

Plans & Contract Administration by Town  
 (NFC) 0000-236-111 PE 01 RR 201 0.501

Plans & Contract Administration by Town  
 (NFC) 0000-252-117 PE 01 0.501

F - Denotes Projects in the Franchise Phase (as opposed to Capital Improvement Phase)

CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (FUND) AND PROJECTS IN THE REGIONAL AIR QUALITY IMPROVEMENT PROGRAM (FUND)

Additional Funding Provided in Transportation Enhancement Program  
 (NFC) ENR-024-728 PE 101 PE 102 RR 281 0.501

Plans and Contract Administration by City  
 (NFC) 0000-110-000 PE 07 0.501

Plans & Contract Administration by Town  
 (NFC) 0000-236-111 PE 01 RR 201 0.501

Plans & Contract Administration by Town  
 (NFC) 0000-252-117 PE 01 0.501

F - Denotes Projects in the Franchise Phase (as opposed to Capital Improvement Phase)

Location	Item	PE	RW	CN	TO	CM	Other	Net	Phase	Notes	
(VDO)	Paradeville 75 Space Commuter Parking Lot	38	0	315	350	280	0	0	0	0	
		CM 280									
		102786									
		INFO\VAPO-286-101\PE101\RW201\CS01									
City of Manassas	Highway Segmentation	50	0	725	775	651	0	0	0	-306	
		CM 520									
		13465									
		Construction Underway - Plans and Contract Administration by City U000-185-V11\PE101\RS01									
Northern Virginia	Adaptable Park Program	75	0	675	750	750	0	0	0	0	
		CM 150									
		17841									
		INFO\VAPO-804-102\PE101\PE105\RS01\VAPO-801-101\PE101\PE107									
Northern Virginia Regionwide	Purchase and Install Bicycle Racks at Selected Locations TCM-704	2	0	70	72	54	4	0	0	4	
		CM 58									
		17841									
		Construction Underway 8800-884-101\PE101\RS01									
Northern Virginia	Employer Outreach Quartered Ride Home TCM-47G	0	0	0	0	1,087	0	0	0	0	
		CM 1,087									
		52724									
		INFO\VAPO-884-101\RS01									
Prince William	Route 254 Blue Trail	150	0	1,258	1,408	1,200	0	0	0	0	
		CM 1,200									
		90098									
		INFO\VAPO-874-115\PE101\RW201\CS01									

Phase 1 - Feasibility/Screening/Preconstruction 1/1/15 F - Demolition Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Confingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA





Arlington	Metrolink	PE	0	200	CM	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		RW	0																			RW	0
		CM	0																				
		TO	500																				
			CM 400																				
Arlington	(DEPT)	Enhanced Schedule Assistants Program	PE	0	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			RW	0																			RW
			254																				
			CM 235																				
Arlington	(DEPT)	Commuter Allowance Program (Commuter Buses and Services)	PE	0	700	CM	700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			RW	0																			RW
			1,708																				
			CM 1,365																				
Arlington	(DEPT)	Bullhorn Memorial Station Station/Station Access Improvements	PE	0	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			RW	0																			RW
			2,000																				
			CM 2,000																				
Fairfax	(DEPT)	Expand TDM Program	PE	0	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			RW	0																			RW
			200																				
			CM 200																				
Fairfax	(DEPT)	Berkshire Mill Transit Station	PE	0	150	CM	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			RW	0																			RW
			150																				
			CM 150																				

4 - Fairfax Transportation Authority (FTA) - Service Projects in the Facility Phase (as opposed to Capital Improvement Phase)

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FTA/VAFTA.

Agency	Project Name	Phase	PE	RW	CM	TO	Other	Subtotal	Other	Subtotal	Other	Subtotal	Other	Subtotal	Other	Subtotal	Other	Subtotal		
Polkville Regional Transportation Commission	Commuter Buses	PE	0	0																
		RW	0	0																
		CM	1,150																	
		TO	1,150																	
		CM 820																		
		12888																		
Polkville Regional Transportation Commission	RideLight Program Enhancements	PE	0	0																
		RW	0	0																
		CM	0																	
		TO	1,325																	
		CM 700																		
		950																		
Polkville Regional Transportation Commission	Bus Service Start-up	PE	0	0																
		RW	0	0																
		CM	0																	
		TO	3,125																	
		CM 2,900																		
		2,500																		
Polkville Regional Transportation Commission	Bus Replacement (Charlottesville Commuter Buses)	PE	0	0																
		RW	0	0																
		CM	0																	
		TO	4,728																	
		CM 3,470																		
		3,220																		
Prince William Virginia Railway Express	Woodlands Commuter Rail Station Second Passenger Platform	PE	141	0																
		RW	0	0																
		CM	885																	
		TO	341																	
		CM 783																		
		763																		
Prince William Virginia Railway Express	Cherry Hill Station Access Road	PE	760	0																
		RW	0	0																
		CM	2,540																	
		TO	3,200																	
		CM 2,000																		
		14744																		
		2,660																		

(M) Includes RTP Regional Funds Provided in Priority System Program  
(M) Includes Funds Transferred from Parking Allocations

CONFIDENTIAL UPON INCLUSION IN TIP BY MPO AND SPECIFIC PROJECT ELIGIBILITY DETERMINATION BY FHWA/FTA.

COUNTY	PROJECT DESCRIPTION	ESTIMATED COST	ADJUSTING SOURCE	ACTUAL ALLOCATION					TOTAL											
				2000-01	2001-02	2002-03	2003-04	2004-05												
Region	Transportation Emission Reduction Measure (TERMS)	PE RW CN TO 2,500 CM 2,000	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(EXPT)			CM	20,002	90,196	16,208	16,573	18,870	17,068	433										
	TOTAL																			

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Confident upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

NORTHERN VIRGINIA REGION

Regionwide	PE RW CM TD	0 0 7,525 CM 8,008	744 2,878 CM	3,785 CM	953 812 CM	151 604 CM	151 604 CM	151 604 CM	0
(TPO)	M/JTA Vapour Incinerator Capital Cost of Constructing	0 0 7,525 CM 8,008	744 2,878 CM	3,785 CM	953 812 CM	151 604 CM	151 604 CM	151 604 CM	0
Regionwide	PE RW CM TD	0 0 2,920 CM 2,320	130 520 CM	2,250 CM	60 380 CM	90 360 CM	90 360 CM	90 360 CM	0
(TPO)	HST Marketing (Non Dollar Share)	0 0 2,920 CM 2,320	130 520 CM	2,250 CM	60 380 CM	90 360 CM	90 360 CM	90 360 CM	0
Regionwide	PE RW CM TD	0 0 1,707 CM 1,414	0	1,787 CM	0 458 CM	92 387 CM	73 294 CM	73 294 CM	0
(TPO)	M-JTA Mass Marketing Campaign	0 0 1,707 CM 1,414	0	1,787 CM	0 458 CM	92 387 CM	73 294 CM	73 294 CM	0
Regionwide	PE RW CM TD	0 0 3,138 CM 2,588	0	3,138 CM	185 778 CM	82 327 CM	105 419 CM	124 482 CM	0
(TPO)	Undesignated TERMS	0 0 3,138 CM 2,588	0	3,138 CM	185 778 CM	82 327 CM	105 419 CM	124 482 CM	0
TOTAL	CM	780 3,040	780 3,040	780 3,040	780 3,040	780 3,040	780 3,040	780 3,040	40

PE - Designates Projects in the Feasibility Phase (see Appendix to Capital Improvement Phase)

City of Chesapeake Signal Intersect	Two Bridges	PE	0	0	CM	0	0	0	0
		RW	0						
		CH	75						
		TO	80						
16109		CM 80							
Plans and Contract Administration by City MF010005-131-127, PE101, MS01									
City of Chesapeake Signal System Graphics	Enterprise Signal Systems	PE	36	0	CM	0	0	0	0
		RW	0						
		CH	324						
		TO	390						
50010		CM 390							
Plans and Contract Administration by City MF010005-131-133, PE101, CS01									
City of Chesapeake Bypass	Dock Landing Road - Juliff Road	PE	20	0	CM	0	0	0	0
		RW	0						
		CH	180						
		TO	200						
15118		CM 180							
Plans and Contract Administration by City MF010005-131-128, PE101, CS01									
City of Chesapeake Intersection Improvements	At Greenfield / Elton Way / Mall	PE	25	0	CM	0	0	0	0
		RW	100						
		CH	120						
		TO	215						
17617		CM 185							
Plans and Contract Administration by City MF010005-131-128, PE101, RW201, CS01									
City of Chesapeake I-64 Ramp Connection	Greenfield Parkway - Woodbine Drive	PE	20	0	CM	0	0	0	0
		RW	0						
		CH	180						
		TO	200						
82267		CM 180							
MF010005-131-134, PE101, RW201, CS01									
City of Chesapeake Exit/Ramp 104 Northbound Access Lanes	Route 104 - Cedar Road	PE	18	0	CM	0	0	0	0
		RW	0						
		CH	157						
		TO	175						
52258		CM 149							
MF010005-131-141, PE101, RW201, CS01									
F - Operations Projects in the Feasibility Phase (as approved to Capital Improvement Phase)									

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FMM/ACTA.

PROJECT INFORMATION		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENTS		
PROJECT ID	PROJECT NAME	PE	RW	CH	TO	17825	214 111 509 834 CM 607	700	0	CM/STP/PH	0	0	0	0	0	-33
04	City of Hampton Interchange Improvement	PE	RW	CH	TO	17825	214 111 509 834 CM 607	700	0	CM/STP/PH	0	0	0	0	0	-33
(N007)	City of Hampton Interchange Improvements	PE	RW	CH	TO	18027	19 8 142 180 CM 120	120	0	CM	0	0	0	0	0	0
(N007)	City of Hampton City TMS/ VDOT Connection	PE	RW	CH	TO	52369	56 0 440 590 CM 606	0	500	CM	0	450	0	0	0	0
(N007)	City of Hampton Mercury Boulevard CCTV	PE	RW	CH	TO	52362	22 0 183 215 CM 215	40	175	CM	0	0	0	0	0	0
(N007)	City of Hampton Signal System Following	PE	RW	CH	TO	52363	6 0 45 50 CM 60	50	0	CM	0	0	0	0	0	0
(N007)	City of Hampton Additional Lanes	PE	RW	CH	TO	52357	30 0 245 275 CM 220	30	120	CM	0	0	0	0	0	0

Confident upon inclusion in TIP by MPO and specific project eligibility determination by PHRA/FTA

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Name	Phase	PE	RW	CN	TD	CM	Other	Funding		Other	Total
								Local	State		
City of Newport News Cylinder Point Rd. Intersection	PE	252				0		1,594	0		
	RW	497				0					
	CN	1,185									
	TD	1,934									
(MOOT)		12870				CM					47
City of Newport News Patrick Henry Commerce Center	PE	15				0		98			
	RW	0									
	CN	90									
	TD	195									
(MOOT)		13478			CM						14
City of Newport News Bilwary - Phase II	PE	14				0		224			
	RW	0									
	CN	214									
	TD	228									
(MOOT)		14247			CM						42
City of Newport News Coastal 78 Spreads	PE	1				1		330			
	RW	6									
	CN	329									
	TD	338									
(MOOT)		4104			CM						0
City of Newport News Wenlock Blvd Bypass	PE	45				4		981			
	RW	0									
	CN	796									
	TD	831									
(MOOT)		18328			CM						4
City of Newport News Ad. Jefferson Avenue and Turnpike Streets	PE	0				0		388			
	RW	0									
	CN	410									
	TD	410									
(MOOT)		88823			CM						0

(a) Includes Funds Transferred from Previous Allocations  
 (b) Additional Funds Allocated from Reserve Account

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Continued upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.



City of Newport News	Chrysler Signal System Upgrade (225 Intersections)	PE RW CN TO	720 0 6,480 7,200 CM 7,200	0	7,200 CM	0 0 2,200 0 0	0 0 0 0 0	0 0 0 0 0	5,000
(VDOT)		52350							
City of Newport News York Minimal Signal System Upgrade	Reels 17: 404 Newport News Route 405 (York County)	PE RW CN TO	60 0 541 601 CM 601	0	601 CM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
(VDOT)		52351							
City of Newport News Chrysler Signal System	Upgrade 75 Intersections Phase V	PE RW CN TO	18 0 152 176 CM 176	176	0 CM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
(VDOT)		50011							
City of Norfolk	Computerized Signal System Expansion - Phase 1	PE RW CN TO	1,260 0 1,481 2,691 CM 2,145	2,700	0 CM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	-955
(VDOT)		12971							
City of Norfolk	Computerized Signal System Expansion - Phase II	PE RW CN TO	0 0 9,902 9,902 CM 9,902	5,902	4,000 CM	0 0 2,700 0 0	0 0 0 0 0	0 0 0 0 0	1,300
(VDOT)		14746							
City of Norfolk Intersection Improvement	Northwest Avenue & Azalea Gardens Road - Redesign Eastbound and Northbound Left Turn Lanes	PE RW CN TO	29 0 180 240 CM 180	160	0 CM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
(VDOT)		52365							

PE - Preliminary Estimate, RW - Right of Way, CN - Construction, TO - Total, CM - Construction Management, PE 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Conditional upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name	Project Description	Phase	Start	End	Activity	Phase	Start	End	Activity	Phase	Start	End	Activity
City of Suffolk (N007)	North Main Street Signal Loop	PE	17										
		RW	0										
		CN	441										
		TO	458										
		18187											
City of Suffolk (N007)	Completion of Downtown Signal System - Phase II	PE	5										
		RW	0										
		CN	201										
		TO	208										
		17831											
City of Suffolk (N007)	Signal Coordination in Downtown	PE	1										
		RW	0										
		CN	149										
		TO	180										
		90912											
City of Suffolk (N007)	Main Street Pedestrian/Bicycle Improvement	PE	26										
		RW	0										
		CN	220										
		TO	245										
		10011											
City of Suffolk Armed Signal Systems (N007)	Route 50 Business ECL - Suburban Drive	PE	0										
		RW	0										
		CN	78										
		TO	87										
		92370											
City of Suffolk Armed Signal Systems (N007)	Route 88 WCL - Kenyon Road	PE	15										
		RW	0										
		CN	130										
		TO	145										
		92371											

(a) Includes Funds Transferred from Previous Alloc. & Reserve Acct.  
(b) Includes Funds Transferred from MPO Reserve Account

Deficient upon inclusion in TP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name	Location	Phase	Contract Administration	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City	Phase and Contract Administration by City
City of Suffolk Arterial Signal System	Routes 400 - Kings Fork Road	PE	20									
		RW	0									
		CM	183									
		TO	203	203	0	0	0	0	0	0	0	0
		52372	CM									
(VDOT) City of Suffolk Arterial Signal System	Routes 480 - WCL - Kings Fork Road	PE	20									
		RW	0									
		CM	183									
		TO	203	203	0	0	0	0	0	0	0	0
		52373	CM									
(VDOT) City of Suffolk Arterial Signal System	Routes 13 - SCL - Terlington Road	PE	6									
		RW	0									
		CM	92									
		TO	68	68	0	0	0	0	0	0	0	0
		52381	CM									
(VDOT) City of Suffolk Arterial Signal System	Routes 307 - ECL - Ponmouth Blvd.	PE	6									
		RW	0									
		CM	52									
		TO	58	58	0	0	0	0	0	0	0	0
		52382	CM									
(VDOT) City of Virginia Beach Intersection Improvement	At Rosemead and Via Beach Blvd.	PE	1									
		RW	5									
		CM	210									
		TO	216	180	0	0	0	0	0	0	0	0
		18015	CM									
(VDOT) City of Virginia Beach Intersection Improvement	At Holland Road and Lyndhurst Parkway	PE	5									
		RW	2									
		CM	63									
		TO	60	72	0	0	0	0	0	0	0	0
		18015	CM									
<p>3 - Funding Source: (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT) (VDOT)</p> <p>F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)</p>												

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

Project	PE	RW	CH	TO	19014	180	0	0	0	0	0	0	0
City of Virginia Beach Interchange Improvement	PE RW CH TO	10 9 210 223			CM 180								0
(NODOT)	19014												
Plans and Contract Administration by City (PE) 0165-134-106, PE101, RW201, CS01													
City of Virginia Beach Interchange Improvement	PE RW CH TO	38 0 300 336			CM 288	253	17	0	0	0	0	0	17
(NODOT)	19012												
Plans and Contract Administration by City (PE) 0204-134-155, PE101, CS01													
City of Virginia Beach Interchange Improvement Phase II	PE RW CH TO	2,000 8,353 30,445 40,798			CM 400	900	39,886	0	0	0	0	0	(M) 39,886
(NODOT)	19005												
Includes RTP Regional Funding (PE) 0044-134-118, PE100													
City of Virginia Beach Interchange Improvement (PE & RW Only)	PE RW CH TO	5,000 2,605 0 7,885			CM 650	400	7,045	0	0	0	0	0	(M) 7,045
(NODOT)	19070												
Plans and Contract Administration by City (PE) 0044-134-119, PE100													
City of Virginia Beach Cayula Signal Retiming	PE RW CH TO	15 0 136 180			CM 150	180	0	0	0	0	0	0	0
(NODOT)	50013												
Plans and Contract Administration by City (PE) 0006-134-167, PE101, CS01													
City of Virginia Beach Intersected and Corner Upgrades	PE RW CH TO	45 0 265 340			CM 300	300	0	0	0	0	0	0	0
(NODOT)	12076												
Plans and Contract Administration by City (PE) 0204-134-135, PE101, RW1													

PE - Funding Provided in Primary System Program Through VTA 2000

F - Denotes Projects in the Fee-Build Phase (as opposed to Capital Improvement Phase)

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name	Project Description	Phase	Estimate	Start	End	Notes
City of Virginia Beach Right Turn Lane	Lynnhaven Parkway, Southbound Turn Lane at Vizing Drive	PE	0	0	0	Construction Complete - Plans and Contract Administration by City UD00-134-141, PE101, RW201, CS01
		RW	0	0	0	
(N007)	City of Virginia Beach Signal Redesign	CH	234	0	0	Construction Complete - Plans and Contract Administration by City UD00-134-141, PE101, RW201, CS01
		TO	0	0	0	
(N007)	City of Virginia Beach Signal Redesign	CH	184	184	0	(I) Construction Underway MPO UD00-134-148, PE101, CS01
		TO	0	0	0	
City of Virginia Beach	Citywide Signal System Upgrade (300 + Intersections)	PE	1,828	0	0	Construction Underway - Plans and Contract Administration by City UD00-134-181, PE101, NS01
		RW	0	0	0	
(N007)	City of Virginia Beach Computer System Upgrade	CH	72	0	0	Construction Complete - Plans and Contract Administration by City MPO UD00-134-151, PE101, NS01
		TO	0	0	0	
City of Virginia Beach	Citywide Fluoroptic Cable	PE	125	0	0	Plans and Contract Administration by City MPO UD00-134-182, PE101, RW201, CS01
		RW	0	0	0	
(N007)	City of Virginia Beach 18 Variable Message Signs	CH	306	0	0	(I) Construction Underway MPO UD00-134-148, PE101, CS01
		TO	0	0	0	

(A) Includes STP Regional Allocations  
(B) Includes RTP Regional Funds Provided in Urban System Program  
C - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)  
D - Denotes Projects in the Construction Phase  
E - Denotes Projects in the Planning Phase  
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Name	Phase	PE	RW	CM	TO	Other	Notes	PE	RW	CM	TO	Other	Notes	PE	RW	CM	TO	Other	Notes	
City of Virginia Beach New - Intrusive Vehicle Detection (ITS)		33	0	297	330	CM 330		33	0	297	330	CM 330		0	0	0	0	0	0	
(NDOT)		50014					Plans and Contract Administration by City [MPO] BR00-047-101, PE 101, CS 01													
City of Virginia Beach Admiral Avenue Trolley, ITS, Special Event Signals		81	0	544	605	CM 434		81	0	544	605	CM 434		0	0	0	0	0	0	
(NDOT)		52378					Plans and Contract Administration by City [MPO] BR00-134-170, PE 101, R 201													
City of Virginia Beach ITS Plan Study		200	0	0	200	CM 100		200	0	0	200	CM 100		0	0	0	0	0	0	
(NDOT)		16016					Plans and Contract Administration by City [MPO] BR00-134-137, PE 103													
City of Virginia Beach Signal System Shore Drive Improvements Admiral Avenue - Olneywood Springs Road		35	0	408	556	CM 426		35	0	408	556	CM 426		0	495	0	0	0	0	
(NDOT)		52379					Plans and Contract Administration by City [MPO] BR00-134-106, PE 101, R 201, CS 01													
James City Blissway Carterville Rd		70	175	125	100	CM 100		70	175	125	100	CM 100		0	0	0	0	0	0	
(NDOT)		11462					Plans and Contract Administration by City [MPO] BR00-047-101, PE 101, CS 01													
James City Colonial Parkway South End of Neck-O-Land Road & Treasure Island Road Railway Connection		28	0	66	64	CM 24		28	0	66	64	CM 24		0	0	0	0	0	0	
(NDOT)		17832					Additional Allocations Shown in Volume 1 [MPO] BR00-047-102, PE 101, CS 01													

Contingent upon inclusion in TIP by MPO and specific  
Project eligibility determination by FHWA/FTA.

HAMPTON ROADS REGION

Project Name	Location	Phase	Phase	Phase	Construction Mitigation and Air Quality		Phase	Phase	Phase	Phase	Phase
					Phase	Phase					
812 - James City Multi Use Trail	Longleaf Road - Cable Town Road - Cantersville Road	PE	120								
		RW	0								
		CN	1,096								
		TO	1,200								
		CM 998									
(M007)		13768									
119 - James City Williamberg Intersection Improvements	Route 6 - Beechwood Drive	PE	440								
		RW	1,826								
		CN	4,042								
		TO	5,116								
		CM 990									
(M007)		18975									
James City/ York City of Williamberg	Regional Bypass Network	PE	253								
		RW	0								
		CN	10,329								
		TO	10,592								
		CM 8286									
(M007)		13600									
James City/ York City of Williamberg	Regional Bypass Signage	PE	4								
		RW	0								
		CN	30								
		TO	34								
		CM 27									
(M007)		9463									
York Double Left Turn Lane	Letchford Drive Intersection	PE	62								
		RW	119								
		CN	556								
		TO	737								
		CM 999									
(M007)		12962									
York Bypassway & Sidewalk	Gauldin Drive Bypassway	PE	10								
		RW	0								
		CN	96								
		TO	108								
		CM 88									
(M007)		50015									

(4) RTP Regional Allocations  
(6) Includes RTP Regional Funds Provided in Primary System Program

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(\*) - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Region/Title	PE	RW	CM	TO	IS/ISL	Other	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Total			
Region Title Build 2 Vehicle Emissions Inspection Stations	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	TO	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	IS/ISL	CM 1,000	CM																													
(NDOT) Regional Ready Smart Traffic Center	PE	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	TO	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	IS/ISL	CM 260	CM																													
(NDOT) Responsive Smart Traffic Center	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	IS/ISL	CM 300	CM																													
(NDOT) Advanced Traveler Information System (ATIS)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	IS/ISL	CM 300	CM																													
(NDOT) Additional CSMAIS Funds to be Disbursed by Local MPO	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	IS/ISL	CM 300	CM																													
(NDOT) PROJECTS TO BE ADMINISTERED BY DRIFT	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	IS/ISL	CM 300	CM																													
City of Hampton Fast Ferry (Downstream Partnership)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	IS/ISL	CM 300	CM																													
(DRIFT)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	RW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	IS/ISL	CM 300	CM																													

(4) Additional Funds Allocated from Reserve Account

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

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CONGESTION MITIGATION AND AIR QUALITY

HAMPTON ROADS REGION



Project Name	Project Location	Project Description	Project Type	Project Status	Project Funding Source	Project Cost	Project Start	Project End	Project Duration	Project Impact
Transportation District Commission of Hampton Roads		Purchase 2 - 40.8 Buses	PE	0	0	CM	336			0
			RW	0						
			CN	0						
			TO	420						
					CM 336					
(DRPT)	Transportation District Commission of Hampton Roads	Purchase 4 New Buses	PE	0	0	CM	704			0
			RW	0						
			CN	0						
			TO	680						
					CM 704					
(DRPT)	Transportation District Commission of Hampton Roads	Purchase 5 New Buses for York County and K-Roads Service	PE	0	0	CM	680			0
			RW	0						
			CN	0						
			TO	1,100						
					CM 680					
(DRPT)	Transportation District Commission of Hampton Roads - Phase I	Trend Service to York County	PE	0	0	CM	60			0
			RW	0						
			CN	0						
			TO	108						
					CM 60					
(DRPT)	Transportation District Commission of Hampton Roads - Phase II	Trend Service to York County	PE	0	0	CM	378			0
			RW	0						
			CN	0						
			TO	470						
					CM 378					
(DRPT)	Transportation District Commission of Hampton Roads - Phase III	Trend Service to York County	PE	0	0	CM	320			0
			RW	0						
			CN	0						
			TO	420						
					CM 320					
<p>Y: Funding; R: Federal; B: Business; F: Other; S: State; F: District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)</p>										

Conditional upon Evaluation in TIP by MPO and specific project eligibility determination by FHWA/MTA.

Project Name	Phase	PE	RW	CN	TO	Other	Total	Type	2000-07-31				2001-06-30					
									PE	RW	CN	TO	Other	Total	PE	RW	CN	TO
Transportation District Commission of Hampton Roads - Phase I	Cross Roads Connecting Service	0	0	0	300		260	0	0	0	0	0	0	0	0	0	0	0
					CM 200			CM										
(DRPT) Transportation District Commission of Hampton Roads - Phase II	Cross Roads Connecting Service	0	0	0	500		400	0	0	0	0	0	0	0	0	0	0	0
					CM 400			CM										
(DRPT) Transportation District Commission of Hampton Roads	Mercury/Central Shuttle	0	0	0	500		440	0	0	0	0	0	0	0	0	0	0	0
					CM 300			CM/STP										
(DRPT) Transportation District Commission of Hampton Roads	Oyster Point Shuttle Service	0	0	0	1,350		500	0	250	400	0	0	0	0	0	0	0	0
					CM 550			CM/STP										
(DRPT) Transportation District Commission of Hampton Roads	Sunday Transit Service	0	0	0	1,482		1,223	0	0	0	0	0	0	0	0	0	0	0
					CM 735			CM/STP										
(DRPT) Transportation District Commission of Hampton Roads	Julesburg Avenue Transit Service	0	0	0	1,050		500	300	300	0	0	0	0	0	0	0	0	0
					CM 500			CM										

(4) Includes \$7P Regional Allocations

Conditioned upon inclusion in TIP by LPO and specific project eligibility determination by FHWA/FTA.

CONGESTION MITIGATION AND AIR QUALITY

CONGESTION MITIGATION AND AIR QUALITY

PROJECT TITLE	PROJECT LOCATION	PROJECT TYPE	PROJECT STATUS	PROJECT PHASE	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
Transportation District Commission of Hampton Roads  (DEPT)	HCV Express Bus Service-44 Corridor from Hampton to Williamsburg	PE	0									
		RW	0									
		CN	206									
		TO	206									
					206							
						CM						
Transportation District Commission of Hampton Roads  (DEPT)	Hampton Roads Dorchester/Highland Boulevard Corridor Route Service	PE	0									
		RW	0									
		CN	1,050									
		TO	1,050									
					520							
						CM						
Transportation District Commission of Hampton Roads  (DEPT)	Rains Dailyn/Enhanced Bus Service Hampton and Newport News	PE	0									
		RW	0									
		CN	2,700									
		TO	2,700									
					0							
						CM						
Transportation District Commission of Hampton Roads  (DEPT)	Kempville Road New Tranx Service	PE	0									
		RW	0									
		CN	500									
		TO	500									
					400							
						CM						
Transportation District Commission of Hampton Roads  (DEPT)	Deep Creek New Tranx Service	PE	0									
		RW	0									
		CN	530									
		TO	530									
					434							
						CM						
Transportation District Commission of Hampton Roads  (DEPT)	Virginia Beach - Chesapeake Express Transit Service	PE	0									
		RW	0									
		CN	739									
		TO	739									
					181							
						CM						

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Consequent upon inclusion in TIP by JPO and separate project eligibility determination by FHWA/FTA.

Project Description	PE	RW	CN	TO	Total	Funding Source	Funding Amount	Other Funding	Total Funding	Notes
Transportation District Commission of Hampton Roads	PE	0	0	0	0	112	0	0	0	112
	RW	0	0	0	0	CM	0	0	0	0
	CN	0	0	0	0		0	0	0	
	TO	140	0	0	140		0	0	0	140
					CM 112					
(DRPT)										
Transportation District Commission of Hampton Roads	PE	0	0	0	0	0	888	0	0	0
	RW	0	0	0	0					
	CN	0	0	0	0					
	TO	1,063	0	0	1,063					
					CM 888					
(DRPT)										
Transportation District Commission of Hampton Roads	PE	0	0	0	0	0	1,376	0	0	0
	RW	0	0	0	0					
	CN	1,720	0	0	1,720					
	TO	1,720	0	0	3,440					
					CM 1,376					
(DRPT)										
Transportation District Commission of Hampton Roads	PE	0	0	0	0	0	3,440	0	0	0
	RW	0	0	0	0					
	CN	4,200	0	0	4,200					
	TO	4,200	0	0	8,400					
					CM 3,440					
(DRPT)										
Transportation District Commission of Hampton Roads	PE	0	0	0	0	0	482	0	0	0
	RW	0	0	0	0					
	CN	0	0	0	0					
	TO	482	0	0	482					
					CM 482					
(DRPT)										
Transportation District Commission of Hampton Roads	PE	0	0	0	0	0	1,284	0	0	0
	RW	0	0	0	0					
	CN	0	0	0	0					
	TO	1,442	0	0	1,442					
					CM 854					
(DRPT)										

(09 Includes RTP Regional Allocations)

Contingent upon inclusion in Tier by MPO and specific project eligibility determination by FIRM/AFPA.

District	Project Description	Phase				Total	Funding Source	Funding Amount	Funding Source	Funding Amount	Funding Source	Funding Amount	Funding Source	Funding Amount	Funding Source	Funding Amount	Funding Source	Funding Amount	
		PE	RW	CN	TO														
Transportation District Commission of Hampton Roads	Route No. 12 (Indian River Road)	PE	0	0	0	0	CMSTP	811	CM 512	0	0	0	0	0	0	0	0	19	
		TO	0	0	0	0													0
(DRPT)	Transportation District Commission of Hampton Roads	Route No. 15 Crossroad (Nalley Highway)	PE	0	0	0	CMSTP	630	CM 400	0	0	0	0	0	0	0	0	0	0
			TO	0	0	0													
(DRPT)	Transportation District Commission of Hampton Roads	NOV Express Bus Service to Northwest Base from 4 Piers and Rids Lolo	PE	0	0	0	CM	120	CM 120	0	0	0	0	0	0	0	0	0	0
			TO	0	0	0													
(DRPT)	Transportation District Commission of Hampton Roads	Sam's Club NOV Express Bus Service	PE	0	0	0	CM	0	CM 138	0	48	48	0	0	0	0	0	0	0
			TO	0	0	0													
(DRPT)	Transportation District Commission of Hampton Roads	Indian River NOV Express Bus Service	PE	0	0	0	CM	0	CM 116	0	38	38	0	0	0	0	0	0	0
			TO	0	0	0													
(DRPT)	Transportation District Commission of Hampton Roads	Shirley's NOV Express Bus Service	PE	0	0	0	CM	38	CM 116	0	39	39	0	0	0	0	0	0	0
			TO	0	0	0													
(DRPT)	(a) Includes STP Regional Allocation																		

CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY	
PROJECT TITLE	PROJECT TYPE	PE	RW	CH	TO	0	104	CM	0	35	0	0	0	0	0	0	0
Transportation District Observance of Hampton Roads	Park and Ball Shuttle Service	PE RW CH TO	D D D 130		CM 104	0	104	CM		35	0	0	0	0	0	0	0
(DRPT) James City County Transit	Regional Commuter Service	PE RW CH TO	D D D 168		CM 135	135	0	CM		0	0	0	0	0	0	0	0
(DRPT) James City County Transit	Richmond Rd Tourist Shuttle	PE RW CH TO	D D D 1,260		CM 434	1,157	0	CM/STP		0	0	0	0	0	0	0	0
(DRPT) James City County Transit	James City County Transit Shopping Circulator	PE RW CH TO	D D D 374		CM 260	0	207	CM		100	100	0	0	0	0	0	1
(DRPT) York	Yorktown Valley	PE RW CH TO	D D D 185		CM 140	146	0	CM		0	0	0	0	0	0	0	0
(DRPT) Hamble Downham Shuttle System	Acquisition of Buses, Bus Stations and Other Facilities and Related Equipment	PE RW CH TO	78 D 2,533 2,608		CM 2,065	1,742	344	CM		0	0	0	0	0	0	0	344
(DRPT)																	

(M) Includes BTP Regional Allocations

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name	MPO	Funding Source	Funding (in \$)				Mileage	Type	Estimated Costs (in \$)						Total
			State	Local	Other	Total			Construction	Operations	Maintenance	Other	Total		
														Construction	
Downtown Electric Shuttle System	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation of the North Downtown Electric Shuttle System	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CONGESTION MITIGATION AND AIR QUALITY

CONGESTION MITIGATION AND AIR QUALITY

Covering cost includes in TIP by MPO and specific project eligibility determination by FHWA/FTA

F - Disables Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Regionwide	NON Monitoring and Analysis	PE RW CM TO	0 4,813 4,813 CM 3,449	1,307	3,216 CM	CM 181 843	CM 181 843	CM 181 843	CM 181 843	CM 181 843	0	
											CM 181 843	CM 181 843
(IPIS)		50851										
	TOTAL CM					181 843	181 843	181 843	181 843	181 843	0	0

F - Dollars Projects in the Feasibility Phase (not reported to Capital Improvement Phase)



PROJECTS TO BE ADMINISTERED BY VDOT		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		CONSTRUCTION MITIGATION AND AIR QUALITY		
NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	NOI	
184 -	Reduce Single Occupant Vehicle Trip Between High Density Residential and Commercial Areas	PE RW CM TO	12000	100	87	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	87
(VDOT)	Town of Ashland General Turn Lanes	PE RW CM TO	13463	242	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	-22
(VDOT)	Town of Ashland Protect Signal Heads, Activators, Plans, Signs	PE RW CM TO	13462	57	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(VDOT)	Town of Ashland Install Signposts	PE RW CM TO	13481	45	100	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	100
5 -	Charles City Left Turn Lanes	PE RW CM TO	12951	148	0	CM	0	0	0	0	0	0	0	0	0	0	0	0	0	-57
(VDOT)	Incense Fields Transferred from Previous Applications																			

Contingent upon inclusion in TP by MPO and specific project eligibility determination by FISHKAPTA.

RICHMOND REGION

Project Name	Location	Construction Mitigation and Air Quality		Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality	Construction Mitigation and Air Quality
		PE	RW															
6. Charles City Intersection Improvements	At Route 155	PE	98	1,384	ETS	0	0	0	0	0	0	0	0	0	0	0	0	175
		RW	96															
		CH	1,568															
		TO	1,803															
		12862	CM 375															
(NDOIT)																		
5. Charles City Left Turn Lane	At Route 807	PE	50	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-17
		RW	30															
		CH	274															
		TO	364															
		9417	CM 175															
(NDOIT)																		
15. Charles City Intersection Improvements & NB Left Turn Lane	At Route 802	PE	34	242	0	0	0	0	0	0	0	0	0	0	0	0	0	-15
		RW	26															
		CH	202															
		TO	302															
		18066	CM 72															
(NDOIT)																		
16. Creekside Dual Left Turn Lanes	At Route 145	PE	173	1,270	0	0	0	0	0	0	0	0	0	0	0	0	0	-97
		RW	230															
		CH	1,654															
		TO	1,498															
		18066	CM 1,173															
(NDOIT)																		
20. Creekside Dual Left Turn Lanes and Edward Left Turn Lanes	At Courthouse Road and Whitepine Road	PE	45	512	0	0	0	0	0	0	0	0	0	0	0	0	0	-34
		RW	0															
		CH	632															
		TO	697															
		8896	CM 478															
(NDOIT)																		
21. Creekside	At Even Church Road	PE	50	190	200	127	0	0	0	0	0	0	0	0	0	0	0	73
		RW	50															
		CH	420															
		TO	500															
		30158	CM 309															
(NDOIT)																		

(a) Includes STP Regional Funds Provided in Primary System Program

(b) Includes STP Regional Funds Provided in Feasibility Phase (as opposed to Capital Improvement Phase)

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

ID	Location	PE	RW	CN	TC	CM	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other		
10 -	Charterfield Eastland Turn Lane & Signal Modification	58	60	247	347	277	0	68	177	0	0	0	0	0	0	0	0	0	0	0	34	
(NDOOT)		50M17				CM																
30 -	Charterfield	50	60	400	500	200	199	0	0	0	0	0	0	0	0	0	0	0	0	0	73	
(NDOOT)		50M18				CM																
35 -	Charterfield Laf Turn Lane	40	126	502	611	0	537	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(NDOOT)		14742				CM																
60 -	Charterfield Turn Lane and Traffic Signals	704	906	1,008	CM 837	400	400	0	0	0	0	0	0	0	0	0	0	0	0	0	400	
(NDOOT)		62427				CM																
90 -	Charterfield Bus Pull-Out/Queue Extension	48	112	162	CM 122	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	-96	
(NDOOT)		14744				CM																
40 -	Charterfield Improve Intersection	206	1,078	1,769	2,455	1,907	549	0	0	0	0	0	0	0	0	0	0	0	0	0	1,487	
(NDOOT)		17432				CM																

(0) Included Funds Transferred From Previous Allocations

(0) Construction Complete  
0580-020-117, PE 10, 14501

(0) Construction Complete  
0580-020-120, PE 10, 14521, 14501

(0) Construction Complete  
0580-020-133, PE 10, 14521, 14501

(0) Construction Complete  
0580-020-100, PE 10, 14521, 14501

(0) Construction Complete  
0580-020-132, PE 10, 14521, 14501

Concurrent with inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

F - Indicates Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION	CONSTRUCTION MITIGATION AND AIR QUALITY	CONSTRUCTION PHASES	CONSTRUCTION MITIGATION AND AIR QUALITY											
					PE	RW	CM	TO	CM	TO	CM	TO	CM	TO		
145 - Chesterfield Conrad LTL & RTL Southbound LTL Northbound & Signals	0.2 Mile North Route 145/144 0.2 Mile South Route 145/144		PE RW CM TO	11827	313	2,545	CM	2,545	0	0	0	0	0	0	0	2,545
[VDOT]									Construction Complete 9145-000-100 PE 101 RW 201 CM 501							
145 - Chesterfield Conrad Turn Lanes & Signal	At Kingsdale Road (Rte 145) 0.2 Mile South Int. Route 145 0.2 Mile North Int. Route 145		PE RW CM TO	50026	194	558	CM	558	582	0	0	0	0	0	0	-33
[VDOT]									Informational PE 101 RW 201 CM 501							
145 Chesterfield Turn Lanes	At Route 832 (Chickley Road)		PE RW CM TO	81242	179	100	CM	100	117	140	0	0	0	0	0	-165
[VDOT]									Additional Funding Provided in HSS Program - Volume 2 9145-045-025-100 PE 101 RW 201 CM 501							
360 - Chesterfield Conrad Dual Left Turn Lanes, External Ramp	At OH Hundred Road		PE RW CM TO	12861	600	0	CM	0	0	0	0	0	0	0	0	0
[VDOT]									Construction Complete 9390-024-25 PE 102 CM 502							
300 - Chesterfield Dual Left Turn Lanes & Signal Modification	At Deer Run Drive		PE RW CM TO	60018	0	300	CM	300	6	240	0	0	0	0	0	79
[VDOT]									Informational PE 100 PE 101 CM 501							
625 - Lakewood Drive Chesterfield	At Brinkman Edge Road		PE RW CM TO	18064	0	400	CM	400	0	0	0	0	0	0	0	400
[VDOT]									Informational PE 100 PE 101 CM 501							

F - denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Conditional upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name		Project Location		Project Description		Project Status		Project Funding		Project Eligibility		Project Funding	
Project ID	Project Name	Project Location	Project Description	Project Status	Project Funding	Project Eligibility	Project Funding	Project Eligibility	Project Funding	Project Eligibility	Project Funding	Project Eligibility	
637	Hopkins Road Chesapeake Pike Shoulders and Curb and Gutter	Meddleson Blvd Chippewa Pike	PE RW CN TO CM 178	25 0 197 222 CM 178	180	0	0	0	0	0	0	0	
(NODT)	647 - Wainway Blvd Chesapeake Extend Left Turn Lane	All Turner Road	PE RW CN TO CM 1,502	263 258 1,356 1,877 CM 1,502	1,053	449	0	0	0	0	0	449	
(NODT)	647 - Wainway Blvd Chesapeake Extend Left Turn Lane	All Wainway Bridge Road	PE RW CN TO CM 446	115 134 716 865 CM 446	748	106	0	0	0	0	0	106	
(NODT)	647 - Wainway Blvd Chesapeake Turn Lane	All Route 2102 (Horsidge St)	PE RW CN TO CM 125	50 117 302 488 CM 125	328	118	0	0	0	0	0	118	
(NODT)	674 - Providence Rd Chesapeake Signal and Turn Lanes	All Elmhurst Road	PE RW CN TO CM 341	0 0 0 426 CM 341	341	0	0	0	0	0	0	0	
(NODT)	714 (Military Road) Chesapeake Turn Lanes & Signal	All Route 602 (Sullivan Road)	PE RW CN TO CM 453	0 0 0 587 CM 453	0	453	0	0	453	0	0	0	
(NODT)													

(1) Includes Funds Transferred from Previous Allocations  
(2) Includes STP Regional Funds Provided in Primary System Program  
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)  
OR 14-028

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PHASE I		RICHMOND REGION (MPO)		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PHASE I		RICHMOND REGION (MPO)		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PHASE I		RICHMOND REGION (MPO)	
Project	Location	PE	RW	CM	TO	CM	TO	CM	TO	CM	TO
1. City of Colonial Heights LL Turn Lane	Winchester	100	0	900	1,000	130	670	0	0	0	643
(MPO)		62004									
MPO 0001-08-118-PE101, RW201, C361											
1. City of Colonial Heights LL Turn Lane	Rosebush Avenue - Finkus Avenue	118	178	846	1,140	834	78	0	0	0	77
(MPO)		12853									
Conclusion Complete MPO 0001-08-000-PE101, RW201, C361											
300 - Hanover Intersection Improvements	At Route 643 (Lee David Road)	200	1,265	2,040	3,808	1,336	2,270	0	0	0	2,270
(MPO)		13851									
MPO 0001-08-042-118-PE101, C361											
300 - Hanover Intersecting Loop Traffic Signal System	Route 360 Corridor	0	128	128	128	120	0	0	0	0	0
(MPO)		9007									
MPO 0001-08-042-118-PE101, C361											
643 - Hanover Turn Lane and Modify Signal	At Route 66	308	2,900	1,123	3,023	840	2,280	256	112	460	1,489
(MPO)		17866									
Plans and Right of Way by County MPO 0001-08-042-118-PE101, RW201, C361											
655 - Hanover Right Turn Lane	At Route 643	231	824	1,263	2,317	80	1,794	0	0	0	1,794
(MPO)		9825									
Plans and Right of Way by County MPO 0001-08-042-118-PE101, RW201, C361											
MPO 0001-08-042-118-PE101, RW201, C361											
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)											

(6) Add Fund Provided in Primary System Program thru VTA 2000

Conditional upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONSTRUCTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS				
Project ID	Project Description	Phase	Start Date	End Date	Duration	Start Date	End Date	Duration	Start Date	End Date	Duration	Start Date	End Date	Duration	Start Date	End Date	Duration	Start Date	End Date	Duration	Start Date	End Date	Duration	
1281	Henrico Right Turn Lane	PE RW CN TO CM 96	10 0 102 113	40	50	10 0 102 113	0 0 0 0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
(N007)	Crandon Road	PE RW CN TO CM 24	318 822 1,850 2,582	794	2,192	318 822 1,850 2,582	0 0 0 0	2,192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,218
(N007)	Jamestown Drive Henrico Erland Northbound Turn Lane	PE RW CN TO CM 525	182 0 694 858	447	76	182 0 694 858	0 0 0 0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(N007)	Henrico Signal Modification	PE RW CN TO CM 225	15 30 100 225	0	225	15 30 100 225	0 0 0 0	225	0	210	15	0	0	0	0	0	0	0	0	0	0	0	0	0
(N007)	Swanton Road Interchange (Eastbound I-64 to Northbound Onramp Movement)	PE RW CN TO CM 782	0 0 0 977	720	62	0 0 0 977	0 0 0 0	62	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(N007)	Henrico Reconstruction	PE RW CN TO CM 97	0 211 888 1,198	716	238	0 211 888 1,198	0 0 0 0	238	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	94

(a) Includes Funds Transferred From Previous Allocations

CONGESTION MITIGATION AND AIR QUALITY

48

RICHMOND REGION

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.





CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY		CONGESTION MITIGATION AND AIR QUALITY			
Project	Phase	PE	RW	CH	TO	CM	TO	CM	TO	CM	TO	CM	TO	CM	TO	CM	TO	CM	TO	CM	
Lithium Avenue Signalization Improvement	12943	PE	4	65	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	78	CM	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Complete - Plans and Contract Administration by County R000-043-V03-PE101-14801																					
Lithium Avenue Signalization Improvement	12943	PE	5	65	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	78	CM	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Complete - Plans and Contract Administration by County R000-043-V03-PE101-14801																					
Lithium Avenue Signalization Improvement	12944	PE	6	71	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	78	CM	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Complete - Plans and Contract Administration by County R000-043-V03-PE101-14801																					
Henrico Traffic Signal Systems	12945	PE	50	168	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	221	CM	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plans and Contract Administration by County R100-1008-043-V07-PE101-14801																					
Henrico Computerized Signalization System	12953	PE	75	425	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	500	CM	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plans and Contract Administration by County R100-1008-043-V07-PE101-14801																					
Oakman Blvd City of Hopewell Right Turn Lane	19003	PE	5	25	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CM	25	CM	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plans and Contract Administration by County R100-1008-116-025-PE101-14801																					
(a) Includes Funds Transferred from Previous Allocations																					
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)																					

Consent upon inclusion in TIF by MPO and specific project eligibility determination by FMM/MTA.

TO	City of Hopewell	AI Fremont Street	PE				25	CM	0	0	0	0	0
			RW	CN	TO	CM							
			0	31	31	CM 25							
(NDOJ)													
TO	City of Hopewell	AI Hummel Run Road	PE	RW	CN	TO	12965	116	0	0	0	0	-1
			0	196	115	CM 115							
(NDOJ)													
TO	City of Hopewell	Arlington Road to Westover Avenue	PE	RW	CN	TO	13490	185	0	0	0	0	-36
			0	153	181	CM 129							
(NDOJ)													
TO	City of Richmond	Broad Street Corridor	PE	RW	CN	TO	13468	790	67	0	0	0	67
			191	0	726	CM 827							
(NDOJ)													
TO	City of Richmond	Monument Avenue Corridor	PE	RW	CN	TO	13469	760	66	0	0	0	66
			38	0	727	CM 826							
(NDOJ)													
TO	City of Richmond	Commerce Road	PE	RW	CN	TO	80023	430	20	0	0	0	20
			38	0	414	CM 460							
(NDOJ)													

(a) Includes Funds Temporarily Held Previous Allocations  
(b) Includes STP Regional Funds Provided in Urban Program - Volume I

Construction Complete  
D000-178-908 PE 107 JNS01

(a) Construction Complete  
E200-127-981 PE 107 JNS01

(b) Construction Complete  
U000-127-982 PE 107 JNS01

CM 25

CM 115

CM 129

CM 827

CM 826

CM 460

CM 8TP

PE 107 JNS01  
E200-127-981 PE 107 JNS01  
U000-127-982 PE 107 JNS01

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

CONGESTION MITIGATION AND AIR QUALITY

RICHMOND REGION

51

CONGESTION MITIGATION AND AIR QUALITY

Confidential upon Inclusion in TP by MPO and specific project eligibility determination by FHWA/FTA.

Project Name		Project Description		Project Location		Project Status		Project Funding		Project Impact		Project Notes	
Item #	Project Name	Project Description	Project Location	Project Status	Project Funding	Project Impact	Project Notes	Item #	Project Name	Project Description	Project Location	Project Status	Project Funding
6	City of Richmond Signal Enhancements	Michigan Avenue - W/O	PE RW CN TO 16396	90 20 200 400 CM 240	0	400	CM	0	0	240	0	0	160
(V007)	City of Richmond	Richmond Signal System	PE RW CN TO 94294	0 0 300 300 CM 300	0	300	CM	57	80	140	0	0	23
(V007)	Capital Region Airport Commission	Metrol Compatibility Study	PE RW CN TO 17371	1,200 0 0 1,200 CM 960	960	0	CM/STP	0	0	0	0	0	0
(V007)	Capital Region Airport Commission	Implementation of Intermodal Study Recommendations	PE RW CN TO 58024	3,000 2,000 29,000 25,000 CM 20,000	0	20,000	CM	364	478	854	0	0	16,494
(V007)	Capital Region Airport Commission	Compatibility With VDOT's AV Electronic Toll	PE RW CN TO 80023	0 0 720 600 CM 640	250	347	CM	347	0	0	0	0	0
(V007)		Additional CDBG Funds to be Disbursed by Local MPO-TA-040s	PE RW CN TO	0 0 0 0	0	0		71	383	367	394	389	405
(a) Includes 619' Regional Funds Provided in Urban Program - Volume 1 (b) Includes Funds Transferred from Previous Allocations													
F - Denotes Projects in the Family Plan (as opposed to Capital Improvement Plan)													

Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS	
PROJECT NAME	PROJECT LOCATION	PROJECT TYPE	PROJECT STATUS	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)	PROJECT COST (\$)
(DRPT)	Additional CMAG Funds to be Distributed by Local MPO-Richmond	PE RW CN TD	0 0 0 0	0	0	0	0	0	0	0	0	4,475	4,541
PROJECTS TO BE ADMINISTERED BY DRPT													
(DRPT)	Main Street Station City of Richmond Phase I	PE RW CN TD	26 0 225 250 CM 200	200	0	0	0	0	0	0	0	0	0
(DRPT)	Main Street Station City of Richmond Phase II	PE RW CN TD	0 0 2,250 2,250 CM 1,800	1,800	0	0	0	0	0	0	0	0	0
(DRPT)	City of Richmond Comprehensive Transit Plan	PE RW CN TD	0 0 1,420 1,420 CM 1,138	908	0	0	0	0	0	0	0	0	200
(DRPT)	City of Richmond Bus Shelters and Benches	PE RW CN TD	0 0 250 250 CM 200	200	0	0	0	0	0	0	0	0	0

0 - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

1 - Feasibility Studies/Continuous Evaluation (F&E)

2 - Feasibility Studies/Continuous Evaluation (F&E)

3 - Feasibility Studies/Continuous Evaluation (F&E)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROJECTS

Project Name	Agency	Project Description	PE	RW	CN	TO	Total	Funding Source	Other	Total	Phase	Funding Source				Total	Phase	
												Federal	State	Local	Other			
City of Richmond Ridership Program		GRTC Service Area	0	0	200	200	CM 200	0	0	0	0	0	0	0	0	0	0	0
(DRPT) City of Richmond GRTC Trolley		One Year Operating Funds	0	0	1,363	1,363	CM 736	0	0	0	0	138	0	0	0	0	0	138
(DRPT) City of Richmond		Main Street Station Operations	0	0	2,203	2,203	CM 1,762	0	0	0	0	1,400	567	230	0	0	0	182
(DRPT) City of Richmond		Museum Connector (MRCVB Vehicles)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(DRPT) Greater Richmond Transit Company		Marketing Campaign On Low Floor Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(DRPT) Greater Richmond Transit Company		Surveillance Camera and Safety Program	0	0	1,125	1,125	CM 900	0	0	0	0	0	0	0	0	0	0	0
(DRPT)			0	0	1,134	1,134	CM 907	0	0	0	0	0	0	0	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

(d) Includes STP Regional Funds Provided in Primary System Program

Condition upon inclusion in TIP by MPO used specific project eligibility determination by FHWA/FTA.



Project Name	Contractor	Description	PE	RW	CN	TO	CM	FUNDING SOURCE																			
								2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18										
Greater Richmond Transit Company		Trenail Service Area: Repaired/Upgrade Dicks Buses	PE	0																							
			RW	0																							
			CN	0																							
			350			200																					
			CM 250																								
(DRPT) Greater Richmond Transit Company		Trenail Service Area: Engine Repair Program: Phases I, II and III	PE	0																							
			RW	0																							
			CN	0																							
			1,000			335																					
			CM 600																								
(DRPT) Greater Richmond Transit Company		Trenail Service Area: Van Shuttle Phases I, II and III	PE	0																							
			RW	0																							
			CN	0																							
			812			200																					
			CM 850																								
(DRPT) Greater Richmond Transit Company		Trenail Service Area: Information System Upgrade	PE	0																							
			RW	0																							
			CN	0																							
			290			207																					
			CM 200																								
(DRPT) Greater Richmond Transit Company		Trenail Service Area: Smart Card System: Phases I and II	PE	0																							
			RW	0																							
			CN	0																							
			825			250																					
			CM 500																								
(DRPT) GRTC/ Greater Assembly Service Expansion		GRTC Bus Service Expansion	PE	0																							
			RW	0																							
			CN	0																							
			3,000			800																					
			CM 2,000																								

F - Capital Projects in the Feasibility Phase (as approved in Capital Improvement Phase)

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CONGESTION MITIGATION AND AIR QUALITY

RICHMOND REGION

Contractors are included in TIP by APC and specific project eligibility determined by FINMFTA.

Project Name	Project Description	Congestion Mitigation and Air Quality (CMAQ) Funds				Other Funds				Total												
		PE	RW	CN	TO	PE	RW	CN	TO													
Greater Richmond Transit Company	Regional Public Transportation Study	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
(DRPT)	Greater Richmond Transit Company	0	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				CH 180																		
(DRPT)	Greater Richmond Transit Company	0	0	225	0	180	45	0	0	0	0	0	0	0	0	0	0	0	0	0	45	
				225																		
(DRPT)	Greater Richmond Transit Company	0	0	0	0	4,200	170	0	0	0	0	0	0	0	0	0	0	0	0	0	170	
				3,480																		
				CH 4,384																		
(DRPT)	Greater Richmond Transit Company	0	0	0	0	0	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	150	
				1,920																		
				CH 1,920																		
(DRPT)	Compass Inc. (Richmond) Air Pollution Reduction Program	0	0	0	0	1,500	2,301	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				6,020																		
				CH 3,860																		
(DRPT)	Compass, Inc. (Richmond) Air Pollution Reduction Program	0	0	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200
				260																		
				CH 260																		

(a) Includes RTP Regional Funds Provided in Primary System Program

F - Other Projects in Tier Feasibility Phase (as opposed to Capital Improvement Phase)

Richmond Region

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CONGESTION MITIGATION AND AIR QUALITY

Richmond Region

Conducting upon inclusion in TIP by MPO and specific project eligibility determination by PHM/PTA



DECMRAQC Entered Ozone Advisory Program (Routinely)	Measurement Area	PE RW CN TO	0 0 200 CM 200	118	M4 CM&STP	Funding Available from Various Sources						Total
						2004-05	05-06	06-07	07-08	08-09	09-10	
				24		4,877	4,724	4,804	4,875	4,840	34,990	
(B)												
TOTAL												
(a) Includes STP Regional Funds Provided in Priority System Program F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)												

Costs not upon inclusion in TP by MPO and specific project eligibility determination by FHWA/FTA



# **TRANSPORTATION**

## **Enhancement Program**

**Commonwealth Transportation Board**  
*Virginia Department of Transportation*  
*Virginia Department of Rail and Public Transportation*

**INNOVATIVE**  
**PROGRAMS**  
*Governor Gilmore's Commitment to Transportation*

## TRANSPORTATION ENHANCEMENTS

This program provides a means of financing activities that go beyond the normal elements of a transportation improvement project. The Transportation Equity Act for the 21<sup>st</sup> Century or "TEA-21", signed by the President on June 9, 1998 provided for the continuation of the Transportation Enhancement Program.

This federal-aid legislation established federal authorizations through 2003, thus providing better planning for future revenues.

With the enactment of TEA-21, additional funding was made available for the Transportation Enhancement Program.

Transportation enhancement activities can be a stand-alone project or can be implemented as part of an ongoing project. In either case it must relate to the intermodal transportation system in function, proximity, or impact. Transportation enhancement activities are activities that increase the value or worth of a project or make it more aesthetically pleasing. It should provide a "quality-of-life" benefit. A project is enhanced by doing something that is not common practice.

Eligible transportation enhancement activities must fall into one or more of the following categories:

1. Provision of facilities for bicycles and pedestrians;
2. Acquisition of scenic easements and scenic or historic sites;

3. Scenic or historic programs;
4. Landscaping and other scenic beautification;
5. Historic preservation;
6. Rehabilitation and operation of historic transportation buildings, structures, or facilities including historic railroad facilities and canals;
7. Preservation of abandoned railway corridors including the conversion and use thereof for pedestrian and bicycle trails;
8. Control and removal of outdoor advertising;
9. Archaeological planning and research; and,
10. Mitigation of pollution due to highway run-off;
11. Transportation Museums

This year 220 applications were received, requesting \$79.1 million of federal funding. A total of 118 applications are recommended for approval amounting to \$19.4 million.

The Commonwealth Transportation Board allocates funds to specific projects on a statewide, competitive basis. Project Proposals are examined by a VDOT Enhancement Selection Panel. Based upon the recommendations of the Panel and a review by the Commonwealth Transportation Board's Environmental Committee, projects are selected for implementation.

\* \* \* \* \*

17864	Town of Abington USDA Forest Service Virginia Creeper Trail Restoration	Reconstruction and restoration of the bridges and trestles on the Virginia Creeper National Recreation Trail.	PE RW CO TO	60 799 800 EN 502	412	300	90
51879	Town of Applegate Railroad Depot and Trail	Restoration of the historic Applegate Train Depot and construction of a trail through the historic sections of Town.	PE RW CO TO	18 50 428 518 EN 250	150	200	100
66400	Town of Applegate Design and construction of a Railroad Trail Mural	Design and construction of a Railroad Trail Mural	PE RW CO TO	5 72 77 EN 25		77	25
17863	Town of Big Stone Gap Greenbelt Trail & Walking Tour	Create a greenbelt trail and complete an historic walking tour.	PE RW CO TO	58 158 408 648 EN 617	617	31	
50388	Blind County Wolf Creek Indian Village	Design and construct trails and parking facility. Relocation of an old railroad depot and schoolhouse to the site.	PE RW CO TO	48 80 578 654 EN 200		684	208
50389	Town of Bluefield	Construction of a 2.6 mile Trail that will connect the railbedside areas of town to Graham Recreation Park.	PE RW CO TO	6 2 43 50 EN 40		90	48
51878	City of Bristol Mendota Trail	Construction of a rail-trail facility along the Mendota Rail Bed in the City of Bristol, Washington and Scott Counties.	PE RW CO TO	60 429 500 EN 400	400	100	
ENR0-102-103	ENR0-102-103.PE101.PE102.CM1						

<p>Conservation of overlook, public facilities and interpretive displays.</p>	<p>PE RW CO TO</p>	<p>5 70 75 EN 50</p>	<p>60</p>	<p>18</p>	
<p>18768 Cedar Run Trail B Overlook</p>	<p>ONF06M8-184-183,PE101,PE102,RW201,CS01 Establish a Visitor Interpretive Center and develop a pedestrian bicycle trail along the Middle Fork of the Hobson River</p>	<p>30 200 543 773 EN 191</p>	<p>181</p>	<p>582</p>	
<p>19080 Town of Chincoteague Processing Facility</p>	<p>EN88-188-104,PE101,PE102,RW201,CS01 Construction of pedestrian pathways within the Town limits.</p>	<p>2 53 55 EN 40</p>		<p>55</p>	<p>40</p>
<p>56398 Town of Clarkwood Ski Area and Landscaping</p>	<p>EN08-103-104,PE101,PE102,CS01 Ski area improvements and landscaping along Chase Street</p>	<p>3 195 200 EN 100</p>		<p>280</p>	<p>100</p>
<p>98401 Town of Coahoma Tom's Creek Bridge</p>	<p>EN40-188-189,PE101,PE102,CS01 Pedestrian bridge replacement and new bridge construction across Tom's Creek including landscaping and associated walkways.</p>	<p>58 64 804 EN 200</p>	<p>100</p>	<p>404</p>	<p>100</p>
<p>91981 Town of Dermott Rte 1 Trail at Burners Creek</p>	<p>EN98-188-105,PE101,PE102,CS01 Conversion of the Virginia-Carolina Railway railroad bed and open area into a multi-use paved trail.</p>	<p>18 119 130 EN 75</p>	<p>25</p>	<p>105</p>	<p>50</p>
<p>61877 Dickinson County Hiking/Biking trail</p>	<p>EN08-285-104,PE101,PE102,CS01 Design and construct a trail along the Pound River from the John W. Hammett Dam to the confluence of the Pound and Russell Fork Rivers.</p>	<p>31 282 315 EN 40</p>		<p>310</p>	<p>40</p>
<p>88382 ENHANCEMENT PROGRAM</p>	<p>EN00-025-102,PE101,PE102,CS01</p>				

DeKalb County John Flannigan Lake Overlook	Construction of picnic overlook.	PE RW CC TO	10 40 50 EN 40	40	10	-
Dickinson County 94102 Town of Chiswood Protection Facilities	EM04-025-137 PE 01, PE 102, CS01 Construction of several pads that will allow for safe pedestrian passage throughout the Downtown and Central Main areas of Town.	PE RW CC TO	6 924 929 EN 170	175	854	-
Duval County 51903 Town of Duval Trail	EM04-025-107 PE 01, PE 102, CS01 Construction of a pedestrian trail.	PE RW CC TO	6 65 60 EN 60	-	90	60
Duval County 94402 Town of Duval Railroad Depot	EM04-211-110 PE 101, PE 102, CS01 Restoration of the railroad depot.	PE RW CC TO	4 31 35 EN 25	-	36	25
Duval County 50308 Downtown St. Johns Revitalization	EM04-213-111 PE 101, PE 102, CS01 Central Business District development along the town's main thoroughfare.	PE RW CC TO	- 207 207 EN 100	180	41	-
Duval County 15229 Town of Galt Downtown St. Johns Revitalization	EM04-221-143 PE 01, PE 102, CS01 Construction of 2 1/2 blocks of sidewalk in downtown Galt City.	PE RW CC TO	6 120 126 EN 100	80	78	60
Duval County 51802 Town of Glad Springs	EM04-221-106 PE 101, PE 102, CS01 Streetscaping, landscaping, construction of additional parking and interpretation museum.	PE RW CC TO	78 60 785 990 EN 100	-	909	100
Duval County 50403	EM04-225-112 PE 101, PE 102, RW 201, CS01					



Guayson County	Preservation of historic transportation routes and structures.	PE RW CO TO	44 182 89 305 EN 150			305	150
Town of Grundy	EM03-038-102, PE 101, PE 102, RW201, CS01 Construction of a 1.5 mile trail between the Royal City area of Grundy and the downtown area.	PE RW CO TO	75 100 100 275 EN 220		220	55	-
Town of Jonestown	EM04-028-V04, PE 101, PE 102, RW201, CS01 Construction of 1.60 linear feet of paved trail from Main Street to the Cumberland Bowl Park.	PE RW CO TO	4 78 80 EN 52		52	28	-
Lee County	Wilderess Road Project	PE RW CO TO	3 482 485 EN 305		305	100	-
Lee County	EM05-081-103, PE 101, PE 102, RW201, CS01 Development and construction of a Visitor's Center with the State of Tennessee and Kentucky	PE RW CO TO	48 50 760 848 EN 540		327	521	213
Lee County	EM03-052-V22, PE 101, PE 102, RW201, CS01 The acquisition of the historic Kettle property for a visitor information center. The proposed landscaping acquisition that will tie all the components of the park systems together.	PE RW CO TO	25 - 2,050 2,076 EN 380		390	1,718	-
Town of Mellen	EM03-052-V22, PE 101, PE 102, RW201 Pedestrian facility that will also serve as an educational and tourist attraction for the town.	PE RW CO TO	15 85 100 EN 80		80	20	-
18702	EM05-088-118-107, PE 101, PE 102, CS01						

BRISTOL DISTRICT



Project Name	Project Description	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Town of Guilford Trail System	Construction of trails that will provide access to the historic sites of Subtlety.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Steed County Natural Tunnel North Portal Overlook and Boardwalk	Construction of a boardwalk trail to an overlook above Steed Creek. Graps and a trail between the amphitheater and the Dave Steeds Educational Center.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Town of Nicholsonville Scott County Pediclar Bridge	Construction of a pedestrian safety bridge	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Town of Marion Smith County Guernsey Commemorative Riverwalk	Develop a 3.2 mile greenbelt walking/bicyclist path along the Middle Fork of the Holston River.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Smith County Hungry Mother Creek Trail	The trail will provide a scenic facility for pedestrians and bicycles and will allow Hungry Mother Park from the entrance to Hungry Mother Park to the Middle Fork of the Holston River.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Washington County Whitstop Station Park	Construction of a path on the site of the former Whitstop railroad depot which will also provide facilities for users of the Virginia Creeper Trail.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
Watauga County VA Conductor House Railroad Museum	Renovation of the oldest building in the Town of Saint Paul, the old Norfolk & Western Conductor's House.	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100
18789	(INFO)ENR-097-104, PE 101, PE 102, CS01	PE	RW	CO	TO	EN	EN 06	EN 08	EN 10	EN 12	EN 14	EN 16	EN 18	EN 20	EN 22	EN 24	EN 26	EN 28	EN 30	EN 32	EN 34	EN 36	EN 38	EN 40	EN 42	EN 44	EN 46	EN 48	EN 50	EN 52	EN 54	EN 56	EN 58	EN 60	EN 62	EN 64	EN 66	EN 68	EN 70	EN 72	EN 74	EN 76	EN 78	EN 80	EN 82	EN 84	EN 86	EN 88	EN 90	EN 92	EN 94	EN 96	EN 98	EN 100

Wise County Cinch River Range District	61987	Provide hardened surfaces for the Great River Trail, benches and bike racks.	PE RW CO TO	10 - 76 89 EN 90	50	30		
Wise County Hards Across the Mountain Scenic Views and Overlook	61988	Construction of an overlook at Black Mountain on Route 180 and creation of a park on Route 281. Includes:	PE RW CO TO	32 20 306 418 EN 155	100	318	55	
Town of Wytheville Welcome to Historic Wytheville	18087	Landscaping, lighting, benches and improving the interpretive materials currently available to the public for the Welcome to Historic Wytheville Project.	PE RW CO TO	4 - 48 44 EN 36	36	9		
	18087	DISTRICT SUMMARY					1,984	

Project Name	Project Description	PE	RW	CO	TO	EN
Alleman's County Thomas Jefferson Parkway	Phase I financing to construct a hair-bending wall connecting visitor's center to Monroeville, a native plant prairie, scenic overlooks, pond and foot trails.	180	200	1,990	1,500	890
Alleman's County Thomas Jefferson Parkway	ENR3-002-102, PE 101, PE 102, RW 201, CS 01 CONSTRUCTION UNDERWAY Phase II including safety and aesthetic improvements, protection and bicycle access to Monroeville and Patis/boonham development.	PE	140	908	1,720	1,325
Alleman's County Thomas Jefferson Parkway	ENR4-002-108, PE 101, PE 102, RW 201, CS 01	PE	225	2,025	2,290	1,708
Alleman's County Thomas Jefferson Parkway	Stone bridge and tunnel crossings of Route 53, provide access to pedestrians, vehicles and cyclists. Includes trails, plantings and overlook.	PE	908	987	5,332	6,083
City of Charlottesville Union Station	INFO ENR9-002-118, PE 101, PE 102, CS 01 Restoration of the railway abandoned historic train station building and supporting infrastructure.	PE	182	190	782	6,083
City of Charlottesville Rugby Road Blue Lanes	ENR3-184-102, PE 101, PE 102, RW 201, CS 01 Widening of Rugby Road from University Avenue to Weybelle Place, so that designated bicycle lanes can be incorporated into the roadway. A sidewalk is proposed for the east side of the road.	PE	182	190	782	6,083
City of Charlottesville Rivanna Greenbelt Extension	ENR4-104-105, CS 01, ENR5-104-121, CS 01 CONSTRUCTION UNDERWAY Protection, bicycle and ADA accessible trail connecting Rivanna Greenbelt to Pen Park and Darden Town Park.	PE	5	3	34	80
City of Charlottesville	INFO ENR7-104-108, PE 101, PE 102, RW 201, CS 01 Gateway landscaped island at Preston Road/Michlens Road intersection and entrance into downtown Charlottesville	PE	80	80	280	80
ENR8-184-125, PE 101, PE 102, RW 201, CS 01		PE	80	280	400	80

City of Charlottesville	Landscaping and construction of bicycle lanes and sidewalks	PE RW CO TO	EB 684 730 EN 180	180	570	
15183	ENR-104-128, PE 101, PE 102, CS 01 Preserve the unique and significant historic elements of Charlottesville's Court Square District.	PE RW CO TO	130 200 1,050 1,360 EN 400	450	930	400
15019	ENR-104-142, PE 101, PE 102, CS 01 Route 88 corridor safety improvements, pull-off areas and trail signage	PE RW CO TO	4 31 35 EN 25	28	7	
15185	ENR-403-140, PE 101, PE 102, CS 01 Renovation and rehabilitation of depot building into a reusable transportation facility, beautification of surrounding area and addition of Amtrak waiting room.	PE RW CO TO	20 60 760 675 EN 700	700	175	
15184	ENR-304-111, PE 101, PE 102, RW 201, CS 01 - CONSTRUCTION UNDERWAY Enhancement of self-guided automobile tours through the installation of signs which will designate boundary lines of the site, historic towns, villages and specific stops of interest.	PE RW CO TO	1 35 48 EN 32	32	8	
15500	ENR-403-128, PE 101, PE 102, CS 01 Construction of pedestrian pathways, gateway signage and restoration of an existing building for use as a Visitor's Center and Transportation Museum.	PE RW CO TO	118 10 422 546 EN 330		546	328
15444	ENR-403-182, PE 101, PE 102, RW 201, CS 01 Plaza developed for pedestrian/bicycle trails, preservation and access to historic lock, canal and covered bridge site.	PE RW CO TO	49 30 271 350 EN 210	180	170	30
15789	ENR-403-127, PE 101, PE 102, RW 201, CS 01					

Town of Charlottesville Charlottesville Depot	Renovate historic depot and upgrade pedestrian facilities	PE 125 RW 80 CO 115 TO 280 EN 125	126	185	-
Louisiana County Tremblin Station Bellfield Auto-Tour	ENR8-225-144 PE 101 PE 102 RW 201 CS01 Establishment of a self-guided ten stop auto-tour with appropriate parking areas and historic markers	PE 10 RW 25 CO 115 TO 150 EN 120	120	30	-
Louisiana County Tremblin Bellfield and Historic Park	ENR8-454-124 PE 101 PE 102 RW 201 CS01 Acquisition of bellfield and construction of walking trails with interpretive markers. Conversion of old train station into a Visitor's Center.	PE 10 RW 510 CO - TO 540 EN 370	370	180	-
Nashicon County The Villages of Healden's Scenic Byway	ENR8-464-138 PE 101 PE 102 RW 201 Landscape improvements to the two villages along scenic Byway 231.	PE 20 RW 5 CO 265 TO 230 EN 184	184	45	-
Orange County Germania Colanin Visitor Center on Route 3	1R02E188-068-120 PE 101 PE 102 RW 201 CS01 Establishment of Visitor's Center, new entrance and a ball that will wind through the historic sites on the property.	PE 75 RW 1,510 CO 1,308 TO EN 680	375	1,014	228
Orange County Montpelier	1R02E188-068-110 PE 101 PE 102 CS01 Restoration of historic train station and improvements to the Visitor Center Complex.	PE 183 RW 45 CO 642 TO 950 EN 675	300	650	375
Town of Orange Orange Transportation Facility	ENR8-068-140 PE 101 PE 102 RW 201 CS01 Scenic improvements for Madison Road, Main Street, Ford Street, Church Street and Scott Street, all of which directly relate to gateways or approaches to the Orange Transportation Facility.	PE 63 RW - CO 636 TO 721 EN 680	666	51	-
17886	ENR7-275-104 PE 101 PE 102 RW 201 CS01 CS02 ENHANCEMENT PROGRAM				

<p>Reppahocock</p> <p>Sperryville Gateway</p>	<p>Streamscaping and pedestrian facilities along Main Street and a bridge over the Thurston River</p>	<p>PE 60 RW 125 CD 315 TO 900 EN 200</p>	<p>200</p>	<p>300</p>		
<p>52023</p> <p>Town of Scottsville</p> <p>Canal Basin Square</p>	<p>EN03-078-100 PE101 PE102 RW201 CS01 Develop a historic transportation park, to celebrate the town's unique history and increase tourism.</p>	<p>PE 87 RW 33 CD 427 TO 517 EN 414</p>	<p>414</p>	<p>100</p>		
<p>10891</p> <p>Town of Scottsville</p>	<p>EN03-208-126 PE101 PE102 RW201 CS01 Design and construction of a streetscape plan.</p>	<p>PE 10 RW 470 CD 601 TO 1081 EN 604</p>		<p>1,081</p>	<p>604</p>	
<p>08443</p> <p>Town of Warrenton</p> <p>Warrenton Spur Overway</p>	<p>EN03-208-103 PE101 PE102 RW201 CS01 Conversion of abandoned rail into trail, beginning at Franklin and Lee Streets in downtown Warrenton and weaving through town and into the country across Route 28.</p>	<p>PE 20 RW 536 CD 226 TO 875 EN 443</p>	<p>443</p>	<p>432</p>		
<p>13774</p>	<p>EN03-158-021 PE101 PE102 RW201 CS01 CONSTRUCTION UNDERWAY DISTRICT SUMMARY.</p>				<p>1,044</p>	

ENHANCEMENT PROGRAM



Town of Bowling Green Main Street Enhancement	Landscaping and streetcapping of the Main Street pedestrian corridor.	PE RW CO TO	4 20 26 122 EN B7	25	
Carrboro County Visitor Center	RF 018-018-119 PE 101 PE 102 RW 201 CS 01 Construction of a Carrboro County Visitor's Center at the intersection of Route 207	PE RW CO TO	50 147 585 782 EN 239	190	48
32010 Town of Colonial Beach BlueFlagman Pathway	EM 99-016-132 PE 101 PE 102 RW 201 CS 01 Construction of a BlueFlagman path parallel to Euler Avenue from the Bull Point neighborhood to the Classic Shores neighborhood.	PE RW CO TO	3 - 32 35 EN 28	28	7
13768 Town of Colonial Beach Boardwalk Improvements	EM 93-198-109 PE 101 PE 102 CS 01 Revitalization improvements to the Boardwalk and adjacent areas including bike lanes.	PE RW CO TO	1 - 18 17 EN 16	14	3
52011 Town of Colonial Beach Landscaping and Signage	EM 95-198-134 PE 101 PE 102 CS 01 Landscaping and signage facilities along Irving and Hartmann Streets in the downtown area.	PE RW CO TO	1 - 11 12 EN 9	8	3
52012 City of Fredericksburg Market Square	EM 99-109-135 PE 101 PE 102 CS 01 Revitalization and renovation of the Historic Market Square.	PE RW CO TO	45 28 527 600 EN 400	400	200
18716 City of Fredericksburg / Stafford County Fredericksburg/Stafford Park Authority Hiking/Biking Trail	EM 98-111-123 PE 101 PE 102 RW 201 CS 01 Paved trail on the north side of the Rappahannock River from U.S. Route 1 to State Route 3.	PE RW CO TO	68 - 785 653 EN 448	248	200
18112 ENHANCEMENT PROGRAM	EM 94-098-120 PE 101 PE 102 CS 01 CONSTRUCTION UNDERWAY				

Gloucester County Colonial Courthouse Village	62015 EN99-026-134 PE101 PE102 RW201 CS01 Continuation of project to provide historic landscaping, sidewalks, landscaping and lighting	PE RW CO TO	70 175 630 875 EN 440	240	505	200
Gloucester County Colonial Courthouse Village	18554 EN99-026-134 PE101 PE102 RW201 CS01 Landscaping and pedestrian facility improvements from the Historic Court Circle down Main Street. Includes \$77,000 of Regional STP Funds.	PE RW CO TO	40 150 527 717 EN 327	327	396	-
Town of Irvington Stanhope Era Museum	62013 EN99-242-138 PE101 PE102 RW201 CS01 Create a transportation treatment dedicated to the end of the almshouse and its importance to the Northern Neck and Tidewater areas.	PE RW CO TO	50 25 275 350 EN 230	220	130	-
Town of Kilmarnock Downtown Revitalization	62013 EN99-242-138 PE101 PE102 RW201 CS01 Streetcapping, signage and parking along Main Street.	PE RW CO TO	50 200 570 640 EN 560	340	540	250
King and Queen County Heritage Gateway and Trails 2060	62014 EN99-248-137 PE101 PE102 RW201 CS01 Gateway signage, uniform focus areas, public access signage and walkway trails.	PE RW CO TO	80 578 112 788 EN 280	200	518	-
Lancaster County The Lancaster Trail	62018 EN99-048-138 PE101 PE102 RW201 CS01 Construction of a Metropolitan Trail along Route 200 from White Stone to Kilmarnock.	PE RW CO TO	20 220 245 EN 102	192	53	-
Midwest County Williams Wheat Landing - Phase I	18714 EN100-051-121 PE101 PE101 CS01 Acquisition of property to preserve significant historic buildings of this local landmark while creating a contemporary use for the public.	PE RW CO TO	60 498 577 908 EN 702	702	188	-

Madison County Willow's Wharf Landing	17372	Development of a regional small craftmaking facility providing a unique, historic and scenic use that will preserve a clear concept of small craft use, marine shipping and water transport.	PE RW CO TO EN 300	41 185 556 782 EN 300	306	482	
Middlesex County							250
Middlesex County	17372	Construction of a pedestrian/bicycle facility on the north side of Route 33 between Delaware and Singlay Point Marina.	PE RW CO TO EN 200	39 151 179 362 EN 200		382	
Northumberland County Rosa's North/Hughes's Tavern	50434	Restoration of facility for public use. Includes acquisition of site, pedestrian/bicycle facilities, landscaping and renovation of structures.	PE RW CO TO EN 575	81 46 882 982 EN 575	375	917	200
Northumberland County	18074	Design and reconstruction of a building for use as a fisherman's museum.	PE RW CO TO EN 200	54 418 472 EN 200		472	200
Spotylvania County Central Railways Trail	50435	Phase I of a bicycle/pedestrian facility that will provide access from residential areas to commercial and recreational facilities.	PE RW CO TO EN 182	16 278 238 EN 182	182	46	
Spotylvania County	18786	Construction of pedestrian facilities linking south of the county government complex.	PE RW CO TO EN 200	5 45 445 498 EN 200		485	200
Stafford County Belmont / Ferry Farm Trail	50436	Construction of a bicycle/pedestrian trail and sidewalk improvements.	PE RW CO TO EN 476	112 86 472 670 EN 476	475	195	
Stafford County	17670						

Stafford County Ferry Farm Historic Site	Study to remove historic ferry service, archaeological evaluation of ferry landing and colonial era Toll Keeper's house, removal of outdoor advertising and landscaping along King's Highway.	PE RW CO TO EN 300	110 400 100 610 EN 300	250	340	50
Stafford County North Stafford Bicycle / Pedestrian Trail	Construction of asphalt bicycle/pedestrian trail and concrete sidewalk.	PE RW CO TO EN 180	28 80 288 368 EN 180	180	208	-
Town of Williams Old Tobacco Warehouse Visitor's Center	Renovation of the Old Tobacco Warehouse for use as a visitor's center.	PE RW CO TO EN 208	5 100 194 299 EN 208	208	80	-
Town of Newber Main Street Beautification	Construction of off-street parking, sidewalks, landscaping and pedestrian/bicycle trails.	PE RW CO TO EN 180	28 78 295 325 EN 180	180	385	-
Westchester County James Monroe Birthplace	Property improvements including a safe pull-out, small parking area and installation of interpretive signs.	PE RW CO TO EN 72	25 75 100 EN 72	72	28	-
Town of West Point Blue Trail and River Park	Rebuild Blue Trail from local school campus to Iversville park area and downtown historic locations.	PE RW CO TO EN 306	25 84 319 424 EN 306	306	118	-
Town of West Point Downtown Streetcapping	Construction of sidewalk streetcapping along the town's main thoroughfare and downtown historic district walking tour.	PE RW CO TO EN 389	46 86 870 816 EN 389	238	677	150

Town of Niles Street	Construction of pedestrian facilities, streetclosures and a visitor's center.	PE RW CO TD	36 150 165 360 EN 235	350	235	1,904
66443	ENR-27-151, PE101, PE102, ENR201, CS91					
	DISTRICT SUMMARY					

Accomack County Tanger/Hampton Waterborne Ackley		Improve existing commercial parking facility on Tanger Island and to purchase and improve an existing commercial parking facility in the Town of Hampton.	PE RW CO TO	90 205 511 786 EN 896	365	201	
Accomack County Town of Tangier Tangier Mend Walker's Center and Museum	17983	INFO:1697-001-120, PE 101, PE 102, CS 01 Acquisition, design and construction of a water center and museum.	PE RW CO TO	18 90 172 200 EN 100	160	40	
Town of Cape Charles	82004	EN108-001-127, PE 101, PE 102, RW 201, CS 01 Renovation of the Bloom Station.	PE RW CO TO	1 8 123 132 EN 108		132	100
City of Chesapeake Blansy Loop	96439	EN102-112-144, PE 101, PE 102, RW 201, CS 01 Construction of bike lanes on each side of Dock Landing Road from Portsmouth Boulevard to near Devon Drive Construction of bike lanes on each side of Jeff Road from the intersection of Devon's Mill Drive to Portsmouth Boulevard and east along both sides of Portsmouth Boulevard.	PE RW CO TO	6 254 618 775 EN 620	828	106	
City of Chesapeake Gerr Road Trail	16146	EN104-131-122, PE 101, PE 102, RW 201, CS 01 Construction of a 1.4 mi. multi-use trail in the Western Branch Borough of Chesapeake.	PE RW CO TO	38 315 208 625 EN 400	388	236	11
City of Chesapeake	92005	EN106-131-128, PE 101, PE 102, RW 201, CS 01 Construction of sidewalk, landscaping and signage improvements from Interstate 484 to Liberty Street.	PE RW CO TO	128 84 629 628 EN 238		600	268
Town of Chincoteague	96432	EN100-131-140, PE 101, PE 102, RW 201, CS 01 Design and construction of a pedestrian/bicycle facility.	PE RW CO TO	4 84 88 EN 46		88	40
	96442	EN100-136-147, PE 101, PE 101, CS 01					

Town of Courland	Construction of sidewalks, gateway signage and landscaping.	PE RW CO TO	15 30 106 153 EN 125	153	125
City of Enclave Train Depot Rehabilitation	EM00-201-145 PE 01 PE 02 RW 201 CS 01 To accept and complete retrograde of the interior of the CSA report according to Department of the Interior standards for historic preservation and current ADA requirements.	PE RW CO TO	23 114 313 450 EN 360	90	-
City of Enclave South Main Street	EM00-109-124 PE 01 PE 02 RW 201 CS 01 CONSTRUCTION UNDERWAY Construction of pedestrian facilities and landscaping.	PE RW CO TO	10 915 175 800 EN 250	200	50
City of Franklin	EM00-108-150 PE 01 PE 02 RW 201 CS 01 Design and construction of eligible enhancement activities.	PE RW CO TO	200 300 880 1,250 EN 1,060	1,250	1,000
City of Franklin	EM00-MS-142 PE 01 PE 02 RW 201 CS 01 Improvement of pedestrian facilities along South Main Street and Second Avenue.	PE RW CO TO	68 1,486 1,410 2,953 EN 100	2,663	100
City of Hampton Southern Landing Road Sceniccape Improvements	EM00-145-140 PE 01 PE 02 RW 201 CS 01 Landscaping and geoscaping along Southern Landing Road from Eastern Street to Bridge Street and Kings Way from Southern Landing to Kings Way.	PE RW CO TO	3 497 500 EN 400	400	100
City of Hampton Hampton Roads Center Parkway Landscaping	EM00-114-104 PE 01 PE 02 CS 01 CONSTRUCTION UNDERWAY Project involves landscaping the median of the Hampton Roads Center Parkway between interchanges 64 and 66 at the intersection of the respective interchanges.	PE RW CO TO	50 50	40	10
19144	EM04-114-140 PE 01 PE 02 L 601 CONSTRUCTION UNDERWAY				

City of Wright County	17502	Recognition of the structure in order to provide for a tourist center, a museum park and public use areas.	PE RW CO TO	25 - 734 759 EN 435	375	364	160
Boynton's Tavern Restoration and Protection							
City of Newport News	17502	WFOJEN07-046-127, PE 101, PE 102, CS 01 CONSTRUCTION UNDERWAY Construction of pedestrian improvements, parking facilities and landscaping.	PE RW CO TO	65 575 790 1,250 EN 260	250	1,000	-
Warwick Boulevard Improvements							
City of Norfolk	50119	E-1606-121-152, PE 901, PE 102, RW 201, CS 01 Pedestrian walkway along Church Street, Harry Street, Virginia Beach Boulevard, and Princess Anne Road.	PE RW CO TO	65 - 1,686 1,630 EN 680	680	800	-
Albion Historic Pedestrian Walkway							
City of Norfolk	17991	WFOJEN07-122-126, PE 101, PE 102, CS 01 Construction of a pedestrian/bicycle trail in the Atlantic City section of southeast Norfolk.	PE RW CO TO	40 360 300 690 EN 151	-	660	161
Northampton County	96400	E-400-122-138, PE 901, PE 102, RW 201, CS 01 Bicycle and historic corridor which traverses the length of County along designated Virginia Byways, coastal routes and rural highways. Project will include trail center, historic exhibits, interpretation and trail restoration.	PE RW CO TO	68 - 633 920 EN 731	731	158	-
Heritage Trail							
Northampton County	15144	E-664-005-113, PE 101, PE 102, CS 01 Development of a transportation museum that will incorporate the maritime, cultural and regional history of the Eastern Shore's barrier islands.	PE RW CO TO	43 - 267 360 EN 147	-	309	147
Barrier Islands Corridor							
Northampton County	58428	E-100-465-126, PE 101, PE 102, CS 01 Sitegrading and construction of parking facilities.	PE RW CO TO	50 208 180 436 EN 390	-	404	300
Town of Emmons	66429	E-400-006-137, PE 101, PE 102, RW 201, CS 01					



Town of Danvers Bernice D. Outlaw Blacksmith Shop and Museum	16537	Restoration of historic blacksmith shop and development of blacksmith shop museum.	PE RW CO TO	18 8 72 88 EN 70	70	18	
Town of Danvers	16537	RFCE168-273-115, PE 101, PE 102, RW201, CS01 CONSTRUCTION UNDERWAY Design and construction of platform.	PE RW CO TO	25 202 227 EN 182		227	142
Town of Danvers Driver 3011 Restoration - Essex Shore Railway Museum	54441	EM00-273-148, PE 101, PE 102, CS01 Purchase and restoration of Driver 3011, restroom construction, siding repair, construction of bus shelter and bike rack.	PE RW CO TO	11 133 144 EN 115	115	26	
City of Portsmouth	10713	MFCE168-601-120, PE 101, PE 102, CS01 Design of multi-modal paths that will connect the western suburban portion of the city with the historic downtown.	PE RW CO TO	50 80 EN 40		50	40
Southern Plains Gallery Boulevardier Galleries 'A' Colonade on the Green	69431	EM00-124-130, PE 101, PE 102, CS01 Planning, design and construction of a pedestrian corridor approximately 18' in length between the primary busby entrance and the courthouse parking lot.	PE RW CO TO	14 185 197 EN 187	167	40	
City of Suffolk Downham Suffolk Association CSX Main St. Railroad Station Restoration	10712	MFCE168-067-110, PE 101, PE 102, CS01 Restoration of a historically significant railroad station for contemporary use as a museum and visitor information center.	PE RW CO TO	10 5 610 525 EN 425	240	285	180
City of Suffolk Downham Innkeepers	10639	MFCE168-133-100, PE 101, PE 102, RW001, CS01 CONSTRUCTION UNDERWAY Downham Suffolk Innkeepers	PE RW CO TO	25 600 835 EN 150	150	505	
EM00-133-129, PE 101, PE 102, CS01	52005						

City of Suffolk		Landscape design for the Route 69 corridor between the city limits and the downtown Suffolk exit.	PE RW CO TO	14 - 14 EN 14	-	14	14
City of Virginia Beach	66433	EN60-132-147, PE101, PE102 This project depicts plan, design and construct a 2.0-mile pedestrian/bicycle trail along the existing salt marsh environment.	PE RW CO TO	60 450 500 EN 400	400	100	-
City of Virginia Beach	15160	EN64-134-VZ2, PE101, PE102, CS01 Restoration would include repair of the structure as well as improvements necessary to make the lighthouse more accessible to the public.	PE RW CO TO	36 164 200 EN 164	106	40	-
City of Virginia Beach	15149	EN64-134-VZ1, PE101, PE102, CS01 9.2 mile long 10 foot wide asphalt surfaced pedestrian/bicycle trail on abandoned Norfolk-Southern Railroad right of way.	PE RW CO TO	59 948 848 EN 818	816	129	-
Pango - Park Connector Trail Facility	13771	EN63-134-V13, PE101, PE102, CS01 Phase 1 funding for 10.2 miles of bikeways which are both separate facilities or paved shoulder lanes.	PE RW CO TO	381 423 1,336 2,350 EN 900	900	1,300	-
City of Williamsburg James City / York Counties - Blunneys and Ellis Lockers	13763	EN63-466-V11, PE101, PE102, RW201, RW201, RW201, CS01 Acquisition and renovation of a 1.83 mile station and property for use as a transportation center.	PE RW CO TO	107 872 571 1,310 EN 500	800	790	-
City of Williamsburg Williamsburg Transportation Center	62907	EN16-137-138, PE101, PE102, RW201, CS01 Pedestrian bridge between visitor stations including streetscape improvements and riverwalk along the York River.	PE RW CO TO	32 100 826 980 EN 828	828	132	-
York County Yorktown Water Street Riverwalk	15145	EN64-088-V08, PE101, PE102, RW201, CS01	PE RW CO TO				



Project Name	Project Description	PE	RW	CO	TO	25	37	690	118	1,008	15	140	409	544	EN 200	750	880	1,730	EN 500
Town of Norfolk Anahem Depot Renovation and Relocation	Renovation and renovation of Anahem Depot into a multi-use Community Facility	42	195	344	581	25	566												
Town of Norfolk Downtown Improvements	ENF09-103-130, PE 101, PE 102, RW 201, CS 01 Streetscaping, sidewalks, landscaping, signage and improvements to the traffic circle.	58	129	187	EN 190	190	37												
Albemarle and Nelson Counties Virginia Blue Ridge Railway Trail	EN09-103-110, PE 101, PE 102, CS 01 Development of a 7 mile bicycle, walking, cross country skiing and horseback riding trail. Also, preservation and access to the historic Fluvy River railroad station.	69	250	471	700	100	690	204											
Town of Appomattox Main Street Improvements	EN09-002-101, PE 101, PE 102, RW 201, CS 01 Rebuild utility lines, install period lighting, drive into lot and install landscaping of downtown Appomattox Virginia Depot located on Main Street.	18	18	162	218	100	118												
Charlottesville Southern Virginia Rail-Trail	ENF09-103-107, PE 102, RW 201, CS 01 CONSTRUCTION UNDERWAY Rail to trail conversion to connect a significant rail yard site and town; provide transportation facilities, preserve and rehabilitate historic site.	150	1,008	808	1,817	781	1,008												
Charlottesville Shannon River State Park	EN09-018-121, PE 101, PE 102, RW 201, BS 01 CONSTRUCTION UNDERWAY Sewer improvements and construction of a combat station.	15	140	409	544		200												
Halifax County and Charlotte County Sussex River Battlefield	EN09-018-126, 101, PE 102, RW 201, CS 01 Phase II of Southern Virginia Rail-Trail project. Project includes purchase and restoration of historic railroad depot to be utilized as visitor center.	750	880	1,730	EN 500	600	1,230												
16070	PE 012, RW 603-111, RW 201, CS 01																		

Project Name	Location	Description	PE	RW	CO	TO	Other	Total
Town of Charlottesville	Charlottesville, Staunton and Lynchburg		65	800	782	1,885	EN 300	300
56416	City of Danville	EN03-185-129 PE 101 PE 102 RW201 CS01 Purchase additional property to provide street parking for Amtrak and Danville Science Center. Purchase, rehabilitation and enhancement of historic Southern Railway Freight Depot.	PE	RW	CO	TO	90 365 970 1,325 EN 1,000	1,885
15228	City of Danville	EN04-108-182 PE 901 PE 102 RW201 CS01 CONSTRUCTION UNDERWAY The development of a trail system to scenic and historic sites along the Dan River including the restocking of the historic Southern Railroad Trestle.	PE	RW	CO	TO	150 1,266 1,638 EN 1,150	288
56813	City of Danville	IMPROVEMENTS-108-108 PE 901 PE 102 CS01 CONSTRUCTION UNDERWAY Provision of additional parking, lighting, access walkways to trail, protection barrier fencing in grade areas and improvements to Auctioneer's Park.	PE	RW	CO	TO	150 1,084 1,214 EN 515	899
37894	City of Danville	EN08-168-172 PE 101 PE 101 CS01 Renovation of the Southern Railroad office building.	PE	RW	CO	TO	180 801 551 EN 500	1,031
28417	Town of Falmale	EN00-185-129 PE 101 PE 102 CS01 The completion of the historic railroad station renovation and the conversion of it caboose into a museum/gallery's center.	PE	RW	CO	TO	70 69 108 EN 78	30
16711	Town of Gratz	IMPROVEMENTS-144-114 PE 101 PE 102 CS01 Landscaping downtown and Main Street.	PE	RW	CO	TO	1 26 27 EN 20	7
9812		EN02-227-109 PE 101 PE 102 CS01 CONSTRUCTION UNDERWAY						

Project Name	Project Description	Phase	Cost	Year	Category
Hallix County Clarion Bridge Restoration	Restoration of a century old bridge.	PE RW CO TO	23 180 203 EN 186	180	43
City of Lynchburg & James County Conversion of Rails to Trails	Phase 041-118 PE 101 PE 102 CS 01 A major component of the downtown Riverfront revitalization plan including connecting a natural recreation trail to downtown and providing a connecting link to a proposed city park.	PE RW CO TO	40 85 795 800 EN 764	744	186
City of Lynchburg Riverfront Revitalization	EN03-118-V23 PE 101 PE 102 RE 201 CS 01 Acquisition of residential property that currently contains extensive open space; an 1885 Mason building and a portion of 1649 James River and Kanawha Canal.	PE RW CO TO	348 348 EN 278	278	70
City of Lynchburg Point of Honor Access Improvement	EN04-118-V28 PE 101 PE 102 RW 201 CS 01 Construction of a street pedestrian connection to Point of Honor.	PE RW CO TO	14 136 190 EN 111	111	39
City of Lynchburg Kemper Street Amtrak Station	DR05EN06-118-100 PE 101 PE 102 CS 01 Acquisition and rehabilitation of the Kemper Street Station, construction of a adaptive trail and acquisition and development of land adjacent to the station into a park area including landscaping.	PE RW CO TO	80 180 1,038 1,088 EN 1,045	1,045	254
City of Lynchburg	DR05EN07-118-113 PE 101 PE 102 RW 201 CS 01 Construction of a trail to link Point of Honor with Black River Creek Parkway.	PE RW CO TO	32 10 263 325 EN 200	-	328
Town of Pamplin City Depot Renovation	EN00-118-127 PE 101 PE 102 RW 201 CS 01 Acquiring and restoring the historic Pamplin Depot.	PE RW CO TO	58 89 288 445 EN 356	350	89
	EN01EN07-277-131 PE 101 PE 102 RW 201 CS 01				

ENHANCEMENT PROGRAM

<p>Planetary County Richmond and Danville Trail</p>	<p>16072</p> <p>Planetary County Richmond and Danville Trail</p> <p>16072</p> <p>Planetary County Richmond and Danville Trail</p>	<p>PE RW CO TO</p>	<p>60 180 540 190 EH 450</p>	<p>450</p>	<p>300</p>	
<p>Planetary County Sandy River Reservoir Protection and Blue Trail</p>	<p>17507</p> <p>Planetary County Sandy River Reservoir Protection and Blue Trail</p>	<p>PE RW CO TO</p>	<p>10 1 113 124 EN 25</p>	<p>25</p>	<p>88</p>	
<p>Town of South Boston 'The Priority' Community, Fine Arts &amp; Welcome Center</p>	<p>17504/18310</p> <p>Town of South Boston 'The Priority' Community, Fine Arts &amp; Welcome Center</p>	<p>PE RW CO TO</p>	<p>430 400 3,610 4,440 EN 1,375</p>	<p>875</p>	<p>3,565</p>	<p>900</p>
	<p>17504/18310</p> <p>DISTRICT SUMMARY</p>					<p>1,904</p>

Allegheny County Columbia Pike / Potomac Trail	13776	1.2 mile 8-foot wide bicycle and pedestrian paths utilizing off-road trails, which results cost less miles of Columbia Pike to provide a safer and more convenient alternative for commuters.	PE RW CO TO	60 240 300 EN 246	240	60
Allegheny County Four Mile Run Trail	15156	ENR3-004-V08/PE111/PE102/CS01 Design and construction of a bicyclist/pedestrian trail with a grade separated crossing of Brandy Highway (A-380).	PE RW CO TO	246 50 300 EN 230	230	70
Allegheny County Trenton Program Protective Clergy for Camden Metro Station Escalators	15156	Additional Funds provided in Primary System Program. ENR4-000-V25/PE101/PE102/RW201 Design for clarity over existing escalators.	PE RW CO TO	30 200 230 EN 18	18	212
Allegheny County Yates of O'Neil	18935	RF02ENR4-000-131/PE101/PE102/CS01 Construction of a pedestrian/bicycle walkway, sitting area and landscaped observation platform. Also, improved pedestrian access to railroad caboose which is being restored as a railroad museum.	PE RW CO TO	2 24 30 EN 24	24	6
Allegheny County Main Street Pedestrian/Bicycle Plaza and Pathways	18181	ENR4-184-V05/PE101/PE102/CS01 CONSTRUCTION UNDERWAY Design and construction of pedestrian/bicycle paths.	PE RW CO TO	8 100 88 165 EN 132	132	32
Fairfax County Great Falls Street Trail	18306	ENFOJENR4-184-130/PE101/PE102/CS01 Design and construction of a trail along the east side of Great Falls Street from the intersection of Crystalwood Street to the intersection of Junction Street. The trail will include pedestrian access to the Wind Falls Church Metro Station.	PE RW CO TO	12 124 223 348 EN 267	267	72
Fairfax County Bus Passenger Waiting Stations	18137	ENR4-028-V20/PE101/PE102/RW201/CS01 Construction of 30 bus shelters at highly utilized bus stops in Fairfax County.	PE RW CO TO	66 43 270 300 EN 75	75	225
Frederick County T0603		RF02ENR7-028-130/PE101/PE102/RW201/CS01				



Project Name	County	Project Description	PE	RW	CO	TD	EN	Other	Total
Fairfax County Fairfax Station Railroad Museum Improvements	Fairfax County	Propose parking parking lot, constructing cement walk to caboose and extending electricity to caboose	1						1
Fairfax County Columbia Plaza Trail / Holmes Run Segment	Fairfax County	Construction of a bicycle/pedestrian trail.	76	36	566		EN 275		325
Fairfax County Columbia Plaza	Fairfax County	Landscaping, lighting and sidewalk construction.	8		44		EN 40		10
Fairfax County Chain Bridge Road	Fairfax County	Landscaping and planning for pedestrian friendly improvements at various locations.	145	25	336		EN 260		240
Fairfax County Mason Neck Trail	Fairfax County	Construction of a trail from Route 1 to the first entrance of Potomac Bay park.	139	90	660		EN 206		800
Fairfax County Roberts Road Landscaping	Fairfax County	Landscaping and scenic beautification	3		40		EN 30		6
Fairfax County Georgetown Plaza Trail	Fairfax County	Construction of a 4.5 mile trail from Ironhorse Road to River Bend Road and Appointed Lane to Seminary Road.	8	25	154		EN 154		36

Project Name	Project Description	Project Location	Project Status	Project Budget	Project Funding	Project Funding	Project Funding	Project Funding
Project Name	Project Description	Project Location	Project Status	Project Budget	Project Funding	Project Funding	Project Funding	Project Funding
Project Name	Project Description	Project Location	Project Status	Project Budget	Project Funding	Project Funding	Project Funding	Project Funding
Warrior Road Trail	Construction of a natural surface trail from Columbia Street to Camp Run Road and a stone dust trail from the G.F. School to Beach Hill Road.	Fairfax County	PE RW CO TO	1 49 350 400 EH 200	200	200		
McLean Traffic and Streetscape - Phase II	Design and construction of sidewalks, landscaping, utility poles and landscaping.	Fairfax County	PE RW CO TO	10 60 240 300 EH 36		300		36
George Mason Pkwy Traffic Calming Implementation and Trail	Design and construction of sidewalks, landscaping, utility poles and landscaping.	Fairfax County	PE RW CO TO	100 33 850 1,000 EH 500		1,000		500
Accotink Gateway Connector Trail	Facility for bikes and pedestrians, beautification, landscaping and historic preservation. Project will link trails located in the City to those in the County.	City of Fairfax	PE RW CO TO	190 1,000 1,750 EH 481	481	1,269		
Iron Horse / Prince William County	Installation of fire-hood walls with aluminum, storm drainage system, colored edge strip, and plant trees and planter boxes, street furniture, designated bicycle lanes and plan areas.	Iron Horse / Prince William County	PE RW CO TO	175 1,537 1,712 EH 878		550		125
The George C. Merriell Center	Construction of parking facilities and pedestrian access.	Town of Leesburg	PE RW CO TO	149 709 848 EH 675		875		185
Pugetville Trail Station	Restoration of station.	Lee County	PE RW CO TO	54 48 199 250 EH 280		200		60

Project Name	Project Description	PE	RW	CC	TO	EN	Total
Louisiana County Mount Zion Church	Design, stabilization and restoration of the historic structure for use as a tourist facility.	129	48	417	500	EN 382	209
Louisiana County Sachseville Temples Restoration and Beautification	Landscaping, post-off area improvements and historic signage.	14	56	70	EN 96		14
Louisiana County Mills Mill Site Improvement Project	Renovation of mill headrace and tailrace to provide water as a source of power to the mill, landscaping along new pedestrian trail, construction of interpretive signs and archeological evaluation.	90	408	488	EN 309		109
Louisiana County E. E. Laha General Store Stabilization	This project will provide site improvements and stabilization to the E. E. Laha General Store in Blountport.	60	120	180	EN 144		36
Louisiana County Bury the Weeds and Tame the Trails	Soilc improvements within the Village of Hartsford.	100	180	8,801	7,001	EN 616	8,446
Louisiana County Harper House Stabilization	Stabilization of an historic stone house located at Harper Park for use as a tourist information center.	50	178	220	EN 186		138
Louisiana County	Design and construction of a multi-use trail from the Town of Puroshada to the Town of Round Hill.	150	150	500	800	EN 490	460
58464	ENR0-053-182, PE 181, PE 182, RW 201, CS 01						

Project Name	Project Description	Project Location	Project Status	Project Type	Project Value	Project Start	Project End
17041	Rehabilitation of the Coates Creek Bridge.	Louisiana County	PE	35	190	192	
30455	ENR-053-103,PE101,PE102,CS01 Project will design and construct a family network of sidewalks and bike paths to link community, school, and business centers together.	Town of Lovettsville Lovettsville Pedestrian/Bike Path Network	PE RW CO TO	40 122 252 422 EN 220			
17041	ENR-087-285-130,PE101,PE102,RW201,CS01 Construction of pedestrian facilities including promenade and walkway from Old Town Pavilion at West Street to Bards Street.	City of Manassas Old Town Manassas City Square, Walkway and Promenade	PE RW CO TO	30 30 527 567 EN 280	337		
19782	INFOENR-105-123,PE101,PE102,RW201,CS01 Renovate Historic Factory in Historic District. Landscaping and pedestrian access.	City of Manassas Historic Candy Factory	PE RW CO TO	147 1,330 1,457 EN 200	1,267		
52838	ENR-165-103,PE101,PE102,CS01 Design and construction of sidewalk and gateway signage on Ewell Avenue.	City of Manassas Park	PE RW CO TO	21 304 355 EN 100	385	100	
52458	ENR-152-104,PE101,PE102,CS01 Installation of scenic overlook, stone retaining wall, parking lot/turn around, restrooms, lighting signs, bike racks and landscaping.	Town of Occoquan Mt. Solent Improvements	PE RW CO TO	20 76 183 296 EN 200	68		
52840	ENR-372-103,PE101,PE102,RW201,CS01 Design and construction of a waterline boardwalk.	Town of Occoquan	PE RW CO TO	25 324 346 EN 100	349	100	
68458	ENR-372-105,PE101,PE102,CS01						

Project Name	Project Description	PE	RW	CO	TO	EN	Other	Total
Prince William County Beverly Hills Historic Centre	Restoration of Historic Beverley Courthouse and related buildings to create a distinctive rural "village".	59	76	308	436	EN 368		100
Prince William County	RF 01/ENR-078-135 PE 101 PE 102 RW 201 CS 01 Preservation and restoration of the stone walls and grounds of Beverly Hill.	PE	20	5	400	425	EN 300	126
Prince William County	ENR-078-185 PE 101 PE 102 RW 201 CS 01 Landscape of Joplin Road at the entrance to Quantico National Cemetery.	PE	20	10	278	290	EN 50	300
Town of Pasquotank	ENR-078-186 PE 101 PE 102 RW 201 CS 01 Design and construction of parking facilities and landscaping.	PE	30	85	160	275	EN 150	275
Town of Quantico Quantico Federal Transportation Facility	ENR-088-188 PE 101 PE 102 RW 201 CS 01 Construct a separate bicycle/pedestrian transportation trail along with MATROUSARE Station, construction of a paved parking lot, paved and gravelled walkways, and timber deck multi-joints units make deck study area.	PE	38	1	353	390	EN 175	218
Town of Vienna Stereoscape Connection Project	INFO/ENR-287-135 PE 101 PE 102 RW 201 CS 01 Street improvements along 3 separate streets that connect 2 parallel reserved streetscapes. Includes new brick sidewalks, crosswalks and plantings.	PE	34	258	300	EN 120		106
Town of Vienna New Streets	INFO/ENR-153-133 PE 101 PE 102 CS 01 Construction of 8 bus streets.	PE	2	148	160	EN 50		100
ENR-033-154	ENR-033-154 PE 101 PE 102 CS 01							

<small>           1. Agency Name            2. District            3. Project Name            4. Project Number            5. Project Location            6. Project Description            7. Project Status            8. Project Dates            9. Project Budget            10. Project Manager            11. Project Sponsor            12. Project Contact            13. Project Phone            14. Project Email            15. Project Website            16. Project Address            17. Project City            18. Project State            19. Project Zip            20. Project Country         </small>	<small>           21. District            22. Project Name            23. Project Number            24. Project Location            25. Project Description            26. Project Status            27. Project Dates            28. Project Budget            29. Project Manager            30. Project Sponsor            31. Project Contact            32. Project Phone            33. Project Email            34. Project Website            35. Project Address            36. Project City            37. Project State            38. Project Zip            39. Project Country         </small>	<small>           40. District            41. Project Name            42. Project Number            43. Project Location            44. Project Description            45. Project Status            46. Project Dates            47. Project Budget            48. Project Manager            49. Project Sponsor            50. Project Contact            51. Project Phone            52. Project Email            53. Project Website            54. Project Address            55. Project City            56. Project State            57. Project Zip            58. Project Country         </small>	<small>           59. District            60. Project Name            61. Project Number            62. Project Location            63. Project Description            64. Project Status            65. Project Dates            66. Project Budget            67. Project Manager            68. Project Sponsor            69. Project Contact            70. Project Phone            71. Project Email            72. Project Website            73. Project Address            74. Project City            75. Project State            76. Project Zip            77. Project Country         </small>	<small>           78. District            79. Project Name            80. Project Number            81. Project Location            82. Project Description            83. Project Status            84. Project Dates            85. Project Budget            86. Project Manager            87. Project Sponsor            88. Project Contact            89. Project Phone            90. Project Email            91. Project Website            92. Project Address            93. Project City            94. Project State            95. Project Zip            96. Project Country         </small>	<small>           97. District            98. Project Name            99. Project Number            100. Project Location            101. Project Description            102. Project Status            103. Project Dates            104. Project Budget            105. Project Manager            106. Project Sponsor            107. Project Contact            108. Project Phone            109. Project Email            110. Project Website            111. Project Address            112. Project City            113. Project State            114. Project Zip            115. Project Country         </small>	<small>           116. District            117. Project Name            118. Project Number            119. Project Location            120. Project Description            121. Project Status            122. Project Dates            123. Project Budget            124. Project Manager            125. Project Sponsor            126. Project Contact            127. Project Phone            128. Project Email            129. Project Website            130. Project Address            131. Project City            132. Project State            133. Project Zip            134. Project Country         </small>	<small>           135. District            136. Project Name            137. Project Number            138. Project Location            139. Project Description            140. Project Status            141. Project Dates            142. Project Budget            143. Project Manager            144. Project Sponsor            145. Project Contact            146. Project Phone            147. Project Email            148. Project Website            149. Project Address            150. Project City            151. Project State            152. Project Zip            153. Project Country         </small>
DISTRICT SUMMARY							
2,069							

Project Name	Project Description	Project Number	PE	RW	CO	TD	EN	Other	Total
Arlene County	Construction of sidewalks and lighting in Courthouse Area.		32						32
Town of Ashland	EN60-004-130 PE 101, PE 102, CS01 To provide 0.7 mile sidewalk and bicycle trail in the Town of Ashland		70		102		EN 75		102
Sidewalk and Bicycle Trail						100			25
Town of Backshore	INFO EN67-198-143 PE 101, PE 102, RW201, CS01 Removal of outdoor advertising, construction of gateway vistas, placement of historic signs, landscaping and sidewalks.		5	10	76		EN 72		16
Nechesse Transportation Initiative						72			16
Town of Burlington	INFO EN69-142-114 PE 101, PE 102, RW201, CS01 Restoration and repavement of a historically significant railroad station for use as a railroad museum, a community center, bus stop, tourist and beer rest stop.		30	16	500		EN 260		145
Norfolk Southern Railroad Station Restoration						380			145
Charlottesville County	INFO EN67-181-143 PE 101, PE 102, RW201, CS01 Design and placement of historic highway markers.		1						4
Historical Society Four Corners of Community History				21	22		EN 18		4
Town of Cross City	INFO EN69-096-112 PE 101, PE 102, CS01 Sidewalk improvements to Main Street.		103						460
Main Street Improvements				839	833		EN 710		643
Charlottesville County	EN69-146-124 PE 101, PE 102, CS01 Construct a linear park with multi-purpose trails and historical interpretation areas.		20	42	104		EN 168		186
Lower Falling Creek Greenway						186			186

County	Project Name	Project Number	Project Location	Project Description	Project Status	Project Budget	Project Funding	Project Completion	Project Impact
Charlottesville	Route 10 Landscaping	18816	Route 10	Construction of a fence sidewalk on the south side of Route 10 to connect historic Magnolia Grange Plantation House with the historic courthouse complex and landscape the area.	PE RW CO TO	4 76 80 EN 40	40	40	-
Charlottesville	Shenandoah Blue Lake	18816	Shenandoah Blue Lake	Construction of a blue lake from 0.1 mile west of Courthouse Road to Gordon School Road.	PE RW CO TO	3 61 70 EN 56	56	56	14
Charlottesville	Chamber Village	18780	Chamber Village	Placement of Virginia power "Aston" style lights within the Village of Chamber.	PE RW CO TO	1 15 134 150 EN 64	64	64	56
Charlottesville	Riverfront Trail	18794	Riverfront Trail	Construction of a two mile trail along the Appomattox River.	PE RW CO TO	5 - 245 250 EN 200	200	200	56
Charlottesville	Route 300 Landscaping	18795	Route 300	Landscaping from Turner Road to Courthouse Road.	PE RW CO TO	30 - 270 300 EN 150	150	150	150
Charlottesville	Holloway Avenue Sidewalk	68112	Holloway Avenue	Construction of sidewalk in the area of Holloway High School, Holloway Middle School and Holloway Park.	PE RW CO TO	40 - 376 418 EN 100	100	100	370
Charlottesville	Route 60 Sidewalk	68113	Route 60	Landscaping and construction of sidewalk.	PE RW CO TO	3 - 71 74 EN 56	56	56	15



Project Name	Project Description	PE	RW	CO	TO	EN	Other	Total
Chesfield County Walton Park Sidewalk	Construction of a sidewalk along Walton Park Road in the area of Walton Park Community Recreational facilities.	45	45	240	330	EN 254		66
ES002 Views of Colonial Heights Boulevard (Route 2017) Rehabilitation	EN09-025-125, PE 101, PE 102, RW201, CS01 Sidewalk, utility, landscaping and lighting improvements between the north city limits and the south city limits.	PE	RW	CO	TO	EN 200		100
51958 Town of Charlottesville	EM09-105-121, PE 101, PE 102, RW201, CS01 Engineering and design for improvements along Virginia Avenue.	PE	RW	CO	TO	EN 81		60
84425 Town of Covington/McIntosh County	EN09-182-134, PE 101, PE 102 2,640 foot long 8-foot wide path through and around Hagberg Park.	PE	RW	CO	TO	EN 10		3
13793 Gerritville County	EN03-203-110, PE 101, PE 102 Establish interpretation and landscape management program, including land and riparian protection measures, site maintenance, rubber safety enclosures, and trail construction.	PE	RW	CO	TO	EN 17		4
19110 Henover County	EN04-026-141, PE 101, PE 102, CS01 Proposes to rehabilitate lawns by making it handicapped accessible, removing electrical meter cabinets, landscaping and expanding existing parking lot.	PE	RW	CO	TO	EN 185		190
16679 Henrico County	INFOEN05-042-114, PE 101, PE 102, CS01 Landscaping and site management of Lanesville Avenue from the Richmond City line of Bryan Park to Club Lane and the entrance to Lewis Green Botanical Garden.	PE	RW	CO	TO	EN 84		487
16637 ENHANCEMENT PROGRAM	INFOEN05-043-190, PE 101, PE 102, CS01							

Project Name	Project Description	Project Location	Project Status	Project Budget	Project Funding Source	Project Start Date	Project End Date	Project Manager
17004	Landscaping and construction of a car park.	Richmond	Completed	150	EN 150	74	180	180
50114	Construction of a concrete pedestrian rail crossing along the streets in the City Point National Historic District in Hopewell.	City of Hopewell	In Progress	300	PE 400 RW 180 CO 800 TO EN 300	90	400	600
17004	Signage, landscaping and streetlighting in Historic Village Courthouse Square.	Greenland County	In Progress	100	PE 5 RW 96 CO 100 TO EN 100	5	96	100
58422	Landscaping, streetlighting, access, investigation and provision of facilities for pedestrians.	Town of Lawrenceville - Phase 1	In Progress	300	PE 28 RW 20 CO 537 TO 375 EN 300	28	20	537
17006	Construction of sidewalks, landscaping and streetlighting in grounds of the County Courthouse.	Town of Lawrenceville	In Progress	201	PE 37 RW 174 CO 281 TO EN 190	37	174	281
58422	Gateway signage, landscaping, utility relocation and bicycle path planning.	Town of La Crosse	In Progress	70	PE 1 RW 18 CO 49 TO EN 58	1	18	49
58424	Rehabilitation of historic inn.	Mecklenburg County	In Progress	300	PE 165 RW 675 CO 700 TO EN 442	165	675	700
10818								

PROJECT NUMBER	DESCRIPTION	TOTAL COST		PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ENHANCED DISTRICT
		PE	CO			
17706	Repair and improve sidewalks in and around the County Government Complex.	PE 20 RW 2 CO 90 TO 112 EN 102		102	10	
17709	Renovation of historic passenger train station, planning land acquisition and at least partial construction of approximately two miles of multi-use bicycle trail along the Appomattox River.	PE 205 RW 190 CO 1,219 TO 1,704 EN 1,323		1,323	485	100
17759	ENR3-123-V20 PE 101 PE 102 RW 201 CS 01 CONSTRUCTION UNDERWAY The project includes resurfacing and repaving the historic cemetery walls that line Crater Road and Rochelle Lane along the Western boundary of the cemetery.	PE 10 RW 183 CO 183 TO EN 121		121	72	
18105	ENR4-123-V43 PE 101 PE 102 CS 01 CONSTRUCTION UNDERWAY The proposed project will implement the addition of curb and curb cuts, new street surfaces and sidewalks across alleys, straightening and public signs.	PE 50 RW 80 CO 780 TO 900 EN 480		480	430	
18002	ENR5-123-113 PE 101 PE 102 RW 201 CS 01 CONSTRUCTION UNDERWAY Installation of historically compatible street lighting, consolidation of utility lines and appropriate street signage.	PE 30 RW 68 CO 210 TO 300 EN 200		200	100	
18118	ENR6-123-111 PE 101 PE 102 RW 201 CS 01 CONSTRUCTION UNDERWAY Reconstruction of sidewalks, storm water drainage control and adding lighting fixtures.	PE 10 RW 90 CO 70 TO EN 68		90	14	
18783	ENR8-072-115 PE 101 PE 102 CS 01 Reconstruction of sidewalks, storm water drainage control and adding lighting fixtures.	PE 20 RW 15 CO 209 TO 244 EN 106		106	49	
53316	ENR8-072-101 PE 101 PE 102 RW 201 CS 01					

Project Name	Project Description	Phase	PE	RW	CO	TO	EN	Other	Subtotal	Grand Total
City of Richmond Central Business District Street Rail Trolley	Preliminary engineering and design of a Historic Electric Streetcar System for Downtown Richmond.	PE	100	-	-	-	-	-	100	100
City of Richmond	EM04-127-126 PE 101 PE 102 CS01 Landscape/landscape to improve the aesthetics of the artery corridor on 14th west from New Mills Road through Lakeside Interchange and Boulevard interchange down to Canal Street.	PE	280	-	-	-	-	-	280	280
City of Richmond	EM05-127-128 PE 101 PE 102 CS01 Parks funding for the Richmond Riverfront Development Program and the James River and Kanawha Canal/Triples Canal Corridor project. Restoration and reconstruction of James River and Kanawha Canal. Application of canal park, walkways, landscaping, lighting, interpretive signs and exhibits.	PE	900	750	7,475	1,700	EN 1,700	-	11,825	11,825
City of Richmond	EM05-127-113 PE 101 PE 102 RW201 CS01 Renovation of the Hill Street station and surrounding area for a museum.	PE	40	50	435	625	EN 200	-	1,350	1,350
City of Richmond Tredegar Millier Center	EM05-127-123 PE 101 PE 102 RW201 CS01 Provide a table of the site narrative map of Richmond's Civil War Center creating a single view of Virginia's Civil War Heritage.	PE	25	-	-	-	-	-	25	25
City of Richmond	EM05-127-122 PE 101 PE 102 CS01 Construction of sidewalk, landscaping and lighting improvements in the Growth Island area.	PE	75	-	-	-	-	-	75	75
City of Richmond	EM05-127-131 PE 101 PE 102 CS01 Construction of sidewalk, crosswalk, landscaping and lighting improvements along the East Broad Street corridor.	PE	60	897	757	EN 200	-	-	1,914	1,914
City of Richmond	EM05-127-132 PE 101 PE 102 CS01	PE	60	897	757	EN 200	-	-	1,914	1,914

ENHANCEMENT PROGRAM

Project Name	Description	Funding Source	Funding Amount	Funding Type	Funding Status	Funding Year	Funding Source	Funding Amount	Funding Type	Funding Status	Funding Year	Funding Source	Funding Amount	Funding Type	Funding Status	Funding Year
City of Richmond	Construction of rail and overlook, placement of historic markers and substitution of historic structures on both quays.	PE RW CO TO	260 252 EN 130	2												190
Town of Victoria Roundhouse Museum and Park	EN60-127-133, PE 101, PE 102, CS81 Construction of Roundhouse Museum to resemble original roundhouse. Other amenities include a bus stop for the new public transit system, park and rail and railroad history walking path.	PE RW CO TO	60 10 475 533 EN 241													292
52000	EN60-317-126, PE 101, PE 102, RW281, CS81 DISTRICT SUMMARY															1,804

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	PE	RW	CO	TO	EN	SALES TAX	PROPERTY TAX	PERMITS	OTHER
19223	City of Beaufort Bicycle/Pedestrian Pathway	Walking and biking path from Route 43 north to Route 122 south. Project includes signage, path construction, landscaping and bike racks.	PE	90							
			RW	106					104		42
			CO	208							
			TO	EN 104							
19223	City of Beaufort University City Boulevard	EN04-141,174, PE 101, PE 102, CS01 Construction of pedestrian facilities and landscaping.	PE	18							
			RW	12							
			CO	474					160		346
			TO	EN 102							
50110	Town of Beaufort Honey Transportation Center	EN08-150-151, PE 101, PE 102, RW201, CS01 Acquisition of property to extend the town's Memorial Intermodal System.	PE	5							200
			RW	811							
			CO	-							
			TO	EN 200					916		
06408	Town of Christchurch	EM00-150-121, PE 101, PE 102, RW201 Pedestrian safety measures and landscaping within the Central Business District.	PE	94							
			RW	724							
			CO	1,345							
			TO	EN 75					2,167		75
06407	Curry County Town of New Castle Sceniccape Improvements	EM00-154-122, PE 101, PE 102, RW201, CS01 Landscaping, entry signs, lighting, crosswalks, sidewalks, part 8 table top and bicycle facilities along sections of Routes 311; 42 and 815.	PE	30							
			RW	185							
			CO	175					140		21
			TO	EN 140							
10776	City of Gates Gates Trail	NEFDEN00-022-112, PE 101, PE 102, CS01 Extension of the New River Trail into the City of Gates to connect businesses, residential and public areas.	PE	69							
			RW	45							
			CO	533							
			TO	EN 376					176		461
17579	Henry County Virginia Avenue Improvements	EM07-113, 116, PE 102, PE 102, RW201, CS01 Landscaping and signage improvements.	PE	50							
			RW	90							
			CO	805					200		928
			TO	1,068							
				EN 260							
10774	ENHANCEMENT PROGRAM	NEFDEN00-044-110, PE 101, PE 102, RW201, CS01									

Project Name	Project Description	Project Number	Category	Phase	Cost	Priority	Notes
Franklin County	Construction of sidewalk, pedestrian crossing, gateway signage, and landscaping within the Village of Fernon.	EN00-033-117 PE 101, PE 102, RY201, CS01	PE RY CO TO	82 315 407 EN 75	407	75	
City of Meriwether	Construction of a paved pedestrian/bike path along an abandoned railroad spur.	PE 102, RY201, CS01	PE RY CO TO	6 20 745 770 EN 515	255		
Glenn County	Commission of 1.2 mi. of old Route 460 right of way into a pedestrian and bicycle trail.	PE 102, RY201, CS01	PE RY CO TO	40 282 340 EN 250	340	250	
Montgomery County	Construction of a trail that will be built on the abandoned Huckleberry Railroad Line between Blacksburg and Christiansburg.	EN00-035-118 PE 101, PE 102, CS01	PE RY CO TO	40 10 654 600 EN 089	220		
Town of Rattow	Scenic improvements and the incorporation of an abandoned railway line into a bicycle and pedestrian facility. Acquisition of a clubhouse and construction of train exhibit.	EN03-008-020 PE 101, PE 102, RY201, CS01, CS02	PE RY CO TO	80 63 444 603 EN 398	205		
Patrick County	Development of gateway signage, native landscaping and informational kiosk.	PE 102, RY201, CS01	PE RY CO TO	1 12 60 80 EN 60	20		
Watauga County	Safety improvements to the New River Trail at intersections with Route 633 and public parking areas at Alstonia and Hartsdale.	PE 102, RY201, CS01	PE RY CO TO	5 10 35 80 EN 40	10		
13627	EN03-007-017 PE 101, PE 102, RY201, CS01						

Plasid County	Stabilize and repair picnic shelters, upgrade trail systems, implement vegetation management practices, define parking areas and upgrade localist glass and seating areas.	PE 16 RW 132 CO 150 TO 190 EN 120	120	30	-
16089 Drapers Mountain Overlook and Wayside	(MFO)EN89-077-103, PE 101, PE 102, CS01 Location from terminus of New River Trail (near Route 96) to downtown Plasid. Proposes to connect trail to town, ending at Plasid's Train Depot.	PE 90 RW 100 CO 800 TO 850 EN 200	200	750	-
16088 New River Trail Extension	(MFO)EN89-125-109, PE 101, PE 102, RW201, CS01 Acquisition of property, design and initial development of the property.	PE 905 RW 90 CO 155 TO 350 EN 208	198	194	100
16090 Radcliff Memorial Museum Extension	EN89-125-114, PE 101, PE 102, RW201, CS01 Create a network of bikeways, walkways and trails.	PE 108 RW 26 CO 1,248 TO 1,374 EN 196	500	874	250
16081 Radford Pathways Network	EN89-125-115, PE 101, PE 102, RW201, CS01 Development of pedestrian elevated walkway between historic market district and transportation museum.	PE 339 RW 185 CO 2,021 TO 2,548 EN 300	300	2,249	-
16071 City of Roanoke	(MFO)EN89-128-113, PE 101, PE 102, RW201, CS01 Improvements to the existing outside yard of the museum's main facility.	PE 72 RW 715 CO 787 TO 786 EN 386	306	401	-
16772 Virginia Museum of Transportation	EN89-128-108, PE 101, PE 102, CS01 Deduction of a trail for pedestrian and bicycles, historic interpretation signage and landscape improvements.	PE 113 RW 84 CO 1,281 TO 1,505 EN 380	380	1,118	-
16610 City of Roanoke The Mill Mountain Prospect Ginemy	EN89-128-102, PE 101, PE 102, RW201, CS01				

ENHANCEMENT PROGRAM



City of Roseville		Biocyclopathic trail, landscaping and interpretation improvements to a historic resource.	PE RW CO TO	58 210 927 1,196 EN 875	875	321	-
18273 Lick Run Greenway							
Roseville County		EM88-128-189 PE 101 PE 102 RW 201 CS 01 Trails, landform preservation and stormwater control. The 4.75 mile walking/biking trail will link the City of Salem with the Hanging Rock Battlefield site.	PE RW CO TO	68 781 949 EN 548	548	300	-
The Hanging Rock Battlefield Trail							
Roseville County		EM95-080-184 PE 101 PE 102 CS 01 Trails for walking and biking; protection and bias bridges; preservation of historic sites and structures.	PE RW CO TO	45 112 560 717 EN 200	200	517	-
The Hanging Rock Battlefield Trail							
Roseville County		(INFO) EN 87-088-118 PE 101 PE 102 RW 201 CS 01 Fabrication and design of interpretive displays and landscaping.	PE RW CO TO	28 655 881 EN 211	-	681	211
20410 Town of Rocky Mount Railway Station							
		EM03-080-118 PE 101 PE 102 CS 01 The acquisition, renovation and separation of the Rocky Mount Railway Station to become a Welcome Center/Angel Museum.	PE RW CO TO	16 43 686 784 EN 683	603	161	-
13829 Town of Rocky Mount							
		EM83-187-430 PE 101 PE 102 RW 201 CS 01 Devotional landscaping and stoneworking.	PE RW CO TO	88 204 690 952 EN 186	-	862	189
20414 City of Salem Protection / Bicycle Trail							
		EM00-197-122 PE 101 PE 102 RW 201 CS 01 Construction of a 7 mile trail along the Roseville River.	PE RW CO TO	125 146 1,684 2,155 EN 300	-	2,155	300
20409 ENHANCEMENT PROGRAM							
		EM90-128-102 PE 101 PE 102 RW 201 CS 01					

Town of Salem	Project Name	Project Description	PE	RW	CO	TO	EN
Town of Salem	Historic bridge replacement, pedestrian amenities, landscaping and parking lot construction.		84	50	255	379	150
88413	ENR0-367-18, PE 101, PE 102, RW 201, CS 01	DISTRICT SUMMARY					2,009

Project Name	Project Description	Project Location	Project Status	Project Budget	Project Funding Source	Project Start Date	Project End Date
Alphany County Felling Spring Overlook Project	Developed to eliminate safety hazards and enhance convenience of access. New parking lot is overlook by bridge and overlook.	16081	PE RW CO TO	22 8 96 173 EN 98	96	25	
Alphany County Alphany County Historical Society	(INFO)ENR-003-117/PE101/PE102/RW201/CS01 Construction of a walkway on property west of the Church to allow down and trail the top of storm runoff and highway drainage before it reaches the Jackson River.	16542	PE RW CO TO	15 3 181 169 EN 134	134	35	
Augusta County Fort Defiance Depot Restoration	(INFO)ENR-003-122/PE101/PE102/RW201/CS01 Project is designed to restore the Fort Defiance railroad station built in the late 19th century to its original condition.	17302	PE RW CO TO	1 94 95 EN 78	78	19	
Beth County Hot Springs Streetscape Revitalization	(INFO)ENR-007-119/PE101/PE102/CS01 Construction of brick sidewalks, historic, styled light fixtures, improved on-street parking and pedestrian accommodations.	18777	PE RW CO TO	40 445 465 EN 208	388	80	
Town of Emeryville Route 340 Streetscape Extension	(INFO)ENR-009-120/PE101/PE102/CS01 Proposed 650 sidewalk extension is located in the northern section of the town along Route 340. This would connect new sidewalks in a developing section of town.	18116	PE RW CO TO	2 4 44 50 EN 40	40	10	
Town of Bridgewater Warm Springs Temple Park	ENR-188-142/PE101/PE102/RW201/CS01 Development of park, street revitalization, and pedestrian/bicyclist on North Main Street in the Town of Bridgewater.	18545	PE RW CO TO	1 10 246 257 EN 129	128	138	
Town of Broadway Pedestrian Facility	(INFO)ENR-178-125/PE101/PE102/RW201/CS01 Construction of a pedestrian facility to link residential, commercial and recreational areas of the town.	18546	PE RW CO TO	1 15 116 132 EN 106	106	27	

Project Name	Project Description	County	Project Number	Project Location	Project Status	Project Type	Project Value	Project Count	Project Area	Project Date
Clatsop County	Bevel Railroad Station Restoration	Clatsop	16289	Restoring railroad passenger and freight terminal building into museum.	Completed	PE RW CO TO EN 80	80	20		
Clatsop County	Route 7 Beautification Project	Clatsop	17281	(INFO)ENR-021-126, PE 101, PE 102, RW201, CS01 Landscape at the intersection of Route 7 Bypass and Route 7 Business. This will serve as a gateway project for the Town of Barryville and Clatsop County.	Completed	PE RW CO TO EN 4	4	2		
Clatsop County	Burns-McQueen Mill Site Improvements	Clatsop	17597	ENR-021-107, L001 Site improvements include landscaping, mitigation of pollution due to highway runoff, bury electrical infrastructure cables and reconstruction of mill foundation/retention.	Completed	PE RW CO TO EN 40	40	56		
Clatsop County	Highway Markers	Clatsop	17597	(INFO)ENR-021-122, PE 101, PE 102, CS01 Installation of historic highway markers at various locations.	Completed	PE RW CO TO EN 20	20	6		
City of Corvallis	CSM Depot Restoration	Clatsop	50117	(INFO)ENR-021-153, PE 101, PE 102, CS01 Restoration of two historic railway depots for public use with landscaping, sidewalks and parking facilities.	Completed	PE RW CO TO EN 300	200	616	100	
Town of Edinburg	The Edinburg Mill	Clatsop	62084	ENR-107-147, PE 101, PE 102, RW201, CS01 Acquisition and rehabilitation of mill to serve as a visitor's center and museum.	Completed	PE RW CO TO EN 360	300	190	60	
Town of Elsie	Transportation and Streetscape Improvements	Clatsop	62031	ENR-215-154, PE 101, PE 102, RW201, CS01 Removal of transportation obstacles and creation of visual enhancements.	Completed	PE RW CO TO EN 360	300	316		
16541			(INFO)ENR-218-121, PE 101, PE 102, RW201, CS01	CONSTRUCTION UNDERWAY						

Project Name	Project Description	PE	RW	CO	TO	EN	Other
Frederick County Shenandoah Area Recreation and Bicycle Facility	Proposed pedestrian facility that will provide a robust connection between various high density residential subdivisions along the Route 277 corridor.	24	-	393	417	EN 288	49
13064 Frederick County / City of Winchester	EMD-424-425, PE 101, PE 102, RW 201, CS 01 Part of larger multi-phase project to establish Civil War Battlefield Tour Network in Winchester-Yorkshire County and is critical to full implementation of Shenandoah Valley Civil War National Battlefield Park. Phase II is to explore Olin Farm site which represents central portion of Hornsboro Battlefield	63	2,306	2,763	EN 1,480	1,373	100
15122 Town of Front Royal	EN64-404-401, PE 101, PE 102, RW 201 Design and construction of walking/biking trail. Off-road, parallel to Commerce Avenue and Happy Creek.	16	96	214	329	EN 183	186
18647 Town of Front Royal	(JFD)EN95-112-127, PE 101, PE 102, RW 201, CS 01 Acquisition of off-premise outdoor advertising signs along Route 522 and landscaping of two gateway areas.	8	82	100	EN 80	20	-
52025 Town of Carlisle	EN69-112-148, PE 101, PE 102, RW 201, CS 01 Design and construction of sidewalk.	31	20	269	310	EN 248	248
64447 City of Hartsburg	EN20-228-165, PE 101, PE 102, CS 01 Renovation of the old Chesapeake Western Railway Train Station and Freight Depot for use as a museum and multi-functional facility.	74	220	850	944	EN 420	524
16289 City of Hartsburg	(JFD)EN95-115-116, PE 101, PE 102, RW 201, CS 01 Construction of bicycle lanes, sidewalk and landscaping.	107	25	401	533	EN 401	132
18778 ENHANCEMENT PROGRAM	(JFD)EN95-115-130, PE 101, PE 102, RW 201, CS 01						

Project Name	Project Description	PE	RW	CO	TO	EN	Other	Station
Highland County	Stations to Parkersburg Pike / McDowell Battlefield	PE	90	206	426	105		
Highland County	Renovation of the Locust Springs Adiosed Station, trail improvements, water/sewer utility upgrades and parking lot improvements.	PE	70	65	40	55	45	
City of Lexington	connect Woods Creek Trail Nature Trail	PE	34	175	124	65		
City of Lexington	Construct a pedestrian bicycle trail and enhance the aesthetic value of Lee Highway that connects the City of Lexington with Rockbridge County.	PE	90	10	65	580		
City of Lexington	Construction of pedestrian/bicycle trails and a parking area.	PE	75	162	65	300		
Town of Luray	Install sidewalks on the north side of First Avenue between Reserve Road and Luray Avenue.	PE	40	15	175	288	60	
Town of Luray	Rehabilitation of the passenger station for use as a multi-modal transportation and visitor's center.	PE	50	15	790	790	201	

Project Name	Project Description	PE	RW	CO	TO	Other	Total
Town of Middleham Cedar Creek Battlefield and Bunk Grave Plantation	Trail improvements, landscaping, fossil information kiosk, interpretive signs and interpretive \$1 directional signage.	5	-	49	54	EN 75	76
Town of Murren Entrways and Access Improvements	EN89-200-189 PE 101 PE 102 CS01 Landscaping and entryway signage at two locations and miscellaneous signage improvements.	1	-	46	47	EN 31	9
Town of Mount Crawford Entrways and Access Improvements	EN89-202-165 PE 101 PE 102 CS01 Construction of sidewalks, improved signage and entryway landscaping.	1	-	104	105	EN 04	21
Town of Mount Sidney / Augusta County Pathway to the Past	EN89-204-156 PE 101 PE 102 CS01 Construction of pedestrian-bicyclist to link the residential commercial and recreational areas to the village.	29	-	185	214	EN 90	124
Rockingham County Interpreting the History of an Early Burgess Town	INFOEN89-007-12A PE 101 PE 102 CS01 Installation of exhibits in the River rooms of the Fort Rappahannock and contemporary wayfields exhibits in the village to interpret the history of this early burgess-town as a major transportation center.	1	-	9	10	EN 6	2
Rockbridge County Crystal Springs Trailhead	INFOEN87-082-125 PE 101 PE 102 CS01 Provide information kiosk, landscaping and sanitary facilities at Crystal Springs located in the George Washington and Jefferson National Forest.	3	-	80	83	EN 35	28
Rockbridge County	EN89-081-184 PE 101 PE 102 CS01 Rehabilitation of the historic Coe Run Bridge.	2	-	320	322	EN 25	325
68448	EN80-001-154 PE 101 PE 102 CS01						

Project Name / Location	Description	PE	RW	CO	TO	EN	Other
Shenandoah County Shenandoah Rail Initiative	The preservation and maintenance of existing railroad corridors by implementing alternate considerations for use by supporting new opportunities in Intermodal Transportation which will preserve resources while supporting a regional effort to promote heritage tourism.	198 100 322 640 EN 28		35	595		
Town of Shenandoah	Landscaping and gateway improvements.	5					
Front Street and Riverfront Improvements		67 72 EN 54	54	18			
City of Staunton / Augusta County Landscape Screening & Scenic Enhancement	Landscaping along Interstate 81 and 84 at the Frontier Culture Museum to preserve historical interpretation.	21 318 348 EN 89	50	290			
City of Staunton Bypass	Implementation of a signage program for bypass and historic districts.	5 265 300 EN 199	150	150			
City of Staunton History and Arts Center	Development of a regional arts and history center in the historic Station Hotel.	36 185 1,978 2,500 EN 350	200	2,300	190		
City of Staunton	Construction of sidewalks, historic signage and landscaping.	4 142 6,748 9,904 EN 150		8,804	190		
Town of Stephens City / Frederick County Main Street Historic District	Improvement of Main Street business area and historic district by completing and upgrading the pedestrian sidewalk, designating a bicycle area and landscaping.	5 70 75 EN 40	60	15			
13063	ENR-204-128-PE(01), PE(02), CS01 CONSTRUCTION UNDERWAY						



Project Name	Project Description	PE	RW	CO	TO	EN	Other
Town of Stephens City Sidewalk Extension	Extension of sidewalks from previous project.	10	10	160	40		
52826	EW46-304-100 PE 101 PE 102 RW201 CS01 Restoration of the old Iowa High school building for use as a Wagon Transportation Museum.	20	70	667	700	EN 201	200
Town of Stephens City Wagon Transportation Museum					700	EN 201	200
56451	EN00-304-150 PE 101 PE 102 RW201 CS01 Install 1,000 feet of sidewalk on Route 42 and Route 600 in the Town of Timberville.	4	18	52	75	EN 60	
Town of Timberville East Scenic Project					62		18
15115	EM64-312-V46 PE 101 PE 102 RW201 CS01 CONSTRUCTION UNDERWAY Approximately 8 miles of bicycle/pedestrian greenway along the South River and access improvements within the central business district.	420	1,500	2,000	1,300	EN 300	280
City of Hydrantown Downtown Rehabilitation and Bicycle/Pedestrian Access					100		1,300
62026	EM68-134-151 PE 101 PE 102 CS01 Rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities.	21	236	280	320	EM 114	408
City of Winchester B&O Rail Station and Environs Rehabilitation					114		408
18544	INFO/EN68-138-124 PE 101 PE 102 RW201 CS01 Rehabilitation and operation of historic B&O transportation building.	38	209	328	541	EN 216	376
City of Winchester B&O Rail Station and Environs Rehabilitation					215		376
17949	INFO/EN67-138-121 PE 101 PE 102 RW201 CS01 Bicycle trail improvements along Maple Drive	6	131	136	EN 60		16
City of Winchester Bicycle Trail					34		16
52029	EN68-134-162 PE 101 PE 102 CS01						

	DISTRICT SUMMARY 2,008						

STANTON DISTRICT

ENHANCEMENT PROGRAM

Project Name	Project Description	PE	RW	CO	TO	EN	Other	Other	Other	Other
15107	Virginia's Civil War Trail Consortium	200	-	-	200	EN 200	-	-	-	-
15107	Antietam and Bedford Courtes	227	-	-	-	-	-	-	-	68
15265	Natural Bridge ATC - James River Foot Bridge	1,266	-	-	1,449	EN 1,516	-	-	-	-
15265	Via. Department of Historic Resources	30	282	1,590	-	-	-	-	-	-
16621	Highway Marker Replacement Program	1,882	-	-	1,900	EN 1,508	-	-	-	-
16621	Pleasant and Loudoun Corridor	25	-	-	-	-	-	-	-	-
17365	George Creek Historic Bridge Site Improvement	824	-	-	441	EN 441	-	-	-	-
17365	City of Richmond	5	-	-	-	-	-	-	-	-
18797	Adaptive Route of Historic Transportation Site	131	-	-	113	EN 113	-	-	-	-
18797	Science Museum of Virginia	105	100	918	-	-	-	-	-	-
20040	Elizabeth S. Bousset Trolley Loop	20	-	-	180	EN 180	-	-	-	-
20040	ENR90-999-103, PE 101, PE 102, CS91	-	-	-	-	-	-	-	-	-

Project Name	Project Description	Category	Phase	Start	End	Estimate	Actual	Comments
Science Museum of Virginia	Construction of an educational interactive exhibit and rehabilitation of historic RFAP Railroad Car One.	PE	40					
		RW	580					
		CO	600					
		TO	EN 480			480	126	
22046	Old Dominion Resource Conservation and Development Council, Inc.	PE	31					
	Driving tour of the state led by Union forces during a Civil War campaign of 1864	RW	189					
		CO	200					
		TO	EN 200			200	52	
22045	Wilson-Keeble Campaign Driving Tour	PE	2					
	Historic preservation and interpretation of sites in 13 jurisdictions focusing on civil rights in education.	RW	175					
		CO	250					
		TO	475			200	275	
			EN 200					
22043	Virginia Museum of Transportation Site Improvements	PE	5					
	Restoration of the museum and end restoration of the canopy over the station's railroad cars.	RW	273					
		CO	276					
		TO	EN 50			90	186	
22047	Virginia Colonial Plain Riding Trail	PE	150					
	Development of a riding trail to link nearby riding areas.	RW	482					
		CO	282					
		TO	EN 300			300	392	
22030	Civil War Battlefield Preservation The Civil War Preservation Trust	PE	100					
	Acquisition and preservation of Civil War battlefield land.	RW	4,000					
		CO	4,000					
		TO	EN 200			200	4,708	
22041	DISTRICT SUMMARY							05



# **TRANSPORTATION**

## **Safety Improvement Program**

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**Commonwealth Transportation Board**  
*Virginia Department of Transportation*  
*Virginia Department of Rail and Public Transportation*

**INNOVATIVE**  
**PROGRAMS**  
*Governor Gilmore's Commitment to Transportation*

## **SAFETY IMPROVEMENTS**

The Transportation Equity Act for the 21<sup>st</sup> Century or "TEA-21", signed by the President on June 9, 1998 provided for the continuation of the Safety Improvement Program.

This federal-aid legislation established federal authorizations through 2003, thus providing better planning for future revenues.

With the enactment of TEA-21 additional funding was made available for the Safety Improvement Program.

This will provide the Board an opportunity to continue the program begun by ISTEA. Rather than charging the full cost of an improvement to a locality's construction allocation, the locality will be able to use the state matching share from its construction allocation to leverage the federal funding available for the proposed improvement.

The improvements identified in this program were selected from a statewide priority list for hazard elimination improvements and rail-highway grade crossings to provide for the safety and convenience of the travelling public.

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# SAFETY IMPROVEMENT PROGRAM

(In Thousands of Dollars)

2000-2001 through 2005-2006

## FEDERAL FUND ALLOCATIONS

SYSTEM	ACTUAL						PROJECTED						TOTAL
	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	
SAFETY IMPROVEMENTS	18,947	18,947	18,947	18,750	19,216	19,683	18,947	18,947	18,947	18,750	19,216	19,683	114,490
SAFETY INCENTIVE	0	0	0	0	0	0	0	0	0	0	0	0	0
OPEN CONTAINER	3939	0	0	0	0	0	3939	0	0	0	0	0	3,939
FEDERAL RAILROAD AUTHORITY GRANT	472	753	218	0	0	0	472	753	218	0	0	0	1,443
<b>TOTAL</b>	<b>23,358</b>	<b>19,700</b>	<b>19,165</b>	<b>18,750</b>	<b>19,216</b>	<b>19,683</b>	<b>23,358</b>	<b>19,700</b>	<b>19,165</b>	<b>18,750</b>	<b>19,216</b>	<b>19,683</b>	<b>119,872</b>





City 1126b Newton Signal Replacement		City 1126b Signal Replacement		PE 100 0 1,485 1,588 61P 700		1992b		1992c		1992d		1992e		1992f		1992g	
City 1126b Newton Signal Replacement		City 1126b Signal Replacement		PE 100 0 1,485 1,588 61P 700		1992b		1992c		1992d		1992e		1992f		1992g	
City 1126b Newton Signal Replacement		City 1126b Signal Replacement		PE 100 0 1,485 1,588 61P 700		1992b		1992c		1992d		1992e		1992f		1992g	
		1,344	244	350	350	0	0	0	0	0	0	0	0	0	0	0	0
DISTRICT SUMMARY																	
				424	360	0	0	0	0	0	0	0	0	0	0	0	0
<p>(g) Cooperative Project with Other System</p> <p>F - Operates Projects in the Feasibility Phase (M opposed to Capital Improvement Phase)</p>																	

Project ID	Project Name	Location	Phase	Item	Quantity	Unit	Cost	Notes
20	Alignments Improve Horizontal & Vertical Alignment	AI Intersection Route 726	PE	RW	25			0
				CV	25			
				TC	280			
				STP 270	300			
				52404				
21	Alignments Realign Intersection	Intersection Route 290	PE	RW	26			0
				CV	54			
				TC	100			
				STP 153	170			
				16902				
22	Freighter Widen to 4 Lanes	Route 152B (North of Rearington) - Prince William County Lane	PE	RW	0			0
				CV	0			
				TC	1,172			
				STP 1,172	1,172			
				17877				
23	Pavement Improve Curve	AI Route 610 (Sdaland) - 0.7 km East Int. Route 648	PE	RW	602			538
				CV	1,208			
				TC	2,907			
				STP 1,408	3,918			
				16997				
24	Culpeper Install Roadside Delineation	Intersection Route 658	PE	RW	10			0
				CV	4			
				TC	116			
				STP 88	116			
				16903				
33	Change Controlled 198 Lft Turn Lane	Intersection Route 607	PE	RW	140			53
				CV	159			
				TC	380			
				STP 594	649			
				58428				

(B) Cooperation Project with Other Systems  
 (C) To be Funded with STOSIP Funds

Project Description	Phase	Quantity	Unit Cost	Total Cost	Notes
ZB Culpeper Improve Vertical Alignment of Route 621 Approach (EE)	PE	26			203
	RW	50			
	CN	150			
	TO	225			
56/77				STP 263	
S2 Reinforcement Widen & Pave Shoulders to Provide Protection Walkway	PE	20			0
	RW	15			
	CN	65			
	TO	100			
52/65				STP 80	
612 Fauquier Improve Sight Clearance	PE	20			0
	RW	40			
	CN	60			
	TO	140			
52/34				STP 126	
743 - (Hydraulic Rd.) Aberrants Reshape Roadway & Signal Modification	PE	1			0
	RW	0			
	CN	275			
	TO	218			
17/92				STP 248	
DISTRICT SUMMARY					
		203		0	0

Project Description	PE	RW	CM	TO	STP	Other	Other	Other	Other	Other	Other	Other
1. Complete Install Left Turn Lanes NS & SB and Install Signal	25	210	170	411	370	0	0	0	0	0	0	0
	62776			STP 370	STP							
TAP 0001-01E-300 PE 197, RW 251, CM 501												
278 Stabilize Cut Slope and Improve Grade	61	89	324	503	0	453	0	0	0	0	0	0
	14729			STP 493	STP							
Contributions Complete Includes Funds Transferred from Previous Allocations 0212-08-V11 PE 197, RW 251, CM 501												
200 Stabilize Construct Left Turn Lane	0	0	175	161	76	0	0	0	0	0	0	0
	90995			STP 163	STP							
T030-08-344 PE 101, RW 51												
DISTRICT SUMMARY												
						446	0	0	0	0	0	0

F - Denotes Projects In The Feasibility Phase (as opposed to Capital Improvement Phase)

Project Description	Location	Phase	Start Date	End Date	Category	Priority	Notes
60 (Norwich Blvd) Newport News Median Improvements	Intersection Old Courthouse Way	PE RW CN TO	3 0 16 19 STP 17	17	STP	14021	Construction Underway 0085-124-004 PE (01,MS01) Plans and Contract Administration by City Include Funds Transferred from Previous Allocations
61 (Norwich Blvd) Newport News Install Traffic Signal	At Lucas Creek Road	PE RW CN TO	8 0 50 52 STP 83	63	STP	17519	Include Funds Transferred from Previous Allocations 0085-124-004 PE (01,MS01)
62 (Norwich Blvd) Newport News Channelization	Intersection 37th Street	PE RW CN TO	3 8 16 25 STP 23	23	STP	10008	Plans and Contract Administration by City NFOI 0085-124-004 PE (01,PRV201,MS01)
63 (Shore Drive) Virginia Beach Widen Shoulders	Atlantic Avenue - Fort Story West Gate	PE RW CN TO	50 0 500 590 STP 486	486	STP	13878	Construction Underway 0085-124-004 PE (01,MS01) Plans and Contract Administration by City
64 (Eastern Shore Drive) Virginia Beach Widen Shoulder and Removal of Flood Objects	Fort Story Sully - 83rd Street	PE RW CN TO	100 0 500 660 STP 664	664	STP	17510	Construction Underway 0085-124-004 PE (01,MS01) Plans and Contract Administration by City
134 Hampton Install NB Left Turn Decal Lane & Raised Island	At Intersection Foreman Drive	PE RW CN TO	5 0 45 50 STP 45	45	STP	25201	Plans and Contract Administration by City 0134-114-004 PE (01,MS01) F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Description	PE	RW	CN	TO	SIP	77	0	SIP	0	0	0	0	0	0	0	0
M3 York Barbours Warning Signs & Install Left Turn Lane	PE	RW	CN	TO	0	77	0	SIP	0	0	0	0	0	0	0	0
143 Jefferson Ave Newport News Install Left Turn Lane	PE	RW	CN	TO	145	145	0	SIP	0	0	0	0	0	0	0	0
143 Jefferson Ave Newport News Install Left Turn Lane	PE	RW	CN	TO	46	46	0	SIP	0	0	0	0	0	0	0	0
143 Jefferson Ave Newport News Speed Lighting and Roadway Intersection	PE	RW	CN	TO	200	200	0	SIP	0	0	0	0	0	0	0	0
143 Jefferson Ave Newport News Signal Modification	PE	RW	CN	TO	23	23	0	SIP	0	0	0	0	0	0	0	0
143 Jefferson Ave Newport News Install Traffic Signal	PE	RW	CN	TO	60	60	26	SIP	0	0	0	0	0	0	0	25

(a) To be Provided by City/Developer

F - District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project No.	Project Description	Location	Phase	Estimate No.	Estimate Description	Funding Source	2001-02		2002-03		2003-04		2004-05	
							01	02	01	02	01	02	01	02
162	Main Street Newport News Channelization	At Tyler Avenue / Main Street	PE RW CH TO	1 0 10 11 STP 10	19048	STP	0	0	0	0	0	0	0	0
165	Main St. Install Suppl. Signal Display, Inc. Pavement Markings & Signage	At 146th St	PE RW CH TO	10 0 20 30 STP 27	95276	STP	0	0	0	0	0	0	0	0
173	Main St. Install Traffic Signal	At Intersection Woodside Drive	PE RW CH TO	8 0 77 86 STP 77	52526	STP	0	0	0	0	0	0	0	0
173	Main St. Close Median Cops Over and Remove Existing Traffic Signal	At Intersection Old Dam Road	PE RW CH TO	13 0 174 187 STP 188	56708	STP	0	188	0	0	0	0	0	0
208	Main St. Install Raised Island	At Intersection For Hill Road & Cherry Access Drive	PE RW CH TO	2 0 15 17 STP 15	52527	STP	0	0	0	0	0	0	0	0
208	Main St. Install Install Protection Indicators and Crosswalks	At Intersection Southside Road	PE RW CH TO	3 0 45 50 STP 45	56709	STP	0	45	0	0	0	0	0	0

HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM

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HAMPTON ROADS DISTRICT



Project Description	Phase	PE	RW	CN	TO	STP	Other	Total	Notes
250 (Newby Blvd) Hampton Install Pedestrian Indicators and Crosswalks	A1 Intersection Workzone Aviation	PE	0	0	0	0	0	0	0
		RW	45	0	0	0	0	0	
		CN	50	0	0	0	0	0	
		TO	STP 46	0	0	0	0	0	
		58781				46		46	
		INFO: 0288-114-102 PE (0), RW (0), CN (0), TO (0), STP (46)							
312 Newport News Install Traffic Signal	A1 Signal Extension to Riverdale Regional Hospital	PE	0	0	0	0	0	0	0
		RW	77	0	0	0	0	0	
		CN	85	0	0	0	0	0	
		TO	STP 77	0	0	0	0	0	
		67828				77		77	
		Plans and Contract Administration by City B312-121-102 PE (0), RW (0), CN (0), TO (0), STP (77)							
361 (Parramore Ave) City of Hampton Left Turn Lanes and Modify Signal	Intersection LaSalle Avenue	PE	20	70	0	0	0	0	0
		RW	183	0	0	0	0	0	
		CN	275	0	0	0	0	0	
		TO	BTP 246	0	0	0	0	0	
		18029				246		246	
		INFO: 0381-114-102 PE (0), RW (0), CN (0), TO (0), STP (246)							
361 (Parramore Ave) Hampton Install Round Median	A1 Intersection Position Pathway	PE	2	0	0	0	0	0	0
		RW	18	0	0	0	0	0	
		CN	20	0	0	0	0	0	
		TO	STP 18	0	0	0	0	0	
		56790				18		18	
		INFO: 0381-114-102 PE (0), RW (0), CN (0), TO (0), STP (18)							
480 - (Ready St.) - Norfolk Install Left Turn Lanes	Intersection Gandy Street and Admiral Jessup Boulevard	PE	115	0	0	0	0	0	191
		RW	326	0	0	0	0	0	
		CN	435	0	0	0	0	0	
		TO	BTP 244	0	0	0	0	0	
		19084				244		244	
		Construction Underway B109-122-304 PE (0), RW (0), CN (0), TO (0), STP (244)							
Arlowood Avenue Hampton Install New Traffic Signal	Intersection Southampton Drive	PE	11	7	0	0	0	0	0
		RW	56	0	0	0	0	0	
		CN	76	0	0	0	0	0	
		TO	STP 86	0	0	0	0	0	
		14136				86		86	
		Construction Underway U099-14-024 PE (0), RW (0), CN (0), TO (0), STP (86)							
		Plans and Contract Administration by City							
<p>(*) Cooperative Project with Other Systems</p> <p>(S) - Runway Light Installation - Roadside</p> <p>(F) - Demotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)</p>									

Project Description	Location	Phase	PE	RW	CN	TO	STP	Other	Notes
Coburn Drive Hampton Widens to Add Additional Lane to Create L.T. & Adjust Signal Phasing	Intersection Van Schilling Drive	PE	40	75					
			RW	340					
			CN	468					
			TO	STP 414			414		
			STP						
U000-114-130 PE 01 R0720 L 0301									
Fox Hill Road Hampton Install Traffic Signal	At Intersection Old Fox Hill Road	PE	0						
			RW	115					
			CN	520					
			TO	STP 111			111		
			STP						
U000-114-137 PE 01 R0601									
Cabin Rd Newport News Left Turn Lane and Mudly Existing Signal	Intersection Middle Grounds Boulevard	PE	33						
			RW	24					
			CN	303					
			TO	460					
			STP	308			308		
U000-114-130 PE 01 R0420 L 0501 Plans and Contract Administration by City									
Miner's Hill Newport News Upgrade to City Standards	Bosley Boulevard - Warwick Boulevard	PE	91						
			RW	100					
			CN	707					
			TO	568					
			STP	662			662		
U000-121-130 PE 01 R0420 L 0501 Plans and Contract Administration by City									
Chestnut Ave Newport News Shift Algn. to Impr. Sight Distance & Replace Signal without Arm Upgrade	At Brinkford Road	PE	33						
			RW	0					
			CN	242					
			TO	278					
			STP	246			248		
U000-121-130 PE 01 R0201 L 0301									
Bullfinch Blvd Norfolk Install Overhead Sign and Supplemental Signage	At Intersection Virginia Beach Boulevard	PE	20						
			RW	9					
			CN	30					
			TO	50					
			STP	46			45		
U000-121-140 PE 01 R0501 Plans and Contract Administration by City									

Project Description	Phase	PE	RW	CR	TO	STP	Other	Source	Actual	Projected	Actual	Projected	
Big Bethel Road Hampton Install Traffic Signal	AI Intersection Old Big Bethel Road	10	0	115	125	STP 113			113	0	0	0	0
MFC09000-114-143 PE 107 JAB01													
Esplanade Road Hampton Install Median on All 4 Approaches and Install Left Turn Lanes	AI Intersection Aberdeen Road	8	0	70	75	STP 68			68	0	0	0	0
MFC09000-114-142 PE 107 JAB01													
Bellevue Landing Road Hampton Install Traffic Signal	AI Intersection Hampton Harbor Avenue	8	0	115	123	STP 111			111	0	0	0	0
MFC09000-116-144 PE 107 JAB01													
46th Street Newport News Install Hazard Warning Beacons & Overhead Signs and Rumble Strips on EB Approach	AI Intersection Rouseboro Avenue	1	0	14	15	STP 14			14	0	0	0	0
MFC09000-121-147 PE 107 JAB01													
DISTRICT SUMMARY													
									682	0	0	0	0

F - Services Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Description	Location	Project Type	Phase	Funding Source	Estimated Cost	Actual Cost	Funding Allocation				Total
							2002-03	2003-04	2004-05	2005-06	
28 Bar (Intermodal Avenue) Lynchburg Install Arm Signals with Backplates	Intersection Route 501 Bus (Langhorne Road)	PE RW CN TO	6 0 50 56	14917	0	0	0	0	0	0	0
28 Lynchburg Expressway Install Raised Pavement Markers	N.C.L. @ Carter Glass Bridge - Route 501 Bus	PE RW CN TO	6 76 82 SIP 74	17920	0	0	0	0	0	0	0
28 Lynchburg Expressway Install Raised Pavement Markers	Route 501 Business Interchange - Route 501 Interchange	PE RW CN TO	11 0 118 128 SIP 116	17834	0	0	0	0	0	0	0
ML Cross Road Danville Install Left Turn Lane SB	All Intersections On ML Cross Road	PE RW CN TO	10 68 48 124 SIP 112	52613	0	0	0	0	0	0	0
28 Danville Install Traffic Control Signals	Intersection Audubon Drive	PE RW CN TO	9 1 142 162 SIP 137	19008	0	0	0	0	0	0	0
58 City of Danville Realign Intersection & Install Signal	Intersection Piney Forest Road	PE RW CN TO	24 8 668 508 SIP 528	19007	0	0	0	0	0	0	139
(7) Cooperative Project with Other Localities F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)											

Project Description	Funding Source	PE	RN	CN	TO	STP	Funds Available	Funds Allocated				Total Available	
								2000-01	2000-02	2000-03	2000-04		
50 Pitymeia Install Traffic Signal With Advanced Programmable Flashers	At Intersection Route 62/76	PE	0	124	129	STP 113	0	113	0	0	0	0	0
306 Midline Intersection Improvement	Intersection Route 62	PE	215	122	1,800	1,837	722	1,215	0	0	0	0	1,215
468 Campbell Locality 7 Traffic Signals and Install Coordinated System Along Corridor	Route 1520 - Route 622	PE	1	265	268	STP 236	0	236	0	0	0	0	0
501 Bus - Lanechange	Intersection Murral Road	PE	6	0	59	62	56	0	0	0	0	0	0
501 Lyncburg - Expressway	Bus - Rts. 480 Interchange	PE	6	0	94	100	90	0	0	0	0	0	0
501 Lyncburg - Expressway	Bus - Rts. 480 Interchange	PE	6	0	100	100	90	0	0	0	0	0	0
501 Lyncburg - Expressway	Bus - Rts. 480 Interchange	PE	6	0	151	157	141	0	0	0	0	0	0
501 Lyncburg - Expressway	Bus - Rts. 480 Interchange	PE	6	0	157	161	141	0	0	0	0	0	0
(8) Cooperative Project with Other System													

Project Description	Phase	PE	RW	CV	TO	STP	Funding Available	Funding Requested	Funding Available	Funding Requested	Funding Available	Funding Requested
E01 South Devon Install Traffic Signal	All Entrance to Halifax Square Shopping Center	PE				1						
		RW				0						
E21 Halifax Improve Vertical Alignment	0.1 Mile West Smithers Branch - 0.2 Mile East Smithers Branch	PE				180						
		RW				36						
		CV				245						
		TO				431						
		18650				817	388					
E28 Halifax Improve Horizontal and Vertical Alignment	Route 611 - 8.3 km East of Route 612	PE				95						
		RW				0						
		CV				385						
		TO				488						
		18816				873	432					
E29 Halifax Improve Vertical and Horizontal Alignment	Route 1300 - Route 350	PE				125						
		RW				234						
		CV				569						
		TO				917						
		11904				817	526					
2.14 ML												
DISTRICT SUMMARY												
						447						
(8) Cooperative Project with Other System Funding Available: 1,173,200 Funding Requested: 1,173,200												
(9) Densons Projects in the Feasibility Phase (As opposed to Capital Improvement Phase) Funding Available: 0 Funding Requested: 0												

Project Description	Phase	PE	RW	CH	TO	STP	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other	Other		
7 Fork Install Dual Right Acceleration Lanes and Reverse Signal for Right Turn Lane	All Intersection Route 808	PE	0																		
		RW	385																		
28 Prince William Width to 4 Lanes	Fairfax County Line - Manassas	PE	0																		
		RW	0																		
28 Prince William Interim Int. Improvement	All Vint Hill Road	PE	0																		
		RW	0																		
28 Arlington Neat Concrete Median Barrier	1.0 km West Route 27 - 0.2 km West North Jackson Shovel	PE	24																		
		RW	0																		
50 Fishes Install 4' Wide Rebar Median Along Rte 50 to the Service Rd at Rte 840	All Rte 840 (Armedale Road)	PE	0																		
		RW	24																		
50 Fishes Install Median Barrier and Fence	Route 7 Overpass - Fishes Henry Ohio	PE	100																		
		RW	0																		
		CH	322																		
		TO	422																		
		STP	380																		
		5070																			
		PE	0																		
		RW	0																		
		CH	322																		
		TO	422																		
		STP	380																		
		5070																			

Project Description		Location		Project Type		Status		Funding		Cost		Schedule	
Project ID	Project Name	County	Route	Project Type	Status	Funding Source	Funding Amount	Estimated Cost	Start Date	End Date	Start Date	End Date	Notes
120	Attingham Install Advanced Warning Signet	Al	Intersection 24th Road South	PE RW CN TO STP 31 52487	0	0	0	0	0	0	0	0	0
(MFC) 01-20-005-119, PE(01) 2601 2601													
123	Fairfax Reconstruction	Al	Intersection Route 1813 (Highlands Avenue)	PE RW CN TO STP 90 52902	90	0	0	0	0	0	0	0	0
(MFC) 01-20-005-134, PE(01) 26201 26201													
123	Fairfax Lower Vertical Curve	Al	Intersection Roadband Road & Netherlands Hill Road	PE RW CN TO STP 450 62503	169	341	54	0	0	0	0	0	0
(MFC) 01-20-005-119, PE(01) 26201 26201													
605	Biron Cammer Ave - Fairfax Install Consolidated Flashing Advance Sign	Al	Intersection Route 826 (Wilder Ave)	PE RW CN TO STP 18 53025	18	0	0	0	0	0	0	0	0
(MFC) 01-20-005-119, PE(01) 26201 26201													
608	Plasent Valley Road - Fairfax Straighten Curve	Al	0.2 Mile North Route 820 (Roadback Road)	PE RW CN TO STP 275 32881	275	0	0	0	0	0	0	0	0
(MFC) 01-20-005-119, PE(01) 26201 26201													
609	Plasent Valley Road - Fairfax Straighten Curve	Al	0.3 Mile North Henkle Humsted Drive	PE RW CN TO STP 149 52902	149	0	0	0	0	0	0	0	0
(MFC) 01-20-005-119, PE(01) 26201 26201													



Project Name	Project Location	Project Description	Request Type	Request Code	Request Amount	Request Status	Request Dates		Request ID	Request Amount	Request Status	Request ID	Request Amount	Request Status	Request ID	Request Amount	Request Status
							Start Date	End Date									
689 Pleasant Valley Road	0.45 Miles South Route 620 (Bendricks Road)	PE RW CN TO	17 55 172 244 STP 226	220	0	STP	2001-02-01	2002-03-31	2003-04-30	0	0	0	0	0	0	0	0
611-004 Chichester Road	0.29 MI N Rte 3160 - 0.50 MI W Rte 3160	PE RW CN TO	48 6 370 438 STP 394	349	45	STP	2001-02-01	2002-03-31	2003-04-30	0	0	0	0	0	0	0	0
621 Prince William County Turn Lnk, Widened Approach, Roadside & Add Shoulders & Pave. 0.3 MI.	At Rte 680 (Seabrook Rd.)	PE RW CN TO	85 45 145 286 STP 257	122	135	STP	2001-02-01	2002-03-31	2003-04-30	0	0	0	0	0	0	0	0
624 (Proposed Head Road) - Route 5439 (Olney Road)	Route 5435 Lindeman Road - Route 5439 (Olney Road)	PE RW CN TO	50 70 206 416 STP 374	374	0	STP	2001-02-01	2002-03-31	2003-04-30	0	0	0	0	0	0	0	0
3900 Prince William County NB Left Turn Lane	Route 1654 - Trombly Drive	PE RW CN TO	15 0 74 89 STP 60	80	0	STP	2001-02-01	2002-03-31	2003-04-30	0	0	0	0	0	0	0	0
DISTRICT SUMMARY																	
3,265 2,864 2,000 2,000 0 0 0																	

F - District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)



Project Description	Location	Phase	PE	RW	CN	TO	STP	Other	Notes
180 (Government Road) Richmond Characterization and New Signal	At Intersection Admiral Gurney Boulevard		66 44 175 274 STP 247				247	0	0
181 0.3 km			18002				STP		
182 Princess George Combined Left Turn Lane on NSL & Modify Signal	All Intersection Route 634		65 785 440 700 STP 225				225	456	0
183			52506				STP		0
184 Chesterfield Route 1520 and Provide Left Turn Lanes	0.3 km North Route 1520 (Curtis St - 0.3 km South Route 1520 (Curtis St.)		76 16 386 476 STP 430				430	0	0
185 0.5 km			67650				STP		
186 Chesterfield Road Left Turn Lane	All Intersection Route 632 (Chubbly Road)		45 79 220 384 STP 179				179	105	0
187 (Main St) City of Richmond Upgrade Signals and Pedestrian Indicators	Fifth Street - English Street		40 0 307 347 STP 312				206	24	0
188 (Main St) City of Richmond Upgrade Signals	15th Street - Laurel Street (Spot Locations)		83 0 305 458 STP 412				412	0	0
189 (Main St) City of Richmond Upgrade Signals	15th Street - Laurel Street (Spot Locations)		83 0 305 458 STP 412				412	0	0

(6) Cooperative Project with Other System  
(7) Cooperative Project with Other Locations  
(8) Cooperative Project with Open Contract Program

Project No.	Project Name	Location	Type	Phase	Funding Source	Estimate	2000-01		2000-02		2000-03		2000-04		2000-05		Total
							Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned			
147	City of Richmond Upgrade Signals and Pedestrian Indicators	1st Street - North Street	PE RW CN TO	03 0 433 486	STP 437	288	148	0	0	0	0	0	0	0	0	0	26
147	City of Richmond Install New Signal	Intersection Cherry Street	PE RW CN TO	11 0 36 46	STP 41	41	0	0	0	0	0	0	0	0	0	0	0
148	Kenner Construct Southbound Left Turn Lane	St. Louis 1155	PE RW CN TO	02 154 274 492	STP 432	294	130	0	0	0	0	0	0	0	0	0	0
149	Herrick Install Left Turn Lane	1/4 Mile South Old House Branch Creek - 3.1 Mile North Searchman Lane	PE RW CN TO	73 342 322 637	STP 673	498	78	0	0	0	0	0	0	0	0	0	0
157	Herrick Construct 2-Way Left Turn Lane	280 South Old House Bridge - Clubhouse Road	PE RW CN TO	70 388 658 1,856	STP 600	221	778	0	0	0	0	0	0	0	0	0	489
161	City of Richmond Install New Signal	Intersection Balls Road	PE RW CN TO	8 0 62 78	STP 70	70	0	0	0	0	0	0	0	0	0	0	0

(1) Cooperative Project with Other Localities  
 (A) Additional Funding to be Determined  
 F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Description	PE	RW	CN	TO	STP	422	STP	0	0	0	0	0	0
200 Geotextile Median Placement and Add Lane Intersection Route 632	37	25	360	422	STP 71	422	STP	0	0	0	0	0	0
250 Heavy Metal Roadway Lighting 0.1 mile Clemson Drive	3	0	447	432	STP 407	407	STP	0	0	0	0	0	0
254 (Road 65) City of Richmond Install New Signal 0.1 mile Intersection CNV Drive	20	0	76	96	STP 87	80	STP	0	0	0	0	0	7
271 Heavy Metal Traffic Signal and Left Turn Lane 0.4 km South Route 623 0.2 km North Route 623	30	190	250	490	STP 485	0	STP	485	0	0	0	0	0
380 Curbcut/Driveway Improvements 1.8 km Charterfield Crescent City of Richmond	20	0	378	388	STP 358	368	STP	0	0	0	0	0	0
381 (Charterfield Turnpike) City of Richmond Install Roadway Lighting 0.3 mile Magruder Street - 0.64 Mile East Wilbourn Socel	4	4	492	408	STP 448	448	STP	0	0	0	0	0	0
(7) Cooperation Project with Other Location F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)													

Project Description	Location	Phase	Priority	Funding Source	Estimated Cost	2009-10		2010-11		2011-12		Total
						2009-10	2010-11	2009-10	2010-11	2009-10	2010-11	
350 (Hill St) City of Richmond Install New Signal	Intersection Diamond Road and Hill Road	PE RW CN TO	22 0 0 163	STP 83	7	0	0	0	0	0	0	7
452 Phase Change Left Turn Lane and Modify Signal	0.1 Mile West Route 628 - 0.1 Mile East Route 628	PE RW CN TO	3 119 359 457	STP 411	0	0	0	0	0	0	0	0
622 Amelis Realign Route 602 and Install PTL and LTL; Extend Route 612	All Intersections Route 612	PE RW CN TO	60 75 250 378	STP 308	338	0	0	0	0	0	0	0
628 (History Road) Charterfield Reconstruct & Realign	Route 612 - Old Town Creek	PE RW CN TO	60 521 365 946	STP 500	468	0	0	0	0	0	0	468
631 - (Newby's Bridge Road) Charterfield Improve Horizontal Curve & S/W Structure	Route 653 (Circle Rd) - 0.5 Mile E. Double Rd	PE RW CN TO	308 91 1,478 1,028	STP 803	752	1,176	0	0	0	0	0	752
677 (Old Buckingham Road) Charterfield Improve Horizontal and Vertical Alignment; Install Shoulders & Left Turn	Route 283 (Silver Creek) CN - 0.2 Mile West Route 1225	PE RW CN TO	100 100 200 400	STP 441	441	0	0	0	0	0	0	0

60) Cooperative Project with Other System  
(7) Cooperative Project with Other Localities



Project Name	Location	Phase	PE	RW	CH	TO	STP	Other	Notes	Cost	Other
7B-53	At Intersection Marshall Street	Signal Modernization	13	6	50	89	STP 82			0	0
			62600						Plans and Contract Administration by City (NF0) U000-127-167 PE101, PE101, PE101, PE101	0	0
7B-54	At Intersection Franklin Street	Signal Modernization	13	6	50	89	STP 82			0	0
			62610						Plans and Contract Administration by City (NF0) U000-127-167 PE101, PE101, PE101, PE101	0	0
8B-51	City Street - Franklin Street	Upgrade Signals and Pedestrian Indicators	46	178	224	STP 202				0	0
			74434						Plans and Contract Administration by City (NF0) U000-127-167 PE101, PE101, PE101	0	0
8B-54	City Street - Bank Street	Signal Modernization	83	313	386	STP 356				0	0
			50429						Plans and Contract Administration by City (NF0) U000-127-167 PE101, PE101, PE101	0	0
9B-54	At Intersection Walmley Blvd.	Install Traffic Signal	57	13	80	126	STP 113			112	0
			56787						Plans and Contract Administration by City (NF0) U000-127-167 PE101, PE101, PE101, PE101	0	0
DISTRICT SUMMARY										2,408	0

\* - Funding/Intermittent Phases (as applied to Capital Improvement Phase)



Project ID	Project Name	Location	Phase	PE	RV	CH	TO	STP	Funding Source	Actual Construction Cost (\$)	Projected Allocation				
											2000-01	2001-03	2002-05	2003-06	
5	Interchange	Interchange Route 655	PE	155	399	866	1,140	STP 511	772	311	0	0	0	0	572
[INFO] 0004-088-108 PE 101, RV 201, CH 201, TO 201															
52	Carroll	0.1 Miles North North Carolina State Line 1.3 Miles North North Carolina State Line	PE	73	51	240	364	STP 328	0	328	0	0	0	0	0
[INFO] 0002-017-111, PE 101, RV 201, CH 201, TO 201															
52	Carroll	North of Interchange Route 690	PE	3	0	40	45	STP 41	41	0	0	0	0	0	0
[INFO] 0003-417-112, PE 101, RV 201, CH 201, TO 201															
57	Henry	Route 655 - Route 779	PE	75	25	400	500	STP 460	0	400	0	0	0	0	0
[INFO] 0005-044-119, PE 101, RV 201, CH 201, TO 201															
57	Henry	At Interchange Route 655	PE	1	30	107	116	STP 108	108	0	0	0	0	0	0
[INFO] 0007-044-111, PE 101, RV 201, CH 201, TO 201															
58	City of Galax	Interchange County Club/Jarvis	PE	30	15	113	138	STP 124	0	124	0	0	0	0	0
[INFO] 0008-113-110, PE 101, RV 201, CH 201, TO 201															
Construction Led Agency															
[INFO] 0008-113-110, PE 101, RV 201, CH 201, TO 201															
a. If Funding Method/Source is Determined, F - Denotes Project in the Feasibility Phase (as opposed to Capital Improvement Phase)															

(4) Additional Funding to be Determined

Project Description		Location		Project Type		Phase		Status		Funding		Notes			
Project ID	Project Name	Route	Mileage	Phase	Project Type	Phase	Status	Funding Source	Amount	Funding Source	Amount	Notes	Remarks		
114	Majority Alert Only to Wrong Way Driving at 2 Locations	0.51 Mile West of WCL Christiansburg	0.89 Mile West of WCL Christiansburg	PE RW CN TD	52514	1 0 200 201 STP 181	0	181	0	0	0	0	0	D	
122	0.31 Mile Franklin Install Signal System and Request 150' in All Directions	Route 878 - Route 118		PE RW CN TD	52518	38 78 248 358 STP 378	154	188	0	0	0	0	0	D	
220	Henry Intersecta Improvements	0.3 km South Route 902 0.3 km North Route 902		PE RW CN TD	17251	118 264 1,262 1,062 STP 428	236	1,423	0	0	0	0	0	236 (6)	236
220	Henry Adjust Grade & Supervision on HBL	0.1 Mile South Route 889 0.2 Mile South Route 889		PE RW CN TD	52516	58 18 512 572 STP 515	272	243	265	0	0	0	0	0	D
84	Franklin Reduce Vertical Curve	At Intersection Route 1019		PE RW CN TD	52517	8 13 82 83 STP 74	0	74	0	0	0	0	0	0	D
Franklin	Patrick Henry Drive	At Progress Street		PE RW CN TD	52517	5 0 52 57 STP 51	0	51	0	0	0	0	0	0	D
<p>(0) Cooperative Project with Other System</p> <p>PE - Planning, RW - Right of Way, CN - Construction, TD - Traffic Devices, STP - Signal Timing Plan</p> <p>F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)</p>															

HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (HEMIP) - 2000-2001										
DISTRICT	PROJECTED COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST	ACTUAL COST
DISTRICT SUMMARY	764	9	0	0	0	0	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

COUNTY		PROJECT		ACTIVITY		SOURCE		ACTUAL ALLOCATION		ACTUAL ALLOCATION		ACTUAL ALLOCATION			
NO.	DESCRIPTION	TYPE	LENGTH	PE	RW	CN	TO	PE	RW	CN	TO	PE	RW	CN	TO
33	Rockingham Install Traffic Signals		Intersection Route 704	PE RW CN TO	7 0 80 87		STP 87	0	0	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0033-002-134, PE 101, MS01															
42	Augusta Improve Horizontal Alignment		0.2 km East Route 780 - 0.1 km West Route 730	PE RW CN TO	330 58 500 478		790	0	0	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0033-002-134, PE 101, MS01															
47	Shenandoah Construct Left Turn Lane		Intersection Route 882	PE RW CN TO	85 57 185 337		146	175	10	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0042-005-184, PE 101, MS01															
58	Rockbridge Recurve Rock, Widem Shoulders, Install Guardrail		1.3 km East Staehle (main - Harrison County Line	PE RW CN TO	100 0 450 550		485	0	0	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0042-005-184, PE 101, MS01															
260	Hyland & Augusta Install Guardrail		Honolulu Bend (Hyland County) - Rattney's Deal (Augusta County)	PE RW CN TO	4 12 210 228		183	90	0	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0033-002-134, PE 101, MS01															
260	Augusta Install Right Turn Lane and Traffic Signal		At Intersection Route 638	PE RW CN TO	20 20 125 165		0	148	0	0	0	0	0	0	0
Includes Funds Transferred from Previous Allocations RF-01 0033-002-134, PE 101, MS01															

Project Description	Location	Project Type	Project Status	Project Cost	Project Length	Project Start	Project End	Actual Construction		Projected Construction		Total Construction	
								Start	End	Start	End	Start	End
277 Frederick Daylight Slope	Intersections Route 636	PE	RW	50	204	0	STP	0	0	0	0	0	
				133									
				44									
				237									
1867	STP 204	0	0	0	0								
316 Augusta Channelization	Intersections Route 776	PE	RW	2	14	0	STP	0	0	0	0	0	
				0									
				13									
				15									
1644	STP 14	0	0	0	0								
340 Augusta Install Traffic Signal	Windsor Square Shopping Center	PE	RW	17	150	0	STP	0	0	0	0	0	
				0									
				150									
				187									
1644	STP 150	0	0	0	0								
340 Augusta Reconstruct Intersection To Standard 'Y' & Signalize	At Intersections Route 11	PE	RW	34	452	305	STP	0	0	0	0	0	
				0									
				667									
				941									
17643	STP 647	0	0	0	0								
501 Rockledge Track Crossing Lane	At West County Line - Glasgow	PE	RW	241	1,050	2,815	STP	0	0	0	0	0	
				268									
				1,442									
				3,965									
17625	STP 500	0	0	0	0								
505 Augusta Improve Horizontal & Vertical Alignment	0.5 Mile North Route 643 0.5 Mile North Route 643	PE	RW	50	221	0	STP	0	0	0	0	0	
				45									
				150									
				245									
52217	STP 221	0	0	0	0								
0.1 Mile													
(4) Cooperative Project with Other System													

HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)		HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (SECTION 163 FROM NEW FZ2008)	
PROJECT ID	PROJECT DESCRIPTION	PROJECT LOCATION	PROJECT STATUS	PROJECT TYPE	PROJECT COST	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING	PROJECT FUNDING
635	Augurs Install Traffic Signal	Intersection Route 644	PE RW CN TO S2P44	0 0 93 102 STP 92	92	0 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
638	Proctorham Left Turn Lane and Modify Signal	Intersection Route 278	PE RW CN TO 80078	15 0 151 168 STP 148	148	0 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
744	Avigato Replace Existing Bridge & Improve Appr., Improve Algn. & Widened South of Bridge	0.4 Mile South Route 815 - Route 815	PE RW CN TO 82848	50 50 375 485 STP 437	437	0 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
	Prescott Street Hardscaping Install Traffic Signal	At Hill Avenue	PE RW CN TO 17946	17 0 116 133 STP 120	85	35 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	35
	0.3 Mile North Commerce Avenue Widening Install Overlight Detection Equipment & Warning Signal	At 8th Street (CIBX R.R. Bridge)	PE RW CN TO 52578	1 1 16 20 STP 18	18	0 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0
	Pleasant Valley Road City of Winchester Install Signal	Intersection Poplar Road	PE RW CN TO 16868	3 0 90 83 STP 84	84	0 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0

[?] Cooperative Project with Other Localities

Includes Funds Transferred from Previous Allocations  
PE-03 U000-154-15 PE-04 U001  
Includes Funds Transferred from Previous Allocations  
PE-03 U000-138-109 PE-04 U001

Plans and Contract Administration by City  
U000-138-109 PE-04 U001

Plans and Contract Administration by City  
PE-03 U000-138-109 PE-04 U001

Project Name	Project Description	Phase	Status	Funding Source	Estimated Cost (\$)	Actual Cost (\$)	Remaining Budget (\$)	Funding Allocation		Total Funding (\$)	Notes
								State	Local		
Plummet Valley Road City of Westminster Install Traffic Signal and Left Turn Lanes	All Intersection Woodstock Lane	PE RW CK TO SAPM	B D 90 08 SIP 08	0	0	0	0	0	0	0	
DISTRICT SUMMARY											
					1,307	10	0	0	0	0	0

F - District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

District	Project Name	Project Status	Project Type	Project Description	Project Location	Project Start	Project End	Project Cost	Project Funding Source	2003-04		2004-05		2005-06	
										Actual	Planned	Actual	Planned	Actual	Planned
Stamwich	Future Projects to be Determined (Hazard Elimination Roadway)		PK RY CH TO	0	0	0	0	575	7,968	8,421	8,312	10,569	10,826	0	0
	DISTRICT SUMMARY							575	7,968	8,421	8,312	10,569	10,826	0	0
	TOTAL HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM							10,423	10,421	10,421	10,312	10,569	10,826		

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)



Project ID	Project Name	Project Location	Project Description	Project Type	Project Status	2005-06		2006-07		2007-08		2008-09									
						2005-06	2006-07	2007-08	2008-09	2005-06	2006-07	2007-08	2008-09								
09 AL	Roveret Realign Intersection & Add Left Turn Lanes	Intersection Routes 65/66/63	PE RW CN TO 50540	10 100 300 500	0	STP	300	0	0	0	0	0	0								
														BOS-063-108 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
17	Flauper Add Left Turn Lane	At Intersection Route 74	PE RW CN TO 50548	5 0 204 558	459	STP	200	0	0	0	0	0	459								
														0200-018-111 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
207	Caroline Install Traffic Signal	At Entrance to Vaux CN Furniture	PE RW CN TO 50541	150	58	STP	92	0	0	0	0	0	58								
														0200-018-111 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
601	Hullix Replace Grass Median with Center Turn Lanes	Route 654 - Route 760	PE RW CN TO 50547	75 126 300 600	0	STP	900	0	0	0	0	0	0								
														0601-041-126 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
15	Loudon Controlled Turn Lane	At Y40 Lane	PE RW CN TO 50548	0 0 673 673	0	STP	673	0	0	0	0	0	0								
														0601-041-126 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
18	Loudon Dial Back Endowment	At Lime Spring Road	PE RW CN TO 50550	0 0 106 106	0	STP	106	0	0	0	0	0	0								
														0601-041-126 PE101, RW201, CS81							
														Customer Maintenance Funds 6418 & STOSBP Fund 140							
														0017-000-113 PE101, CS81							
(6) Cooperative Project with Other System																					

SAFETY INCENTIVE PROGRAM										
Project ID	Project Description	PE	RW	CH	TO	Funding Source	Funding Amount	Funding Type	Total Funding	
										000000
157	Heritage Intersection Improvement & Modify Signal	5	45	228	298	STP	0	0	0	
6107-043-113, PE 101, RW 281, CH 501										
159	Frontside Corridor Left Turn Lane & Access Lane	3	213	218	0	STP	0	0	0	
Construction Complete - Previous Funds Included \$4 from HES Funds 0228-035-121, PE 101, RW 501										
161	Beckwith Spot Improvements	900	0	0	0	STP	0	0	0	
Cooperative Project with Primary System 0501-308-110, PE 101, RW 501										
162	Town of Terrebonne Improve Horizontal Alignment & Install Signal	10	40	220	270	STP	0	0	0	
0912-312-101, PE 101, RW 201, CH 301										
17	York Add Turn Lanes	5	690	695	0	STP	0	0	0	
Previous Funds Include 3400 Revenue Sharing & 435 STOSBP 0017-205-120, PE 101, CH 501										
DISTRICT SUMMARY							0	0	0	0
Funding/Mobilization/Financing							0	0	0	0
F - Denote Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)							0	0	0	0



Project No.	Project Name	Project Description	Phase	Source	OPEN CONTAINER PROGRAM (in Thousands of Dollars)											
					2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
85	Fairfax Highway Advisory Radio	Springfield - Van Dorn Bioscience Advisory Regarding Emergencies and Traffic Congestion	PE RW CN TO	188 0 0 188	0	188	0	0	0	0	0	0	0	0	0	0
95	Alexandria Highway Advisory Radio	Woodrow Wilson Bridge Bioscience Advisory Regarding Emergencies and Traffic Congestion	PE RW CN TO	188 0 0 188	0	188	0	0	0	0	0	0	0	0	0	0
66	Fairfax & Prince William Highway Advisory Radio	Bioscience Advisory Regarding Emergencies and Traffic Congestion	PE RW CN TO	188 0 0 188	0	188	0	0	0	0	0	0	0	0	0	0
30	Fairfax Retail Products Shops	East of Rte. 7 Overpass at Seven Corners Shopping Center	PE RW CN TO	130 152 538 820	0	0	0	0	0	0	0	0	0	0	0	0
603	York Inland Linn Term Lane and Traffic Signal	At Int. Rte. 634	PE RW CN TO	75 25 900 600	0	0	0	0	0	0	0	0	0	0	0	0
105	Prince George Island Linn Term Lane on Rte. 103 NB and Modify Traffic Signal	At Int. Rte. 634	PE RW CN TO	65 185 440 700	0	700	0	0	0	0	0	0	0	0	10	250

(9) Cooperative Project with Other System

Cooperative Project with HES Program  
(NF01030-094, 065, PE 01/RR201, R6501)

F - Denotes Projects in their Feasibility Phase (as approved to Capital Improvement Phase)

PROJECT NUMBER	PROJECT DESCRIPTION	FUND	APPROVED AMOUNT	ACTUAL AMOUNT	OPEN CONTAINER PROGRAM (In Thousands of Dollars)				TOTAL
					2007-01	2007-02	2007-03	2007-04	
501	8.15 AM, N. Rte. 643 8.15 AM, N. Rte. 625 Install Left Turn Lanes on US 501 NB & SB at Rte. 643 & Rte. 625	PE RW CN TO 38607	50 0 450 500	500	0	0	0	0	0
20	At Mt. Arlington Show Turn of View Install Decal Lane on US 29 NB at Rte 624 and Improve Sign Balance	PE RW CN TO 54664	50 38 125 205	205	0	0	0	0	0
26	At Mt. Rte. 616 Albarn's Install Traffic Signal, Left Turn Lanes on US 250 and Improve Sign Distance	PE RW CN TO 58658	48 35 215 358	350	0	0	0	0	0
251	At Mt. Rte. 721 Augusta Install Left Turn Lanes on US 50 NB at Rte. 721	PE RW CN TO 58670	75 113 263 450	450	0	0	0	0	0
DISTRICT SUMMARY									
TOTAL OPEN CONTAINER PROGRAM									
3,990									
2,930									

COUNTY	PROJECT DESCRIPTION	LOCAL MATCH	STATE MATCH	FEDERAL MATCH	TOTAL PROJECT COST	PROJECT TYPE	2007-08		2008-09		2009-10		2010-11		2011-12	
							ACTUAL ALLOCATIONS	PROJECTED ALLOCATIONS	ACTUAL ALLOCATIONS	PROJECTED ALLOCATIONS	ACTUAL ALLOCATIONS	PROJECTED ALLOCATIONS	ACTUAL ALLOCATIONS	PROJECTED ALLOCATIONS		
07 Tazewell	Intersection Rte 673 Install Gates on Rte 673 and Upgrade Flashing Light Gates on Rte 67 (DOT # 408030)	PE RW CN TO 90850	125 STP 113	0	113 STP	113 STP	0	0	0	0	0	0	0	0	0	0
0603-087-883F 8736																
003 Windsor	5.51 MI. W. 3rd St. Install Flashing Lights and Gates (DOT # 714016)	PE RW CN TO 17769	0 0 112 STP 101	0	0 STP	0	0	0	0	0	0	0	0	0	0	0
0603-087-883F 8736																
003 Windsor	1.5 MI. N. Rte. 23 Add Gates & Upgrade Flashing Lights (DOT # 714011C)	PE RW CN TO 18232	0 0 98 STP 88	0	0 STP	0	0	0	0	0	0	0	0	0	0	0
0603-087-883F 8736																
005 Lee	1.04 MI. N. Rte. 58A Install Flashing Lights and Gates (DOT # 339023)	PE RW CN TO 17267	0 0 97 STP 87	0	0 STP	0	0	0	0	0	0	0	0	0	0	0
0605-051-542F 5723																
005 Lee	1.05 MI. E. Rte. 421 Add Gates and Upgrade Flashing Lights (DOT # 714023)	PE RW CN TO 90559	0 0 100 STP 91	0	0 STP	0	0	0	0	0	0	0	0	0	0	0
Funds Transferred from Previous Allocations 0505-052-																
009 Buckhannon	0.25 MI. W. Rte. 450 Add Gates & Upgrade Flashing Lights (DOT # 471495E)	PE RW CN TO 18400	0 0 67 STP 60	0	0 STP	0	0	0	0	0	0	0	0	0	0	0
0609-071-523F 5215																
05 - Highway Rehabilitation Projects																
05 - Denotes Projects in the Feasibility Phase (in opposed to Capital Improvement Phase)																

PROJECT ID	PROJECT NAME	PROJECT LOCATION	PROJECT TYPE	PROJECT STATUS	PROJECT VALUE	PROJECT START DATE	PROJECT END DATE	PROJECT PHASE	PROJECT DESCRIPTION	PROJECT COST	PROJECT FUNDING	PROJECT ALLOCATION						
												2003-04	2004-05	2005-06	2006-07			
013	WYDA	0.82 MI. N. Rm. 610	PE RW CN TO	0 0 68 68	STP 61	61	0	0	0	0	0	0	0	0	0	0	0	0
014	WYDA	0.77 MI. S. Rm. 875	PE RW CN TO	0 0 102 102	STP 92	92	0	0	0	0	0	0	0	0	0	0	0	0
020	WIS	0.44 MI. N. Rm. 625	PE RW CN TO	0 0 106 106	STP 90	0	0	0	0	0	0	0	0	0	0	0	0	0
021	LE	0.54 MI. N. Rm. 822	PE RW CN TO	0 0 100 100	STP 90	0	0	0	0	0	0	0	0	0	0	0	0	0
024	LE	0.07 MI. SW Rm. 823	PE RW CN TO	0 0 96 96	STP 77	77	0	0	0	0	0	0	0	0	0	0	0	0
025	WIS	0.10 MI. NE Rm. 821	PE RW CN TO	0 0 105 105	STP 98	95	0	0	0	0	0	0	0	0	0	0	0	0

Project Name		Highway/Grade Crossing Safety Improvement Program (SIP) (2011-2015)		2008-09		2009-10		2010-11		2011-12		2012-13		2013-14		2014-15		2015-16		2016-17		2017-18	
County	Project Description	PE	RW	CN	TO	STP #	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
																							0
420	Lin	0.04 M. W. R. R. 58 AC	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add Gates, Upgrade Flashing Lights (DOT # 3385784)				51543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 61	STP															
634	Lin	0.01 M. R. R. 303	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add Gates for both tracks, Add Bell, Upgrade Flashing Lights (DOT # 7168264)				51544	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 118	STP															
							118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 118	STP															
637	Russell	0.01 M. E. R. 30	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add Gates, Upgrade Flashing Lights & Bell (DOT # 4039156)				51553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 108	STP															
							108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 108	STP															
637	Russell County	0.10 M. E. R. 729	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add Gates & Upgrade Flashing Lights (DOT # 4489165)				54448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 108	STP															
							108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
638	Greyle	0.37 M. E. R. 11	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Add Gates & Upgrade Flashing Lights (DOT # 4487262)				18458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 77	STP															
							77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
642	Smith	0.05 M. N. R. 11	PE	RW	CN	TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Upgrade Flashing Lights and Add Gates (DOT # 4487780)				17780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 61	STP															
							81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							STP 61	STP															



Project Description		MICHIGANRAIL GRADE CROSSING SAFETY IMPROVEMENT PROGRAM SECTION 139 FROM THE FUNDING SOURCE		ACTUAL PROJECT COSTS		PROJECTED ALLOCATION		PROJECTED ALLOCATION	
LINE NO.	PROJECT DESCRIPTION	PE	RW	CH	TO	STP	0000-0000	0000-0000	0000-0000
643	Townsend 0.25 MI. E. Rte. 824 Install Flashing Lights and Gates W/Out Surface & Approaches (DOT # 4880004)	0	0	117	117	0	0	0	0
		17289	STP 105	105	STP	0	0	0	0
650	Townsend 0.22 MI. W. Rte. 824 Install Flashing Lights (DOT # 4881201)	0	0	121	121	0	0	0	0
		16472	STP 106	106	STP	0	0	0	0
673	Hythe 0.73 MI. E. Rte. 878 Install Flashing Lights & Gates (DOT # 4887150)	0	0	125	125	0	0	0	0
		98068	STP 113	113	STP	0	0	0	0
674	Hythe 0.01 MI. N. Rte. 616 Raise Approach Grade on Both Sides to Improve Hump Condition (DOT # 4887180)	20	10	70	100	0	0	0	0
		18470	STP 90	90	STP	0	0	0	0
679	Smyth 0.25 MI. S. Rte. 11 Add Gates and Upgrade Flashing Lights (DOT # 4887284)	0	0	88	88	0	0	0	0
		17781	STP 88	88	STP	0	0	0	0
688	Ducession 0.04 MI. S. Rte. 608 Add Gates & Rail, Upgrade Flashing Lights (DOT # 4826086)	0	0	182	182	0	0	0	0
		51540	STP 82	82	STP	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

COUNTY	PROJECT DESCRIPTION	ESTIMATED COST	FUND SOURCE	PERCENTAGE FUNDED	INVESTMENT PROGRAM BUDGET (BY FISCAL YEAR)					TOTAL PROJECTED ALLOCATIONS	TOTAL PROJECTED ALLOCATIONS	
					2004-05	2005-06	2006-07	2007-08	2008-09			
654 Washington	0.01 MI. N. Rte. 509 Add Gates & Improve Sight Distance (DOT # 4658044)	PE RW CN TO S0094	0 0 70 70 STP 63	63	0	0	0	0	0	0	0	0
748 Wash	0.60 MI. S. Rte. 16A Add Gates, Upgrade Flashing Lights and Widen Crossing Surface (DOT # 7166330)	PE RW CN TO S4467	0 0 100 100 STP 90	0	90	0	0	0	0	0	0	0
735 Scott	0.61 MI. W. Rte. 23 Consolidate Crossings at Rtes 1127 & 735 into New Crossings (DOT # 7340067)	PE RW CN TO S4466	5 17 313 336 STP 292	0	292	0	0	0	0	0	0	0
729 Washington	0.18 MI. N. Rte. 609 Install Flashing Lights & Gates and Improve Approaches (DOT # 4690057)	PE RW CN TO 17261	0 0 90 90 STP 61	61	0	0	0	0	0	0	0	0
789 Scott	0.09 MI. S. Rte. 870 Install Flashing Lights and Gates (DOT # 9842811)	PE RW CN TO 19467	0 0 128 128 STP 116	116	0	0	0	0	0	0	0	0
612 Scott	0.31 MI. SE Rte. 471 Install Flashing Lights & Bar, Widen Crossing (DOT # 7166344)	PE RW CN TO S1767	0 0 75 75 STP 66	66	0	0	0	0	0	0	0	0

F - Dollars Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing		Municipal Grade Crossing						
Project	Location	PE	RW	CR	TO	STP	Other	PE	RW	CR	TO	STP	Other	PE	RW	CR	TO	STP	Other	
825	8.10 MI. N.W. Rte. 843 Install Flashing Lights and Bell (DOT # 338540L)	0	0	60	66	STP 54	14471	0	0	0	0	0	0	0	0	0	0	0	0	0
840	0.01 MI. S. Rte. 870 Install Flashing Lights and Gales (DOT # 715000X)	0	0	121	321	STP 109	17298	0	0	0	0	0	0	0	0	0	0	0	0	0
1201	0.01 MI. N. Rte. 460E Add Gates, Upgrade Flashing Lights & Improve Approach (DOT # 486071D)	0	0	87	87	STP 78	50893	0	0	0	0	0	0	0	0	0	0	0	0	0
1201	0.04 MI. N. Rte. 460W Add Gates, Upgrade Flashing Lights & Improve Sign Distance (DOT # 486072K)	0	0	66	66	STP 58	18668	0	0	0	0	0	0	0	0	0	0	0	0	0
Commonwealth	At Intersection Highland Avenue - City of Bristol	0	0	50	50	STP 46	88804	0	0	45	0	0	0	0	0	0	0	0	0	0
0.40 MI. S. Commonwealth Ave.	Install Rubberized Crossing Surfaces (DOT # 734494E)	0	0	181	181	STP 136	34625	0	0	136	0	0	0	0	0	0	0	0	0	0
0.40 MI. S. Commonwealth Ave.	Install Rubberized Crossing Surfaces (DOT # 734411J)	0	0	181	181	STP 136	34625	0	0	136	0	0	0	0	0	0	0	0	0	0

Project Name	Project Description	Project Location	Project Status	Project Funding Source	Project Funding Amount	Funding Source Breakdown																						
						2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19											
Rutherford Rd. Rural Town of Horseshoe	0.81 MI. RW Rte. 637 Install Flashing Lights and Gates. Interconnect with Vance Planners on Rte. 637 (DOT # 48814U)	PE RW CH TO 17268	0 0 132 132 STP 118	0	STP	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
						Matching Funds Provided by Norfolk Southern RR Company X008-238-801, 28701																						
						0000-115-109, F5784																						
						Matching Funds Provided by Norfolk Southern RR Company INFO U000-149-800, F5-132																						
Prater Lane Mendon	0.06 MI. N. Chittoway Cross Crossing and Upgrade Access Street (DOT # 486758M)	PE RW CH TO \$2850	0 0 172 172 STP 155	0	STP	0	0	0	0	0	0	0	0	0	0	0	0	0										
						0000-115-109, F5784																						
						Matching Funds Provided by Norfolk Southern RR Company INFO U000-149-800, F5-132																						
						Matching Funds Provided by Norfolk Southern RR Company INFO U000-149-800, F5-132																						
2nd Street City of Mendon	0.05 MI. NE Rte. 33 Install Flashing Lights and Gates (DOT # 714859M)	PE RW CH TO 58828	0 100 STP 90	0	STP	0	0	0	0	0	0	0	0	0	0	0	0	0										
						0000-115-109, F5784																						
						Matching Funds Provided by Norfolk Southern RR Company INFO U000-149-800, F5-132																						
						Matching Funds Provided by Norfolk Southern RR Company INFO U000-149-800, F5-132																						
DISTRICT SUMMARY												1,044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project ID	Project Name	Location	Phase	Estimate #	Estimate Amount	Actual Amount	Remaining Amount	Notes
616	0.20 MI. HWY Rm. 858 Install Corner Flashing Lights, Bell & Gases (DOT # 22594081)	Lovell	PE RW CN TO	116 128 128 STP 115	0	0	0	0
617	0.25 MI. HWY Rm. 815 Install Flashing Lights and Gases (DOT # 7143086)	Change	PE RW CN TO	113 125 125 STP 113	0	0	0	0
618	0.12 MI. R. Rm. 26 Add Gases, Upgrade Flashing Lights, Install CRT Predictors (DOT # 7141448)	Change	PE RW CN TO	103 114 114 STP 103	0	0	0	0
712	0.10 MI. R. Rm. 17 Install Flashing Lights and Gases (DOT # 7143049)	Peapack	PE RW CN TO	90 100 100 STP 90	0	0	0	0
744 - Hunt Club Rd	0.09 MI. B. Rm. 22 Add Gases & Upgrade Flashing Lights (DOT#2252877)	Alpine	PE RW CN TO	0 0 100 100 STP 90	90	0	0	0
764	Types of Cornerbacks: 0.06 MI. E. Rm. 7002 Flashing Lights & Gases (DOT # 2251714)	Orange	PE RW CN TO	0 0 125 125 STP 113	113	0	0	0

COUNTY	PROJECT	PROJECT LOCATION	PROJECT COST	STATE FUND	LOCAL FUND	ACTUALS	PROJECTED ALLOCATIONS				TOTAL
							2004-05	2005-06	2006-07	2007-08	
1812	Orange	0.04 M. E. Rm. 15 Add Gates & Upgrade Flashing Lights (DOT # 225004C)	18499	130	0	0	0	0	0	0	0
1815	Orange	0.03 M. S. Rm. 15 Add Gates & Upgrade Flashing Lights (DOT # 225003V)	18500	89	0	0	0	0	0	0	0
1819	Orange	0.04 M. E. Rm. 15 Install Flashing Lights and Gates (DOT # 225002H)	18487	113	0	0	0	0	0	0	0
Charlottesville	Charlottesville	Intersection Nanta Street Add Gates and Upgrade Flashing Lights (DOT # 204602V)	58906	0	90	90	0	0	0	0	0
Spencer & Culpeper	Spencer & Culpeper	W. Falfon Street Upgrade Flashing Lights, Add Gates (DOT # 714800H)	17381	186	81	0	0	0	0	0	0
Mills Street Town of Orange	Mills Street Town of Orange	0.08 M. E. Rm. 15 Interconnect R.R. Signals w/ Traffic Signals, Install CNT Practicers (DOT # 714718V)	52581	45	0	0	0	0	0	0	0

DISTRICT	PROJECT DESCRIPTION	ESTIMATED COST	ESTIMATED YEAR	HIGHWAYRAIL GRADE CROSSING SAFETY IMPROVEMENT PROGRAM SECTION 130 FUND (Same Priority)		SECTION 130 FUND (Same Priority)		SECTION 130 FUND (Same Priority)		SECTION 130 FUND (Same Priority)		SECTION 130 FUND (Same Priority)		
				2000-01	2000-02	2000-03	2000-04	2000-05	2000-06	2000-07	2000-08	2000-09	2000-10	
DISTRICT	PROJECT DESCRIPTION	ESTIMATED COST	ESTIMATED YEAR	SOURCE	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	ESTIMATED YEAR	
														2000-01
Church Street Town of Orange	Intersection Hill Road Add Gates & Upgrade Flashing Lights (DOT # 714718C)	FE RN CM TD 18632	0 0 100 100 STP 90	0 0 90 STP	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
DISTRICT SUMMARY														
					261	0	0	0	0	0	0	0	0	0

F - District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

DISTRICT	PROJECT DESCRIPTION	PROJECT NUMBER	PROJECT TYPE	PROJECT STATUS	PROJECT PHASE	PROJECT COST	PROJECT YEAR	ACTUAL ALLOCATION		PROJECTED ALLOCATION		TOTAL ALLOCATION	TOTAL PROJECTED ALLOCATION	TOTAL PROJECTED ALLOCATION	TOTAL PROJECTED ALLOCATION
								2009-11	2011-13	2011-13	2011-13				
17	Spotsylvania	145 N. Rte. 1301	PE	0				113	0	0	0	0	0	0	0
		Install Flashing Lights & Gates (DOT # 480594)	RW	0											
			CH	125											
			TD	125											
			54803	STP 113											
30	Town of West Point / King William County	630 N. S. Rte. 286	PE	0				0	0	0	0	0	0	0	0
		Install Concrete Crossing Surfaces (DOT 71438P)	RW	0											
			CH	27											
			TD	27											
			54541	STP 27											
DISTRICT SUMMARY															
								113	0	0	0	0	0	0	0
TOTAL PROJECTED ALLOCATION															
TOTAL PROJECTED ALLOCATION															
TOTAL PROJECTED ALLOCATION															
TOTAL PROJECTED ALLOCATION															
TOTAL PROJECTED ALLOCATION															



Project ID	Project Description	Phase	Quantity	Unit	Value	Notes
13	13 Bm. Approach Intersection North 64th Add Curb & Upgrade Flashing Lights (DOT# 5371567)	PE RW CN TO 18707	0 0 73 73 STP 68		0 0 0 0	
40	40 Sunset Signal Interconnect with Pre-emption (DOT# 4874539)	PE RW CN TO 14823	0 0 0 0 STP 5		0 0 0 0	(a) Includes Funds Transferred from Previous Allocations 2017-2018-174153007
60	60 York 0.10 MW James City Co. Line Add Dual Drive & Center Flashing Lights (Both Directions) (DOT# 2241784)	PE RW CN TO 17365	0 0 150 150 STP 135		0 0 0 0	(NF-0) 0645-08-112, 15702
28	28 Wp of Wght Interconnect Signals with Pre-emption (DOT# 4874535)	PE RW CN TO 14822	0 0 0 0 STP 5		0 0 0 0	0684-09-207, 15701
64	64 Sunset 0.01 M. S. Rm. 480 Impose Approach Grade to Eliminate Hump Creating Condition (DOT # 4874489)	PE RW CN TO 17857	0 18 115 130 STP 117		0 0 0 0	(NF-0) 0638-06-143, 15702
87	87 Greenbelt 0.18 M. E. Rm. 486 North Install Flashing Lights and Gates (DOT # 4842862)	PE RW CN TO 19461	0 0 86 90 STP 61		0 0 0 0	0684-09-184, 15701, 16561 0687-04-08-08475373

(a) Matching Funds Provided by Eastern Shore RR Company

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Name		Location		Project Description		Project Status		Project Funding		Project Phases	
Project ID	Project Name	Location	Project Description	Project Status	Project Funding	Project Phases	Project Funding	Project Phases	Project Funding	Project Phases	
610	Surftek	0.25 MI. SE Rte. 58	Install Flashing Lights, Bell & Gales (DOT # 46417114)	PE RW CN TO S1807	0 0 101 101 S1P 91	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
614	Surftek	0.01 MI. SW Rte. 460	Improve Approach Grade to Eliminate Hump Crossing Condition (DOT # 46744960)	PE RW CN TO 16464	0 15 115 130 S1P 117	72 0 0 0 0	72 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
616	Let of Weight	0.60 MI. S. Rte. 1000	Add Gates & Upgrade Flashing Lights (DOT # 46419360)	PE RW CN TO 50066	0 0 100 100 S1P 63	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
618	Surftek	0.01 MI. W. Rte. 657	Impr. Approach Grade to Eliminate Hump Crossing Condition (DOT # 6237267)	PE RW CN TO 18182	0 15 265 260 S1P 262	267 0 0 0 0	267 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
623	Greenway	0.01 MI. S. Rte. 611	Install Flashing Lights & Gates (DOT # 4642654)	PE RW CN TO 19492	0 0 90 90 S1P 81	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
621	Northampton	0.04 MI. W. Rte. 902	Add Gates & Bell, Upgrade Flashing Lights (DOT # 6367760)	PE RW CN TO 50669	0 0 90 90 S1P 84	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	

Project Number	Project Name	Project Description	Proposed Construction Cost	Funding Source	Funding Amount	Funding Allocation				Total
						2005-01	2005-02	2005-03	2005-04	
641	Northampton	0.15 MI. E. Rte. 64A Install Flashing Lights & Sign (DOT # 530790)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	60	0	0	0	0	0	0
			TO	60	0	0	0	0	0	0
			STP 72	0	0	0	0	0	0	0
			643	0	0	0	0	0	0	0
644	Suffolk	0.02 MI. SW Rte. 74D Install Flashing Lights Ball & Globe (DOT # 623797C)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	60	0	0	0	0	0	0
			TO	60	0	0	0	0	0	0
			STP 60	0	0	0	0	0	0	0
			646	0	0	0	0	0	0	0
649	Suffolk	0.26 MI. SE Rte. 647 Add Globes (DOT # 4641677)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	48	0	0	0	0	0	0
			TO	48	0	0	0	0	0	0
			STP 43	0	0	0	0	0	0	0
			6454	0	0	0	0	0	0	0
652	Greenwich	0.01 MI. E. Rte. 301 Install Intersect. & Adv. Warning Flashers, Intracab. with Signal (DOT # 806570A)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	64	0	0	0	0	0	0
			TO	64	0	0	0	0	0	0
			STP 58	0	0	0	0	0	0	0
			18463	0	0	0	0	0	0	0
656	Accomack	0.17 MI. E. Rte. 76D Add Globes and Upgrade Flashing Lights (DOT # 530620W)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	79	0	0	0	0	0	0
			TO	76	0	0	0	0	0	0
			STP 68	0	0	0	0	0	0	0
			64130	0	0	0	0	0	0	0
659	Accomack	0.01 MI. E. Rte. 13 Upgrade Flashing Lights & Video Counting (DOT # 532167F)	PE	0	0	0	0	0	0	0
			RW	0	0	0	0	0	0	0
			CN	74	0	0	0	0	0	0
			TO	74	0	0	0	0	0	0
			STP 67	0	0	0	0	0	0	0
			18462	0	0	0	0	0	0	0

Project Name	Location	Description	Phase	Estimate	Start	End	Days	Mileage	Type	Funding		Status		Notes
										State	Federal	Approved	Completed	
704 Accomack	8.15 Mi. W. Rte. 13	Install Flashing Lights & Gates (DOT # 5395163)	PE	0						0	0	0	0	
			RW	0						0	0	0	0	
705 Staffin	0.80 Mi. NE. Rte. 56	Add Gates (DOT # 6227938)	PE	0						0	0	0	0	
			RW	0						0	0	0	0	
706 Isle of Wight	8.01 Mi. S. Rte. 58	Add Gates with CMT Predictors, Add Gate (DOT # 6228104)	PE	0						0	0	0	0	
			RW	0						0	0	0	0	
Chesapeake Avenue Chesapeake	0.81 Mi. S. Swardward	Rubberized Crossing Surface Improvement (DOT # 4379903)	PE	136						0	0	0	0	
			RW	136						0	0	0	0	
Cape Bluff Chesapeake	0.02 Mi. W. Cavalier Blvd	Install Flashing Lights and Gate (DOT # 918677)	PE	21						0	0	0	0	
			RW	21						0	0	0	0	
Deep Creek Blvd. Chesapeake	0.00 Mi. N. Galt Ln.	Install Rubberized Crossing Surface (DOT # 4672074)	PE	17						0	0	0	0	
			RW	17						0	0	0	0	

Project Name		Highway		Location		Project Description		Funding Source		Status		Budget	
Project ID	Project Name	Highway	Location	Project Description	Funding Source	Status	Budget	Project ID	Project Name	Highway	Location	Project Description	Budget
001	001 MI. SW Military Highway	001	MI. SW	Install Rubberized Crossing Surfaces (DOT # 643326)	PE, RW, CH, TO, 56824	33	0	0	0	0	0	0	0
011	0.11 MI. S. Pughwilla Road	011	MI. S.	Install Flashing Lights and Gates (DOT # 464123)	PE, RW, CH, TO, 56823	70	0	0	0	0	0	0	0
016	0.16 MI. S. Aftwa	016	MI. S.	Add Gates to Existing Lights (DOT # 833234)	PE, RW, CH, TO, 56826	0	0	36	0	0	0	0	0
021	0.21 MI. N. Seaboard	021	MI. N.	Install 12" LED Lenses and Motion Detection (DOT # 852684)	PE, RW, CH, TO, 56823	0	0	18	0	0	0	0	0
017	0.17 MI. E. No. 166	017	MI. E.	Add Gates (DOT # 486418)	PE, RW, CH, TO, 56807	0	0	27	0	0	0	0	0
018	0.18 MI. E. Indian	018	MI. E.	Install Flashing Lights Gates with LED Lenses and PWD-3 Motion Detection (DOT # 486418)	PE, RW, CH, TO, 56816	0	0	88	0	0	0	0	0

100% Funding/Match/State/Local/Federal/Other: 100% 0% 0% 0% 0%

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

001 MI. SW Military Highway  
011 MI. S. Pughwilla Road  
016 MI. S. Aftwa  
021 MI. N. Seaboard  
017 MI. E. No. 166  
018 MI. E. Indian

Project Name		Project Description		Project Location		Project Status		Project Funding		Project Cost		Project Date	
Project Name	Project Description	Project Location	Project Status	Project Funding	Project Cost	Project Date	Project Funding	Project Cost	Project Date	Project Funding	Project Cost	Project Date	Project Date
Palmer Street Chewyokea	0.30 MI. W. Rtn. 460 Add Gates, Upgrade Flashing Lights with 12 LED Lenses (DOT # 85801597)	PE RW CM TO 50618	0 0 63 63 STP 75	0	75	2013-04	2013-04	0	0	0	0	2013-04	2013-04
Highway Road Franklin	0.28 MI. N. Franklin Add Gates, Upgrade Flashing Lights, Install Rubberized Crossing Surface (DOT # 45420867)	PE RW CM TO 50620	0 0 135 135 STP 122	0	122			0	0	0	0		
High Street Franklin	0.36 MI. N. Lee Street Add Gates, Upgrade Flashing Lights, Install Rubberized Crossing Surface (DOT # 45420862)	PE RW CM TO 50612	0 0 135 135 STP 122	0	122			0	0	0	0		
College Drive Franklin	0.30 MI. N. South Street Install Rubberized Crossing Surface (DOT # 82281194)	PE RW CM TO 50628	0 0 75 75 STP 88	0	88			0	0	0	0		
Fairview Drive Franklin	0.11 MI. N. Hamden Add Gates, Upgrade Flashing Lights, and Install Rubberized Crossing Surface (DOT # 46420854)	PE RW CM TO 50613	0 0 135 135 STP 122	0	122			0	0	0	0		
Armistead Ave Hampton	0.34 MI. W. Flanders Ave. Add Gates, Upgrade Flashing Lights, Signal Instrument with Pre-empt (DOT 22461574)	PE RW CM TO 10620	0 0 148 148 STP 131	131	0			131	0	0	0		



ROAD NAME	PROJECT DESCRIPTION	PROJECT COST	PLANNING PHASES	ESTIMATED COST	ESTIMATED DATE	FUNDING SOURCES				TOTAL
						FEDERAL	STATE	CITY	OTHER	
Archie Garden Road Norfolk	0.09 MI. S&W Rte. 154 Upgrade Centerline Flashing Lights, Add Gates with Motion Detection (DOT # 7534334)	163	PE RW CH TO	0 0 181 181 \$1P-163	163	0	0	0	0	0
Port Ave Norfolk	PE RW CH TO	113	0 0 126 126 \$1P-113	113	0	0	0	0	0	0
Rush St Norfolk	0.02 MI. E. Cape Henry Install Flashing Lights and Gates (DOT # 4652087)	70	PE RW CH TO	0 0 87 87 \$1P-70	70	0	0	0	0	0
Grandy St Norfolk	0.10 MI. N. Little Creek Interconnect Signal w/Port-Ave at I-64 Ramps (DOT # 4675600)	28	PE RW CH TO	0 0 31 31 \$1P-28	28	0	0	0	0	0
963 Blvd Norfolk	0.01 MI. S. Colver Install Flashing Lights & Bell (DOT # 4652714)	64	PE RW CH TO	0 0 76 76 \$1P-64	64	0	0	0	0	0
Windsor Ave Norfolk	0.10 MI. W. Inglewood Road Add Gates & Upgrade Flashing Lights (DOT # 4675522)	123	PE RW CH TO	0 0 137 137 \$1P-123	123	0	0	0	0	0



PROJECT INFORMATION		ENVIRONMENTAL GRADE CROSSING SAFETY IMPROVEMENT PROGRAM SECTION (M/F 2501) (SUMMER 2008)		HAUPTON DISTRICT	
LINE ITEM	DESCRIPTION	ESTIMATED COST	ACTUAL COST	PROJECTED ALLOCATION	ACTUAL ALLOCATION
0.28 M. SE Cape Henry	Install Flashing Lights (DOT # 4820076)	PE RW CN TO 56628	0 0 60 60 S1P 54	0	54
					0
					0
N/F 01 0600-12-347 F 8717					
0.04 M. E. Crumwell	Install Flashing Lights (DOT # 4820076)	PE RW CN TO 56611	0 0 75 75 S1P 88	0	68
					0
N/F 01 0600-12-348 F 8718					
0.07 M. S. Cleveland	Install Flashing Lights, Bell & Gales (DOT # 4820077)	PE RW CN TO 62682	0 0 100 180 S1P 80	90	0
					0
N/F 01 0600-124-134 F 8716					
0.03 M. E. Virginia	Install Flashing Lights, Bell & Gales (DOT # 4820077)	PE RW CN TO 62683	0 0 80 80 S1P 72	72	0
					0
N/F 01 0600-124-135 F 8716					
0.01 M. 817 Rte. 602	Add Gales & Upgrade Flashing Lights (DOT # 4841228)	PE RW CN TO 90828	0 0 58 66 S1P 89	58	0
					0
0037-081-100 F 8702					
0.06 M. E. County St.	Flashing Lights & Gales (DOT # 484150P, 487759C & 620028J)	PE RW CN TO 94025	0 0 182 182 S1P 173	173	0
					0
0005-111-609 F 8712					

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Name	Location	Project Description	Phase	Estimate	Source	Priority	Notes
Culbick Substation	0.04 M. S. Right	Install Flashing Lights and Gates (DOT # 4841920)	PE RW CN TO	0 0 101 101 STP 81	1720	91	
Washington Street	0.04 M. E. Cherry St. 0.10 M. E. Comp St	Flashing Lights & Gates (DOT # 48738V, 484148V & 628277V)	PE RW CN TO	0 0 162 162 STP 173	1848	173	
Liberty Street	0.08 M. N. Washington Street	Interconnect Signals with Pre-emption (DOT # 48738V)	PE RW CN TO	0 0 25 26 STP 23	1853	23	
Rankberry Ave Virginia Beach	0.05 M. N. Boney Road	Install Flashing Lights & Interconnect with Pre-emption (DOT # 485236V)	PE RW CN TO	0 0 82 82 STP 74		74	
Independence Blvd Virginia Beach	0.08 M. E. Courban	Interconnect Railroad Signals & Highway Traffic Signals (DOT # 485248V)	PE RW CN TO	0 0 24 24 STP 22	9822	0	
Wichita Road Virginia Beach	0.01 M. S. Southern	Interconnect Railroad Signals and Highway Traffic Signals with Advance Pre-emption (DOT # 485248V)	PE RW CN TO	0 0 24 24 STP 22	5821	0	

ROUTE	CITY/TOWNSHIP	DESCRIPTION	PROJECTED COST	PROJ. FUNDING	FUND SOURCE	ACTUAL ALLOCATION	PROJECTED ALLOCATIONS				BALANCE AS TO COMPLETE	
							2001-02	2002-03	2003-04	2004-05		2005-06
DISTRICT SUMMARY												
						1,485	0	0	0	0	0	0

Funding/Allocation Problems . . . F - Dead end Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

LINE NO.	PROJECT DESCRIPTION	MILEAGE	CONTRACT NO.	CONTRACT VALUE	CONTRACT TYPE	CONTRACT STATUS	CONTRACT START DATE	CONTRACT END DATE	CONTRACT FUNDING SOURCE	CONTRACT FUNDING TYPE	PROJECTED ALLOCATIONS			
											2004-01	2004-02	2004-03	2004-04
15	Buckingham	0.12 MI. S. Rte. 1003									0	0	0	0
		Install Cantilever Flashing Lights with Short Arm Gates (DOT # 234327N)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	105							0	0	0	0
			TO	105							0	0	0	0
				STP 105							0	0	0	0
				17728							0	0	0	0
											STP			
											100% Federal Funds (NFO) 034-014-112 FS 02			
344	Hedden	0.30 MI. E. Rte. 813									0	0	0	0
		Add Gates (DOT # 714037N)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	50							0	0	0	0
			TO	50							0	0	0	0
				STP 45							0	0	0	0
				54858							0	0	0	0
											STP			
											(NFO) 034-011-101 FS 01			
581	Main Street South Boston	0.02 MI. W. Rte. 8									0	0	0	0
		Upgrade Flashing Cantilever Lights and Add Gates (DOT # 714037N)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	125							0	0	0	0
			TO	125							0	0	0	0
				STP 113							0	0	0	0
				17731							0	0	0	0
											STP			
											Matching Funds Provided by Norfolk Southern RR Company (NFO) 0301-101-101 FS 01			
600	Prince Edward	0.25 MI. W. Rte. 480									0	0	0	0
		Add Gates & Upgrade Flashing Lights (DOT # 467872G)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	120							0	0	0	0
			TO	120							0	0	0	0
				STP 108							0	0	0	0
				64459							0	0	0	0
											STP			
											0003-013-500 FS 01			
603	Hallux	0.70 MI. NW Rte. 827									0	0	0	0
		Improve Approach Grade to Eliminate Hump Crossing Condition (DOT # 470491W)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	36							0	0	0	0
			TO	36							0	0	0	0
				STP 35							0	0	0	0
				19480							0	0	0	0
											STP			
											0003-011-520 FS 01			
607	Campbell	0.02 MI. W. Rte. 801									0	0	0	0
		Install flashing Lights, Bell & Gates (DOT # 470491D)	PE	0							0	0	0	0
			RW	0							0	0	0	0
			CN	96							0	0	0	0
			TO	96							0	0	0	0
				STP 88							0	0	0	0
				61338							0	0	0	0
											STP			
											0003-011-520 FS 01			

0003-011-520 FS 01 - Directors Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

PROJECT INFORMATION		PROJECT LOCATION		PROJECT TYPE		PROJECT STATUS		PROJECT COST		PROJECT FUNDING		PROJECT ALLOCATION	
PROJECT ID	PROJECT NAME	PROJECT LOCATION	PROJECT TYPE	PROJECT STATUS	PROJECT COST	PROJECT FUNDING	PROJECT ALLOCATION	PROJECT COST	PROJECT FUNDING	PROJECT ALLOCATION	PROJECT COST	PROJECT FUNDING	PROJECT ALLOCATION
B22	Campbell	0.46 MI. W. Rm. 653	Grade Separation (DOT # 712094)	PE RW CH TO	111 4 752 863 STP 100	180	0	0	0	0	0	0	0
				17902		STP		Maximum Retained Funding \$180		0622-015-587-8648			
B23	Charlottesville	0.93 MI. E. Rm. 15380	Install Flashing Lights & Gates (DOT # 714112Q)	PE RW CH TO	0 0 121 121 STP 100	100	0	0	0	0	0	0	0
				10481		STP		0623-015-518-F3711					
B26	Pineas Edward	0.1 MI. E. Rm. 15380	Install Flashing Lights & Bar (DOT # 71515F)	PE RW CH TO	0 0 70 70 STP 63	63	0	0	0	0	0	0	0
				3858		STP		0630-015-531-F3708					
B40	Pineas Edward	0.26 MI. E. Rm. 650	Add Gates & Upgrade Flashing Lights (DOT # 47200-1)	PE RW CH TO	0 0 120 128 STP 100	0	180	0	0	0	0	0	0
				54462		STP		0636-015-581-F3720					
B40	Campbell	0.08 MI. W. Rm. 501	Add Gates & Bar, Upgrade Flashing Lights (DOT # 473428A)	PE RW CH TO	0 0 98 98 STP 86	88	0	0	0	0	0	0	0
				61948		STP		0650-015-583-F3726					
B46	Campbell	0.19 MI. W. Rm. 501	Add Gates & Upgrade Flashing Lights (DOT # 474328U)	PE RW CH TO	0 0 100 100 STP 80	90	0	0	0	0	0	0	0
				65208		STP		Funds Transferred from Previous Allocations 0650-015-					
(9) Cooperative Project with Other System ... Funding ...													
F - Denotes Projects in the Freeway Plan (as opposed to Capital Improvement Plans)													

Project No.	Project Name	Project Description	Project Location	Project Status	Project Type	Funding Sources												
						State	Federal	Local	Other	State	Federal	Local	Other	State	Federal	Local	Other	
716	Prison Edward	Install Flashing Lights and Bus (DOT # 7151489)	0.70 M. S. Rte. 300	PE RW CN TO	0 0 64 84 STP 56	50887	68	0	0	0	0	0	0	0	0	0	0	0
721	Hobbs	Install Flashing Lights & Bus (DOT # 7140363)	0.70 M. S. Rte. 300	PE RW CN TO	0 0 60 80 STP 72	18212	72	0	0	0	0	0	0	0	0	0	0	0
727	Town of Appomattox	Improve South Approach Grada (DOT # 4078802)	0.01 M. S. Rte. 131	PE RW CN TO	0 0 250 250 STP 250	18475	250	0	0	0	0	0	0	0	0	0	0	0
761	Campbell	Retrofite Rte. 635 Crossing & Close Rte. 781 Crossing. Install Flashing Lights & Glass Whisker Detectors (DOT # 4704489)	0.01 M. W. Rte. 521	PE RW CN TO	0 0 254 286 STP 226	91941	228	0	0	0	0	0	0	0	0	0	0	0
774	Hobbs	Install Flashing Lights and Glass (DOT # 7156185)	0.02 M. W. Rte. 802	PE RW CN TO	0 0 100 100 STP 80	18719	90	0	0	0	0	0	0	0	0	0	0	0
1111	Town of Brookfield Campbell	Add Gates, Upgrade Flashing Lights, Interchange RR Signals w/ Traffic Signals & Hobbs Detectors (DOT # 4710473)	0.01 M. S. Rte. 40	PE RW CN TO	0 0 120 120 STP 109	51538	106	0	0	0	0	0	0	0	0	0	0	0







ROUTE AND COUNTY	PROJECT DESCRIPTION	SAFETY IMPROVEMENT PROGRAM SECTION 130 FUNDING (in thousands of dollars)	ACTUAL FUNDING AVAILABLE (in thousands of dollars)	PROJECTED ALLOCATIONS (in thousands of dollars)				TOTAL
				2001-01	2002-01	2003-01	2004-01	
DISTRICT SUMMARY								
			2,154	1,800	1,800	1,800	1,800	0
FUNDING ALLOCATIONS: F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)								

County	Project Name	Project Description	Project Location	Project Length (Miles)	Project Status	Project Funding Source	Project Funding Amount (\$)	Project Funding Allocation (Thousands of Dollars)				Project Funding Source	Project Funding Amount (\$)
								Actual Allocation	Projected Allocation	2003-04	2004-05		
147	Chesapeake	PK Routes 675/111 Repave Crossing Surface Rubber Curbs with Grooved Concrete Sidewalk (DOT # 7182484)	PE RW CN TO 99025	0 45 45 SIP 45	45	0	0	0	0	0	0	0	0
148	Henric	0.06 MI. S. Rte. 464 Crossing Surface Improvement (DOT # 447506F)	PE RW CN TO 14690	0 0 32 32 SIP 29	29	0	0	0	0	0	0	0	0
149	Henric	0.01 MI. S. Rte. 464 Install Flashing Lights & Gates & Raise Approaches (DOT # 218099K)	PE RW CN TO 14402	0 0 100 100 SIP 90	90	0	0	0	0	0	0	0	0
150	Henric	0.03 MI. N. Rte. 804 Install Flashing Lights & Gates & Improve Ramp Crossing Condition (DOT # 228234M)	PE RW CN TO 14464	0 0 100 100 SIP 90	90	0	0	0	0	0	0	0	0
151	Chesapeake	0.40 MI. N. Rte. 616 Install Rubberized Crossing Surface (DOT # 62306DY)	PE RW CN TO 54812	0 0 38 30 SIP 27	0	27	0	0	0	0	0	0	0
152	Powhatan	0.01 MI. S. Rte. 1053 Install Flashing Lights & Gates (DOT # 718281Q)	PE RW CN TO 94492	0 0 100 100 SIP 90	0	90	0	0	0	0	0	0	0

Project Name	Location	Description	Phase	Status	Funding Source	2009-10		2010-11		2011-12		2012-13		2013-14		2014-15	
						Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual
BE3 - Suburban Road Divisadero	0.84 MI. W. Rm. 450	Add Gates & Upgrade Flashing Lights (DOT #445127)	PE RW CN TD	0 0 100 100 STP 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
698 - Railroad Road Chimneyfield	0.39 MI. E. Rm. 1	Install Rethorized Crossing Surface (DOT #622573)	PE RW CN TD	0 0 34 30 STP 27	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
738 Harover	0.81 MI. W. Rm. 684	Add Gates & Upgrade Flashing Lights (DOT # 2250289)	PE RW CN TD	0 0 100 100 STP 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
729 Harover	0.28 MI. E. Rm. 716	Add Gates, Upgrade Flashing Lights & Improve Horizontal Alignment (DOT # 2250300)	PE RW CN TD	0 0 100 100 STP 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
1101 Mechlenburg	0.18 MI. S. Rm. 780	Install Flashing Lights and Bell (DOT #644082)	PE RW CN TD	0 0 62 62 STP 56	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Sycamore Street Town of Ocean City	0.19 MI. W. Rm. 82	Install Flashing Lights and Gates (DOT #1510599)	PE RW CN TD	0 0 60 60 STP 72	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

114 - Funding by Other Agencies: Reasonably 150 F - Deleted Projects in the Feasibility Phase (as approved for Capital Improvement Phase)

COUNTY		DISTRICT		SECTION		PROJECT		ACTUAL ALLOCATION		PROJECTED ALLOCATION		TOTAL	
PROJECT	PROJECT DESCRIPTION	PROJECTED COST	PROJECTED FUND	ACTUAL ALLOCATION	ACTUAL FUND	PROJECTED ALLOCATION	PROJECTED FUND	TOTAL ALLOCATION	TOTAL FUND	TOTAL ALLOCATION	TOTAL FUND	TOTAL ALLOCATION	TOTAL FUND
Winson Church	0.10 MI. W. E. Rte. 38 Install Concrete Crossing Surface (DOT # 623802M)	PE RW CN TC 50627	0 0 80 60 STP 34	0	54	0	0	0	0	0	0	0	0
Forest Hill Ave Richmond	0.04 MI. S. Powells Pike Add Gates and Interconnect with Traffic Signal (DOT # 714673J)	PE RW CN TC 16348	0 0 100 180 STP 80	80	0	0	0	0	0	0	0	0	0
Bells Rd Richmond	0.07 MI. E. Commerce Interconnect Signals w/Pre-Empion at Commerce Road (DOT # 623778E)	PE RW CN TC 17281	0 0 20 20 STP 18	18	0	0	0	0	0	0	0	0	0
Broad Rock Rd Richmond	0.08 MI. W. Rte. 181 Interconn. Signals w/ Pre-emp. AND ADOT. Gate EB/CRT Pre-emp. & Motion Detector at Road 181 (DOT # 623888M)	PE RW CN TC 17278	0 0 180 100 STP 90	90	0	0	0	0	0	0	0	0	0
14th Street Richmond	14.04rd Street Interconnect Signals w/ Pre-Empion at Deck Street (DOT # 714220U)	PE RW CN TC 97280	0 0 18 18 STP 18	18	0	0	0	0	0	0	0	0	0
DISTRICT SUMMARY													

F - Denotes Projects in the Feasibility Phase (no approval to Capital Improvement Phase)

County	Project Description	Estimated Construction Cost	Estimated Annual Maintenance Cost	Estimated Annual Operating Cost	Estimated Annual Benefit	PROJECTS ALLOCATIONS				TOTAL				
						2003-03	2003-04	2004-05	2004-06					
57	Henry	Intersection Route 711 Add Gates & Upgrade Flashing Lights & Cantilevers (DOT #684197)	0 0 148 145 STP 131 1879	0	131	0	0	0	0	0	0	0	0	0
57	Henry	Intersection Route 729 (Dover) Install 13E Removable Median Barrier for Each Approach (DOT # 4654094)	0 0 24 24 STP 24 6136	0	24	0	0	0	0	0	0	0	0	0
803	Montgomery	0.01 MI. E. Rte. 842 Add Gates & Sel. Upgrade Flashing Lights (DOT # 4650881)	0 0 114 114 STP 103 51793	0	103	0	0	0	0	0	0	0	0	0
603	Montgomery	0.16 MI. E. Rte. 841 Add Gates & Sel. Upgrade Flashing Lights (DOT # 4650260)	0 0 102 102 STP 92 51796	0	92	0	0	0	0	0	0	0	0	0
606	Bohannon	4.19 MI. NE Rte. 628 Install Flashing Lights and Gates (DOT 2246380)	0 0 100 100 STP 90 17260	0	90	0	0	0	0	0	0	0	0	0
604	Bohannon	0.28 MI. S. Rte. 609 Install Flashing Lights and Gates (DOT 2245900)	0 0 125 125 STP 113 17219	0	113	0	0	0	0	0	0	0	0	0

F - Cancelled Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Includes Funds Transferred from Previous Allocations

Construction Complete

PROJECT NAME		HIGHWAY TRAIL GRADE CROSSING		STATEMENT OF WORK		PROGRAM BUDGET (FY 2001 thru FY 2006)		DISTRICT												
PROJECT ID	PROJECT DESCRIPTION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION											
PROJECT ID	PROJECT DESCRIPTION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION	ACTUAL ALLOCATION											
617 / 833 Pleasant	0.02 MI. E. Rte. 11 Grade Separation to Replace 486640K & 486620E (DOT # 486640K)	PE RW CH TD \$4456	150 100 1,350 1,500 STP 1,350	0	1,500 STP	250	650	460	0	0	0	0	0	0	0	0	0	0	0	0
623 Giles	0.25 MI. S. Rte. 1404 Add Gates & Rail Upgrade Flashing Lights (DOT # 4866157)	PE RW CH TD \$1704	0 0 105 185 STP 85	95	0 STP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
624 Pleasant	0.04 MI. N. Rte. 704 Add Gates & Rail Upgrade Flashing Lights (DOT # 4866470)	PE RW CH TD \$1704	0 0 100 100 STP 80	90	0 STP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
625 Baldwin	0.02 MI. S. Rte. 817 N Add Gates & Rail Upgrade Flashing Lights (DOT # 4866270)	PE RW CH TD \$1801	0 0 110 110 STP 90	99	0 STP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
626 Giles	0.20 MI. SW Rte. 605 Add Gates (DOT # 4866027)	PE RW CH TD \$0886	0 0 45 45 STP 41	41	0 STP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
628 Giles	1.17 MI. S. Rte. 805 Add Gates and Improve Alignment (DOT # 4866011)	PE RW CH TD \$4446	0 0 40 40 STP 38	0	36 STP	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Community		Project Description		Estimated Project Cost	Actual Allocation	Projected Allocations				Actual Allocation	Estimated Project Cost	
County	City/Town	Project Description	DOT #	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Franklin	Borobout	0.81 MI. S. Rte. 840 Install Flashing Lights, Bar & Gate (DOT # 4822581)	51795	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0
Franklin	Franklin	0.02 MI. NE Rte. 220 Add Gates & Upgrade Flashing Lights (DOT # 4886444)	17834	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0
Cleveland Ave City of Rosebore	Cleveland Ave City of Rosebore	0.08 MI. SE 16th St Install Flashing Lights and Gate (DOT 4884024)	16638	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0
Northak Ave City of Rosebore	Northak Ave City of Rosebore	0.02 MI. W. 3rd Street Add Gates & Bar, Install Motion Detectors, Upgrade Flashing Lights (DOT # 4820064)	52532	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0
18th Street City of Rosebore	18th Street City of Rosebore	0.03 MI. E. Campbell Avenue Install Flashing Lights and Gate (DOT 4885331)	14638	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0
14th Lane Bathin	14th Lane Bathin	0.01 MI. N. Tilmanier Provide interconnection Between Railroad Signals & Highway Traffic Signals (DOT # 4884865)	56616	PE	0	0	0	0	0	0	0	0
				RW	0	0	0	0	0	0	0	0

F - Denotes Projects in this Feasibility Phase (as approved to Capital Improvement Phase)

Matching Funds Provided by Norfolk Southern RR Company  
UD05-128-5397-8305

Funding Mechanisms Footnotes A-E

Highwayrail Grade Crossing Safety Program (Section 130) from New York State Department of Transportation

County	Project Name	Project Location	Project Description	Project Status	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
DISTRICT SUMMARY												
					331	850	450	0	0	0	0	0

Funding Mechanisms: F - Feasibility Phase (as opposed to Capital Improvement Phase)



**FISCAL YEARS 2000 – 2001 THRU 2005 – 2006**

**VIRGINIA TRANSPORTATION  
DEVELOPMENT PLAN**

**Interstate, Primary, Urban and Secondary Highway Systems  
Public Transit, Ports and Airports**

ROUTE	PROJECT DESCRIPTION	PE	RW	CH	TO	PROJECTED COST	PENDING/MAINTENANCE FOOTPRINTS	SOURCE	ACTUAL ALLOCATION	REQUESTED ALLOCATION				DISTRICT
										2000-01	2001-02	2002-03	2003-04	
11 Fieldwick	0.10 MI. N. Rm. 672 Install Rubberized Crossing Surfaces (DOT # 617061M)	0	0	0	0	0	0	45	0	0	0	0	0	0
		56800	STP 45	STP	011-434-810 F570									
42 Stewartson	0.68 MI. W. Rm. 11 Interconnect Traffic Signal (DOT # 714614E)	6	46	49	58	0	0	36	0	0	0	0	0	0
		50556	STP 36	STP	(NFO) 002-065-511 F570									
58 Fredonia	0.10 MI. W. Rm. 752 Install Concrete Crossing Surfaces (DOT # 12309M)	0	106	108	117	0	0	97	0	0	0	0	0	0
		54801	STP 97	STP	050-014-516 F570									
66 Rockbridge	0.01 MI. E. Rm. 800 Install Rubberized Crossing Surfaces (DOT # 608195A)	0	40	40	36	0	0	36	0	0	0	0	0	0
		68612	STP 36	STP	058-081-503 F570									
278 (Woodline Wilson Plaza) Staunton	0.03 MI. E. Rm. 11 Add Gates & Bell, Upgrade to Cardinal Flashing Lights (DOT # 800644)	0	126	125	113	0	113	0	0	0	0	0	0	0
		62653	STP 113	STP	(NFO) 025-132-301 F570									
611 Augusta	0.22 MI. S. Rm. 811 Add Gates & Bell, Upgrade Flashing Lights (DOT # 226767V)	0	68	68	72	0	72	0	0	0	0	0	0	0
		51810	STP 72	STP	060-007-587 F570									

MILEAGE COUNTY	PROJECT DESCRIPTION	PROPOSED COST (\$)	DOT FUNDING (\$)	STIP FUNDING (\$)	TOTAL FUNDING (\$)	PROJECT PROGRAM SECTION 130 FUNDING FY2006 (Thousands of Dollars)									
						STANTON DISTRICT									
						2004-04	2005-03	2006-04	2007-03	2008-03					
800 Frederick	0.12 MI. S. Rm. 50 Install Flashing Lights (DOT # 468111C)	PE RW CN TO 54447	0	50	50	0	0	0	0	0	0	0	0	0	0
Matching Funds Provided by Westminster Western RR Company 0609-034-341 F3712															
821 Frederick	0.80 MI. E. Rm. 50 Install Flashing Lights (DOT#468133J)	PE RW CN TO 53882	0	53	53	0	0	0	0	0	0	0	0	0	0
0621-034-342 F3713															
834 Augusta	0.25 MI. S. RW. 638 Add Gates & Bell Upgrade Flashing Lights (DOT # 468122A)	PE RW CN TO 51781	90	0	90	0	0	0	0	0	0	0	0	0	0
0634-007-338 F3747															
855 Page	0.50 MI. RW Rm. 611 Install Gates, Upgrade Flashing Lights & Improve Grade at Both Approaches (DOT#468585E)	PE RW CN TO 54483	0	90	90	0	0	0	0	0	0	0	0	0	0
Grade work to be handled by the Residency 0635-468-502 F3756															
881 Frederick	0.30 MI. RW Rm. 11 Add Gates & Upgrade to Carrieway Flashing Lights (DOT # 517875W)	PE RW CN TO 14477	110	0	110	0	0	0	0	0	0	0	0	0	0
0681-004-337 F3741															
882 Page	0.90 MI. SE Rm. 811 Add Gates & Bell Upgrade Flashing Lights (DOT # 468700J)	PE RW CN TO 19771	99	0	99	0	0	0	0	0	0	0	0	0	0
0682-095-333 F3716															
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)															

COUNTY		PROJECT DESCRIPTION		PROJECTED COST		ADDITIONAL FUNDING		ACTUAL ALLOCATION		PROJECTED ALLOCATIONS				BALANCE	
NO.	NAME	PROJECT #	DESCRIPTION	PE	RW	CN	TD	STP	2008-01	2008-02	2008-03	2008-04	2008-05	2008-06	2008-07
595	Augusta	1.0 MA. E. Rte. 11	Add Gates & Bell, Upgrade Flashing Lights (DOT # 4881831)	0	0	104	184	STP 84	0	0	0	0	0	0	0
				51805											
579	Rockingham	0.01 MA. RW Rte. 704	Flashing Lights (DOT # 8228897)	0	0	92	82	STP 83	0	0	0	0	0	0	0
				13282											
582	Rockingham	0.01 MA. N. Rte. 867	Install Flashing Lights & Bell (DOT # 8800187)	0	0	55	95	STP 50	0	0	0	0	0	0	0
				51800											
587	Augusta	0.05 MA. S. Rte. 42	Install Gates, Upgrade Flashing Lights & Improve Grade at both Approaches (DOT # 4881831)	0	0	150	150	STP 135	135	0	0	0	0	0	0
				54464											
702	Augusta	0.10 MA. E. Rte. 808	Install Flashing Lights, Bell & Gates (DOT # 4881831)	0	0	114	114	STP 103	0	0	0	0	0	0	0
				8717											
726	Shenandoah	0.30 MA. E. Rte. 888	Install Flashing Lights (DOT # 7145326)	0	0	60	60	STP 72	72	0	0	0	0	0	0
				54451											

Funding Allocation Worksheet - F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

STATION	PROJECT NAME	PROJECT LOCATION	PROJECT TYPE	PROJECT PHASE	ENVIRONMENTAL GRADE CROSSING SAFETY		PROJECT COST	PROJECT STATUS	PROJECTED ALLOCATIONS						
					PE	STP			2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	
787	Shenandoah	0.06 M. E. Rte. 516	Install Flashing Lights and Bell	(DOT # 7146037)	PE RW CN TO	0 0 75 75	STP 68	68	0	0	0	0	0	0	0
1301	Allegheny	Gr. No. 366	Install Cantilever Flashing Lights & Gates	(DOT # 2243148)	PE RW CN TO	0 0 264 264	STP 238	113	125	0	125	0	0	0	0
1915	Augusta	0.05 M. E. Rte. 11	Install Flashing Lights and Gates	(DOT # 84003349)	PE RW CN TO	0 0 88 88	STP 82	0	82	0	0	0	0	0	0
Cherry	Congrats	0.03 M. E. Rte. 42	Install Flashing Lights & Gates or Close Existing Crossing	(DOT # 22479544)	PE RW CN TO	0 0 190 190	STP 80	0	90	0	0	0	0	0	0
S. Rapid Drive	Conroyville	0.07 M. E. Jackson	Install Flashing Lights	(DOT # 2244820)	PE RW CN TO	0 0 70 70	STP 63	0	63	0	0	0	0	0	0
Rock St.	Harrisburg	Int. Liberty St.	Install Flashing Lights	(DOT # 8387100)	PE RW CN TO	0 0 124 124	STP 112	112	0	0	0	0	0	0	0

(0) Indicates Funds Transferred from Previous Allocations

PE - Planning; MW - Miscellaneous; STP - Safety; F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

COUNTY PROJECTS		HIGHWAYRAIL GRADE CROSSING SAFETY IMPROVEMENT PROGRAM SECTION 130 FUND 0001 (City Fund)		STATIONING DISTRICT	
COUNTY PROJECTS	DESCRIPTION	PROJECTED COST	PRELIMINARY FUND	ACTUAL ALLOCATION	PROJECTED ALLOCATION
			2008-01	2008-01	2008-01
Woods Street Harrisburg	0.03 MI. W. Liberty Street Install Rubbed Concrete Surface & Signal Interconnect with Preempt (DOT # 0507744)	0 0 122 122 STP 110	0 0 0 0 STP	0 0 0 0 0	0 0 0 0 0
Buice Street Harrisburg	0.08 MI. E. Champagne Avenue Install Dual Flashing Lights & Cables for One-Way System & Interconnect (DOT # 0507750)	0 0 130 130 STP 111	0 0 0 0 STP	0 0 0 0 0	0 0 0 0 0
South Street Harrisburg	0.04 MI. W. Main Street Install Flashing Lights & Cables, Interconnect RR Signals w/Traffic Signal (DOT # 0507757)	0 0 140 140 STP 128	0 0 0 0 STP	0 0 0 0 0	0 0 0 0 0
Harrison Street Harrisburg	0.01 MI. W. Winslow Install Flashing Lights & Cables (DOT # 062230F)	0 0 90 90 STP 90	0 0 90 90 STP	0 0 0 0 0	0 0 0 0 0
Port Republic Road Waynesboro	0.01 MI. N. Ohio Ave. Install Cables & Upgrade Flashing Lights (DOT # 204730A)	0 0 180 180 STP 90	0 0 90 90 STP	0 0 0 0 0	0 0 0 0 0
Wych Street Winchester	0.02 MI. W. Kent Street Install Flashing Lights, Ball & Cables w/Motion Detectors (DOT # 100440Y)	0 0 100 100 STP 90	0 0 90 90 STP	0 0 0 0 0	0 0 0 0 0

STREET NUMBER	STREET NAME	PROJECT DESCRIPTION	PE	RV	CH	TO	STP 90	TOTAL	ACTUAL ALLOCATIONS				PUBLISHED ALLOCATIONS						
									2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08			
0.00 MI. N. Pigeon			D	D	100	100	STP 90												
		Install Flashing Lights & Cables (DOT # 13048A)						0	0	0	0	0	0	0	0	0	0	0	0
		38810																	
DISTRICT SUMMARY									1,127	0	126	0	0	0	0	0	0	0	0
									F - Denotes Presents in the Feasibility Phase (as opposed to Capital Improvement Phase)										





Project ID	Project Description	Phase	Estimated Cost (\$ Thousands)	Mileage	Funding Source	Actual Allocation	Projected Allocations			
							2009-11	2010-11	2011-12	2012-13
722 Carolina Credit Separation	CSX Railroad Crossing 6.1 Mile West of Route 878 (860-534P)	PE	523							
		RW	495							
		CN	3,028	1,397						
		TO	4,046							
		12916	\$1P 2,847		1,450	250	600	0	0	0
826 Spokane	Constant Waning Predictors (12' Lane) (860-557N)	PE	1							
		RW	0							
		CN	112	113						
		TO	113							
		13919			0	0	0	0	0	0
906 Carolina	Constant Waning Predictors (12' Lane) (860-545C)	PE	0							
		RW	0							
		CN	139	139						
		TO	139							
		13913			0	0	0	0	0	0
909 Carolina	Constant Waning Predictors (12' Lane) (860-541U)	PE	1							
		RW	0							
		CN	130	131						
		TO	131							
		13914			0	0	0	0	0	0
910 Dordie	Constant Waning Predictors (12' Lane) (860-543R)	PE	1							
		RW	0							
		CN	146	146						
		TO	146							
		13916			0	0	0	0	0	0
DISTRICT SUMMARY										
					250	900	600	0	0	0

91) 100% Federal Funds

F - Damages Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Name		HIGH SPEED RAIL CORRIDOR - SECTION 139 PROGRAM FY2001 thru FY2007		NORTHERN VIRGINIA DISTRICT						
PROJECT ID	PROJECT NAME	FUNDING SOURCE	ACTUAL ALLOCATIONS	PROJECTED ALLOCATIONS						
				FY2001-02	FY2002-03	FY2003-04	FY2004-05	FY2005-06	FY2006-07	
036	Prince William	PE RW CV TO	195 208 800 1,195 STP 1,076	200	200	200	200	200	76	0
DISTRICT SUMMARY		54188	876 STP	200	200	200	200	200	76	0

Funding Allocation Problematic

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)



HIGH SPEED RAIL CORRIDOR SECTION 130 PROGRAM FUNDING (in Thousands of Dollars)										STATEWIDE						
ROUTE	CONTRACT TYPE	DESCRIPTION	PROJECTED COST	FEDERAL FUNDING	STATE FUNDING	ACTUAL ALLOCATION	PROJECTED ALLOCATIONS				BALANCE TO COMPLETION					
							2009-10	2010-11	2011-12	2012-13						
TOTAL HIGH SPEED RAIL - SECTION 130										450	500	600	200	75	0	

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

High Speed Rail Corridor Section 110		PROGRAM (MVA FEDERAL FUNDS) FISCAL YEAR 2008		FUND SOURCE	
COUNTY	PROJECTS	PROPOSED	ACTUAL	PROJECTED ALLOCATIONS	
				2007-08	2008-09
PROJECT	PROPOSED	PROPOSED	ACTUAL	2007-08	2008-09
LINE	LINE	LINE	LINE	LINE	LINE
10018	Fighting Lights and	PE	100	0	0
	General Predictions	RW	100	0	0
	(DOT # 8605434)	CN		0	0
		TO	15180	0	0
				FHR	
10019	Fighting Lights and	PE	150	0	0
	General Predictions	RW	150	0	0
	(DOT # 8605311)	CN		0	0
		TO	15178	0	0
				FHR	
10020	Cross Crossing and Provide	PE	104	2	0
	Access	RW	104	0	0
	(DOT # 860502E)	CN		0	0
		TO	15177	0	0
				FHR	
10021	Constant Warning Predictions	PE	0	0	0
	and Leds	RW	0	0	0
	(DOT # 860581X)	CN	63	0	0
		TO	63	0	0
			13800	0	0
				FHR	
10022	LSX Railroad Crossing	PE	523	68	0
	0.1 Mile West of Route 120	RW	495	0	0
		CN	3,028	0	0
	Grade Separation	TO	4,048	0	0
	(DOT # 860541P)			0	0
				FHR	
DISTRICT SUMMARY				68	0
				0	0
				0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

Project Description		Project Location		Project Status		Project Funding		Project Impact		Project Schedule	
Project ID	Project Name	County	Project Location	Actual	Projected	FY 2008	FY 2009	Phase	Start	End	Notes
18709	Controlled Access	18709	Controlled Access	0	20	0	0	HSR	2008	2011	
18835	0.10 Mile NE Rtn. 80 (Newark Blvd) Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-2381A)	18835	0.10 Mile NE Rtn. 80 (Newark Blvd) Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-2381A)	0	52	0	0	HSR	2008	2011	
18705	0.10 Mile West Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1119)	18705	0.10 Mile West Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1119)	0	120	0	0	HSR	2008	2011	
18706	0.50 Mile East Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1184)	18706	0.50 Mile East Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1184)	0	108	0	0	HSR	2008	2011	
18707	0.40 Mile East Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1573)	18707	0.40 Mile East Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1573)	0	108	0	0	HSR	2008	2011	
18708	0.10 Mile North Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1854)	18708	0.10 Mile North Projectable Road Upgrade Flashing Lights & Caltrans w/CWT Predictors & Caltrans Event Recorder (DOT# 224-1854)	0	108	0	0	HSR	2008	2011	







County		Project Description		Funding Source		Actual Allocation		Projected Allocation		Actual Allocation		Projected Allocation	
2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
630	Cherishfield	0.31 M. E. Rm. 1	Upgrade Light Signals & Add CWT Producers (DOT 623 - 6673)	PE RW CN TD	0 169 159	0 150	3	0	0	0	0	0	0
				16816	HSR	Construction Complete 1630-025-587 PE 101 F 5743							
2601	Cherishfield	0.32 M. W. Rm 145	Upgrade Flashing Lights and Gates & Add CWT Producers (DOT 679 - 6890)	PE RW CN TO	0 245 245	236	0	0	0	0	0	0	0
				16118	HSR	Construction Complete 2601-026-590 PE 101 F 5746							
Mountain Road	Henrico	Install (4) Quadren Gates (DOTs 660-4381)	PE RW CN TO	6 0 125 130	130	0	0	0	0	0	0	0	0
				16118	HSR	Construction Complete 7538-043-578 PE 101 F 5721							
Grimes Rd.	Petersburg	0.02 M. E. Hallow Rd	Install Flashing Lights & Gates CWT Producers & Event Recorders (DOTs 623 - 7016)	PE RW CN TO	0 0 124 124	122	2	0	0	0	0	0	0
				16621	HSR	Construction Complete 1000-125-516 PE 101 F 5702							
DISTRICT SUMMARY							14	0	0	0	0	0	0

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

HIGH SPEED RAIL CORRIDOR SECTION 130 (100% FEDERAL FUNDS) (FY 2001 thru FY 2008)										
COUNTY	PROJECT DESCRIPTION	PROPOSED PROJECT	PREVIOUS FUNDING	FEDERAL FUND SOURCE	ACTUAL ALLOCATION	PROJECTED ALLOCATION				TOTAL PROJECT COST
						2001-01	2002-03	2003-04	2004-05	
Richardson Washington Corridor	Install Event Recorders at 30 Crossings within Corridor	PE RW CN TC 16A20	0 0 200 200	75 HSR	0 0 0 0	210	0	0	0	0
DISTRICT SUMMARY										
TOTAL HIGH SPEED RAIL - SECTION 1103 (100% FEDERAL GRANT FUNDS)										
TOTAL HIGHWAY/RAIL GRADE - SECTION 130										
TOTAL HIGH SPEED RAIL - SECTION 130										
Future Projects to be Determined (Elimination of Hazards & High Profile Crossings - Real)										
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)										



U.S. Highway Number, State Route Number, and Project Name	TRANSPORTATION SAFETY IMPROVEMENT PROGRAM FY2001 thru FY2008		PROJECTED ALLOCATIONS					TOTAL
	RESERVED FOR SAFETY PROGRAMS	SAFETY PROGRAMS	2001-02	2002-03	2003-04	2004-05	2005-06	
PROJECT TYPE	ACTUAL FUNDING	ACTUAL FUNDING	ACTUAL FUNDING	ACTUAL FUNDING	ACTUAL FUNDING	ACTUAL FUNDING	ACTUAL FUNDING	
SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	SAFETY PROGRAM	
TOTAL HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM	10,421	10,421	10,421	10,421	10,512	10,509	10,509	
TOTAL RAIL PROGRAMS	0,526	0,526	0,526	0,526	0,438	0,547	0,567	
TOTAL HIGH SPEED RAIL - SECTION 1103 (100% FEDERAL GRANT FUNDS)	472	472	753	216	0	0	0	
TOTAL SAFETY IMPROVEMENT PROGRAM	10,947	10,947	10,947	10,947	10,730	10,216	10,083	
TOTAL FEDERAL GRANTS	472	472	753	216	0	0	0	
TOTAL SAFETY INCENTIVE PROGRAM	0	0	0	0	0	0	0	
TOTAL OPEN CONTAINER PROGRAM	3,009	0	0	0	0	0	0	

F - Domestic Projects in the Feasibility Phase (as approved to Capital Improvement Phase)

# **US ROUTE 58 CORRIDOR**

## **Development Program**

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**Commonwealth Transportation Board**  
*Virginia Department of Transportation*  
*Virginia Department of Rail and Public Transportation*

**INNOVATIVE**  
**P R O G R E S S**  
*Governor Gilmore's Commitment to Transportation*

## U.S. ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM

The Virginia General Assembly, through the enactment of House Bill 1836 in the 1989 session, created the U.S. Route 58 Corridor Development Fund for the purpose of providing an adequate, modern, safe, and efficient highway system along the southern boundary of the Commonwealth. In the April 1989 Special Session of the General Assembly, legislation was enacted which authorized the issuance of \$600 million in Commonwealth of Virginia Transportation Revenue Bonds under the provisions of Article 10, Section 9(d) of the Constitution of Virginia for the development of the U.S. Route 58 Corridor. The 1999 General Assembly increased that amount to \$704.3 million. The Virginia Transportation Act of 2000 designated an additional \$229.3 million for their program from transportation revenue sources.

The U.S. Route 58 Corridor Development Fund of the Transportation Trust Fund is supported from an appropriation of \$40.0 million from state real estate recordation tax receipts. The 2000 General Assembly authorized an additional \$3.50 million in appropriations to the fund from the State's Highway Maintenance and Operating Fund and \$11.85 million in appropriations from the Commonwealth Transportation Fund.

The Commonwealth Transportation Board is charged with the responsibility of defining the U.S. Route 58 Corridor and administering the program. The Board has considered needed improvements of this corridor when allocating funds for highway improvements.

Toward this end, the Commonwealth Transportation Board is actively pursuing the objectives of this legislation. To date, the Board has sold \$600.0 million in bonds. The next bond issue is planned for 2001. At the current time, preliminary engineering, right-of-way acquisition and construction are being carried out on various segments of the corridor. While some sections are further advanced than others, some preliminary engineering has been accomplished throughout the entire corridor.

In this update, the program is shown in its entirety. It shows those projects that have been completed, under way, or proposed, as well as those projects that have or are anticipated to receive bond funds as well as Priority Transportation Funds. Also, included are those projects that are beyond any current funding program.

The solid time line identifies those projects that are funded or anticipated to be funded from existing sources of revenue which include bond funding, highway construction allocations, and Priority Transportation Funds, etc. Broken lines identify those projects proposed to be financed with future bond funds to be sold within the \$704.3 million bond authorization approved by the General Assembly. Those projects identified as needs, but with no funds anticipated within the current funding program, are shown in the far right-hand column as amounts in the "Balance to Complete" column. To date, \$837.0 million in bond funds and highway construction allocations have been dedicated to the corridor. Projects to use these monies are identified as being completed, underway, or with a solid time line showing implementation in the near future. Another \$104.3 million has been identified with the dashed time line as being funded from future bond issues. An additional \$663.5 million has been identified in the "Balance to Complete" column with no funds programmed.

The increase in the total cost of the Route 58 Corridor program is due mainly to the inclusion of the right-of-way and construction on the corridor between Damascus and Volney, and the section of Route 16 between Route 81 and Volney as approved by the Commonwealth Transportation Board plus an inflation factor has been included to more closely represent the projected cost at the time of advertisement. The remaining increase in cost includes the addition of a large number of bridges and other sections throughout the corridor where right-of-way and construction were added.

The Board is continuing to place all possible emphasis toward completing the Route 58 corridor improvements within the program guidelines established by the General Assembly.

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ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM (2001) NEW PHASE	
COUNTY TYPE LENGTH	DESCRIPTION	PROJECTED COST	STATUS	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST	ESTIMATED COST
50 - Parallel Lane	1.0 Mile West Route 658 at Elyada School 0.1 Mile East Route 655 at Cowan MS	PE RW CN TO 9865	1,311 2,536 10,864 14,711	2001-01	2001-02	2002-03	2002-04	2004-05	2004-06	2004-08	2004-08
50 - Parallel Lane & 4-Lane Retention	0.1 Mile East Route 658 at Cowan MS 0.1 Mile East Route 879 Near Walker School	PE RW CN TO 9865	1,298 1,858 5,368 11,541	Construction Complete 0058-052-E17 PE (01) RW (20) CS (01) DS (12) BS (14) BS (16) BS (19) DS (20)							
50 - 4-Lane Retention	0.1 Mile East Route 879 Near Walker School 0.1 Mile West Route 667 at Flower Hill	PE RW CN TO 9861	1,860 3,746 14,143 14,969	Construction Complete 0058-052-E18 PE (01) RW (20) CS (01) DS (16) DS (17)							
50 - Parallel Lane	0.1 Mile West Route 657 at Route 718 0.1 Mile West Route 521 at Hardy Creek	PE RW CN TO 9860	918 1,551 7,852 10,427	Construction Complete 0058-052-E19 PE (01) RW (20) CS (01)							
50 - New Location	30 km West Route 821 - West Intersection Route 809	PE RW CN TO 9337B	1,861 719 19,870 22,220	Construction Complete 0058-052-E20 PE (01) RW (20) CS (01)							
50 - Parallel Lane	West Intersection Route 859 - 0.1 km East Route 718 (near Dry Creek)	PE RW CN TO 9338	1,311 1,254 12,422 14,887	Construction Underway 0058-052-E23 PE (01) RW (20) CS (01) DS (16) DS (19) DS (20)							
5.6 km		\$3,300,000-40		Construction Complete 0058-052-E24 PE (01) RW (20) CS (01) DS (16) DS (19) DS (20)							

ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING					ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING	
COUNTY		PROJECT COST		BALANCE		COMPLETION		
ROUTE	DESCRIPTION	PE	RW	2001-02	2002-03	2003-04	2004-05	2005-06
TYPE	LENGTH							
LENGTH								
58 - Lane Parallel Lane	0.1 km East Route 754 (near Dry Creek). 0.5 km W. West Route 647 (West End Proposed Jonesville Bypass)	1,076	2,089					
		CN	6,258					
		TO	42,313					
		13481						
		Construction Underway						
		0058-052-E25 PE 101 RW 201 2581						
59 - Lane New Location (RW Only)	JONESVILLE BYPASS: 1.8 km 1.8 Mile West West Concrete Limits Jonesville 0.3 km 0.2 Mile West Route 647	1,403	838					
		CN	18,264					
		TO	20,525					
		15188						
		Construction Funding Provided in Primary System - Vol. 1 thru V/A 2000						
		8054-052-E31 PE 101 RW 201 2581						
58 All - Lane Parallel Lane	0.64 km East Route 9564 (Ben Hur). 0.4 km West of East INL Route 643	1,857	1,085					
		CN	8,078					
		TO	11,592					
		13462						
		Construction Underway						
		8058-052-E30 PE 101 RW 201 2581						
59 All - Lane New Location (PE & RW Only)	PENNINGTON GAP BYPASS: 0.8 km West WCL Pennington Gap - 0.7 km East ECL Pennington Gap	3,252	8,046					
		CN	83,815					
		TO	74,313					
		18160						17,705
		Construction Funding Provided in Primary System - Vol. 1 thru V/A 2000						
		8058-052-E32 PE 101 RW 201 2581 8841 - 8843 8846 - 8853						
59 All - Lane Parallel Lane (PE & RW Only)	0.4 km West Route 625 - 0.3 km East Route 762 (E. of Dryden)	4,330	7,302					
		CN	0					
		TO	11,432					
		13387						
		Construction Underway						
		8058-052-E27 PE 101 RW 201						
59 All - Lane Parallel Lane	0.5 km East Route 628 - 0.3 km East Route 754 (East of Dryden)	0	0					
		CN	90,026					
		TO	30,835					
		63069						
		Construction Underway						
		8058-052-E27 PE 101 RW 201 2581 - 8851						
		1777 Funding Allocation/Construction Funded/Total 2001						
		F - Complete Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)						



New Projects to be Completed		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM 7/2001 Final Program (in Thousands of Dollars)		Funds Currently Available Funds Requested in Budget		BALANCE TO COMPLETE	
County	Location	Phase	Estimated Cost	2001-01	2002-02	2003-03	2004-04
50 - Lee	Reconstruction and 2 Lanes on New Location	PE	750				
		RW CM TO	870 23,903 25,598				
			370	Construction Complete 0058-004-E11, PE 101, RW 201, CS 201, BS 01			
5073 - Scott	Intersection Modification and Flyover	PE	1,115				
		RW CM TO	890 9,745 8,756				
			1374	Construction Underway 0058-004-E11, PE 101, RW 201, CS 201, BS 01			
50 - Scott	Conduct Interchange (PE Only)	PE	760				
		RW CM TO	7,061 9,426 17,247				
			17747	Right of Way & Construction Funding Provided in Primary System - Vol. 1 thru VTA 2000 0058-004-113, PE 101, RW 201, CS 201, BS 01			
50 - Scott and Washington	Develop to 4 Lanes (PE Only)	PE	12,338				
		RW CM TO	5,634 82,253 100,225				
			64091	0058-001-E03, PE 101			
50 - Scott	Improve Curve	PE	70				
		RW CM TO	0 0 0				
			8630	Project Closed - To Be Improved With Ultimate Route 88 Improvement 0058-004-E09, PE 101, BS 01			
50 - Washington	Develop to 4 Lanes	PE	218				
		RW CM TO	412 1,643 2,173				
			11440	Construction Complete 0058-004-E07, PE 101, RW 201, CS 201, BS 01, BS 02			

F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)



8 - Indicates New Projects 9 - Denotes 100% of New Projects		ROUTE 66 CORRIDOR DEVELOPMENT PROGRAM FROM NEW FUNDING SOURCES (in Thousands of Dollars)										10 - Indicates 100% of Complete	
ROUTE	COMPLETION DATE	DESCRIPTION	PROJECTED COST	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
88 - Grayson 4 Lanes on New Location		0.1 Mile East Route 631 (East of New River) 2.1 Miles West West Corporate Units Galax	PE 1,130 RW 9 CN 8,922 TO 7,761 13948										
89 - Grayson Reconstruction (PE Only)	3.5 Miles	Washington/Grayson County Line 0.1 Miles East of Route 754	PE 865 RW 114 CN 3,347 TO 4,366 10008	Construction Complete 0058-008-E-13-PE-101, RW201, CS01									
90 - Grayson Reconstruction (PE Only)	0.8 Miles	0.1 Mile East of Route 704 - Int. Route 1650 (At Volney)	PE 5,665 RW 1,143 CN 98,098 TO 104,906 18010	0058-008-E-13-PE-102, RW202, CS02									
91 - Washington Reconstruction (PE Only)	9.4 Miles	Int. Route 9481 (East of Damascus) 0.2 Mile West of Route 800	PE 3,067 RW 296 CN 62,373 TO 58,286 18007	0058-008-E-13-PE-101, RW201, CS01									
92 - Washington Reconstruction (PE Only)	6.0 Miles	0.2 Mile West of Route 803 - Washington/Grayson County Line	PE 2,192 RW 671 CN 28,948 TO 31,711 18008	0058-008-E-13-PE-101, RW201, CS01									
93 - Grayson Reconstruction (PE Only)	8.7 Miles	Int. Route 7876 (At Volney) Smyth/Grayson County Line	PE 3,448 RW 914 CN 53,482 TO 57,844 18011	0058-008-E-13-PE-101, RW201, CS01									
			10 - Indicates 100% of Complete F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)										





ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM - 2001 ROW BY YEAR		HAMPTON ROADS DISTRICT							
ROUTE	CONSTRUCTION TYPE	DESCRIPTION	PROJECTED COST	Funds Available					BALANCE TO COMPLETE
				2001-01	2001-02	2001-03	2001-04	2001-05	
58 - Greenville Winters Mitigation Site		At Route 58 and Thine Creek	PE RW CH TD 12300						
Construction Complete 6059-040-005 PE 103-00004									
58 - Greenville Parallel Lane		EMORIA BYPASS: 0.4 Miles West Route 301 - 1.3 Miles East Route 301	PE RW CH TD 888 0 7,766 8,435						
Construction Complete 6059-040-005 PE 102-00018-005-1907-0007-0611-0813									
58 - Greenville Under Drains	1.7 Miles	West of the Southampton County Line	PE RW CH TD 10037						
Construction Complete 6059-040-005 PE 102-00018-005-1907-0007-0611-0813									
58 - Southampton Parallel Lane		Greenville County Line - 2.7 Miles East Greenville County Line	PE RW CH TD 33 431 3,148 3,813						
Construction Complete 6059-040-104-0502									
58 - Southampton Parallel Lane	2.7 Miles	2.7 Miles East Greenville County Line - 4.8 Miles East Queensville County Line	PE RW CH TD 2002						
Construction Complete 6059-040-102 PE 100-00021-0510									
58 - Southampton Parallel Lane	1.9 Miles	4.9 Miles East Greenville County Line - 9.5 Miles East Greenville County Line	PE RW CH TD 1680						
Construction Complete 6059-040-102 PE 100-00021-0512									
Construction Complete 6059-040-102 PE 100-00021-0511									

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1981 TO 1985		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1986 TO 1990		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1991 TO 1995		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1996 TO 2000		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2001 TO 2005		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2006 TO 2010		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2011 TO 2015		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2016 TO 2020		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2021 TO 2025		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 2026 TO 2030			
PROJECT	DESCRIPTION	STATUS	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	EST. COST	ACT. COST	
54 -	Southampton Parallel Lane	PE	40																		
		RW	204																		
		CN	2,802																		
		TO	3,146																		
		1971																			
55 -	Southampton Parallel Lane	PE	33																		
		RW	93																		
		CN	2,838																		
		TO	3,965																		
		1984																			
56 -	Southampton Parallel Lane	PE	148																		
		RW	125																		
		CN	3,385																		
		TO	3,636																		
		1983																			
57 -	Southampton Construct Interchange	PE	481																		
		RW	230																		
		CN	4,776																		
		TO	5,487																		
		1986																			
58 -	Southampton Parallel Lane	PE	162																		
		RW	9																		
		CN	1,728																		
		TO	1,890																		
		1977																			
59 -	Southampton Parallel Lane	PE	317																		
		RW	595																		
		CN	6,904																		
		TO	7,806																		
		1988																			

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM PHASE I FROM I-95 TO ROUTE 286 DISTRICT		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM PHASE II FROM ROUTE 286 TO I-95 DISTRICT		ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM PHASE III FROM I-95 TO ROUTE 286 DISTRICT			
ROUTE 58 PROJECTS	COUNTY TYPE LENGTH	DESCRIPTION	REGISTERED COST	Funds Currently Available			BALANCE TO COMPLETE
				2004-01	2003-04	2004-05	
54 - Southampton Conical Interchange	1.9 km	At Route 58 Business (East End Courtyard Express)	PE	650			
			RW	306			
			CH TO	4,715 6,730			
			1728				
55 - Southampton Parallel Lane	1.9 km	FRANKLIN BYPASS: 3.3 Miles West Route 258 - 0.1 Mile West Route 256	PE	687			
			RW	9			
			CH TO	7,758 8,332			
			9407				
56 - Southampton Parallel Lane	3.2 Miles	FRANKLIN BYPASS: 0.1 Mile West Route 258 - 2.9 Miles East Route 256	PE	307			
			RW	85			
			CH TO	5,250 5,842			
			9689				
57 - Sullivan & Southampton Parallel Lane and Approaches	3.0 Miles	FRANKLIN BYPASS: 2.9 Miles East Route 258 - 3.2 Miles East Route 256	PE	142			
			RW	0			
			CH TO	3,842 3,108			
			9888				
58 - Sullivan Parallel Lane & Interchange at Route 280	0.3 Miles	FRANKLIN BYPASS: 3.2 Miles East Route 258 - 5.6 Miles East Route 256	PE	142			
			RW	0			
			CH TO	4,117 4,258			
			9870				
59 - 286/288 Conv. (Route 286) 2 Lanes on 4-Lane R/W on New Location (PE & RW Only)	2.7 km	2.7 km South Route 58 & 258 Int. Route 58 & 258	PE	2,400			
			RW	489			
			CH TO	11,800 14,388			
			9685				

Construction Complete  
 6048-087-ED07 PE103, RW203, C504, B604, B606, B608  
 Construction Complete  
 8853-087-ED07 PE105, RW208, C506, B610, B612  
 Construction Complete  
 8053-087-ED07 PE104, C505, B613  
 Construction Complete  
 8090-087-ED07 PE107, C507, B633  
 Right of Way & Construction Funding Provided in Primary Systems - Vol. 1 thru V1A 2000  
 0058-04E-ED05, PE104, RW204, C504, B605, E021-8094, D6657, D678



81 Design Road Projects 8. Description (MS-01) New Projects		ROUTE 58 CORRIDOR IMPROVEMENT PROGRAM FY2001 - FY2006 (In Thousands of Dollars)				LYNCHBURG DISTRICT				
ROUTE	DESCRIPTION	PROJECTED COST	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	BALANCE TO COMPLETE	
58 - Pittsylvania 4 Lanes on New Location	DANVILLE BYPASS Route 58 South - Route 58 West	PE 2,511 RW 30 CN 0 TO 2,541								
7.9 Miles		9895								
58 - Pittsylvania 4 Lanes on New Location (PE & RW Only)	DANVILLE BYPASS Route 58 - Route 29/285	PE 6,276 RW 8,327 CN 0 TO 14,705								
7.9 Miles		17372								
58 - Pittsylvania 4 Lanes on New Location	Int. Existing Route 58 - 4.1 km South Int. Existing Route 58	PE 0 RW 0 CN 22,182 TO 22,182								
4.1 km		50750								
58 - Pittsylvania 4 Lanes on New Location	4.1 km South Int. Existing Route 58 - 2.1 km West Int. Existing Route 29/285	PE 0 RW 0 CN 23,919 TO 23,919								
4.5 km		50750								
58 - Pittsylvania 4 Lanes on New Location	2.1 km West Existing Route 29/285 - 1.8 km East of Existing Route 29	PE 0 RW 0 CN 31,993 TO 31,993								
3.7 km		50752								
285 - City of Danville Paved Lanes	DANVILLE BYPASS Route 80 South - Route 58 East	PE 284 RW 0 CN 8,714 TO 7,008								
3.5 Miles		8946								
			Construction Complete 6058-071-E15-PE100,696,200							
			Construction Phase Split into 3 projects 6058-071-E15-PE107,696,200							
			Construction Underway 6058-071-E15-CE01,608,881 - 8811							
			Construction Underway 6058-071-E15-CE01,608,881/8807,8807							
			6058-071-E15-CE01,608,881/8807,8812,8812,8815							
			Construction Complete 6058-071-E01-PE194,056,800/2,813,051,632							
			F - Danvers Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)							





8. Creation New Projects 9. Division Work-up Item Projects		ROUTE 88 CORRIDOR INTER-COUNTY PROGRAM FY 2000 - FY 2008 (In Thousands of Dollars)				DISTRICT BALANCE TO COMPLETE		
COUNTY TYPE LEVY	DESCRIPTION	PROJECTED COST	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06
15 - Madisonburg Parallel Lane	CLARNSVILLE BYPASS 1.2 Miles South Route 58 in Clarinsville 0.8 Mile South Route 58 in Clarinsville	PE						
		RW CN TO	1,498 1,266 2,835					
0.4 Miles		15338						
Construction Complete 8015-050-E07 PE 102 RW 201 CS 201								
35 - Madisonburg 4 Lanes on New Location	CLARNSVILLE BYPASS 3.1 Miles East Route 15 North - 2.7 Miles West Route 15 South	PE						
		RW CN TO	11,848 2,864 35,800 98,730					
7.7 Miles		86781 36345 2962						
Construction Underway 6058-058-E26 PE 102 RW 201 CS 201 RW 201 CS 201								
50 - Madisonburg Parallel Lane	0.4 Mile East Route 15 - 3.7 Miles East Route 15	PE						
		RW CN TO	1,491 932 7,188 10,221					
2.3 Miles		8878						
Construction Underway 6058-058-E23 PE 102 RW 202 CS 202								
50 - Madisonburg Parallel Lane	3.6 Miles East Route 15 - 0.1 Mile West West Corporate Landa Boynton	PE						
		RW CN TO	2,343 2,572 31,408 38,283					
4.8 Miles		980990434						
Construction Underway 6058-058-E25 PE 301 RW 201 CS 201 RW 201 CS 201								
50 - Madisonburg Parallel Lane	BOYDTON BYPASS 0.3 Mile West WCL Boynton - 0.7 Mile East Route 92	PE						
		RW CN TO	224 34 2,180 2,440					
1.7 Miles		8861						
Construction Complete 8058-058-E17 PE 102 RW 203 CS 204 CS 208								
50 - Madisonburg Parallel Lane	BOYDTON BYPASS 0.7 Mile East Route 92 - 1.8 Miles East Route 92	PE						
		RW CN TO	136 79 4,797 1,972					
1.2 Miles		11685						
Construction Complete 8058-058-E17 PE 102 RW 204 CS 205								

100 - Funding/Assessment/Property Tax  
F - Denotes Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)



ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1998 TO 2004		RICHMOND DISTRICT			
ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM FROM 1998 TO 2004		RICHMOND DISTRICT			
COUNTY	ROUTE	DESCRIPTION	PROJECTED COST	FUNDING SOURCES	BALANCE
COUNTY TYPE	ROUTE	DESCRIPTION	PROJECTED COST	FUNDING SOURCES	BALANCE
LENGTH					COMPLETE
58 - Mecklenburg Parallel Lane	3.4 Miles	1.3 Miles East Route 52 - 0.9 Mile West Route 4	PE 1,632 RW 1,632 CH 13,070 TO 16,343	2004-01 2001-03 2003-03 2003-04 2004-05 2004-05 2005-08	
59 - Mecklenburg Parallel Lane	3.4 Miles	0.5 Miles West Route 4 - 0.8 Miles West Route 1 (at Big Fork)	PE 617 RW 1,087 CH 11,687 TO 14,181	Construction Uncertainty 8058-058-E30 PE 101 RW 201 CS 012 CS 017 8011 8523 8538 8630	
58 - Mecklenburg Rehabilitation & Reconstruct EB Lane	4.2 Miles	0.7 Miles East Route 12 - 1.9 Miles East Route 62	PE 501 RW 13 CH 1613 TO 2,157	Construction Uncertainty 8058-058-E30 PE 101 RW 201 CS 017 8011 8523 8538 8630	
58 - Mecklenburg Develop to 4 Lanes (PE & RW Only)	1.2 Miles	0.6 Miles West Route 1 (at Big Fork) - 0.9 Miles South South Corporate Links South Hill	PE 980 RW 1,973 CH 8,310 TO 11,233	Construction Uncertainty 8058-058-E30 PE 101 RW 201 CS 017 8011 8523 8538 8630	
58 - Mecklenburg 4 Lanes on New Location (Preliminary Engineering)	3.5 Miles	SOUTH HILL BYPASS - 1.8 Miles South South Corporate Links South Hill - 0.4 Mile East Route 65	PE 1,385 RW 8,781 CH 23,890 TO 34,036	Construction Funding Provided in Primary System - Vol. 1 thru VTA 2000 8058-058-E30 PE 101 RW 201 CS 017 8011 8523 8538 8630	
58 - Districtwide Preliminary Studies	6.2 Miles	Districtwide	PE 5 RW 0 CH 0 TO 5	Construction Uncertainty 8058-058-E30 PE 101 RW 201 CS 017 8011 8523 8538 8630	
Funding/Miscellaneous Contributions			9468	Studies Complete 8058-058-E30 PE 101 RW 201 CS 017 8011 8523 8538 8630	



**ROUTE 59 CORRIDOR DEVELOPMENT PROGRAM FROM 1991 TO PHASE 4**

SALIENT PROJECT DESCRIPTION	ROUTE 59 CORRIDOR DEVELOPMENT PROGRAM FROM 1991 TO PHASE 4	PROJECTED COST	Funds Currently Available				BALANCE TO COMPLETE
			1991-92	1992-93	1993-94	1994-95	
S1 - Canal Intersection Improvement	A1 Route 705 (West of Route 77)	PE					
		RW CN TO	37 37				
Construction Complete 0659-017-5901/6501		666					
S5 - Canal Widening with Curb and Gutter	TOWN OF HILLSVILLE: Route 52 - Route 221	PE					
		RW CN TO	531 959 1,563				
Construction Complete 0052-017-109/PE103,RW501,LS501		666					
S8 - Canal, Floyd, and Patrick Plus Location Studies Only	Route 702 West of Hillsville - 0.7 Mile North Corporate Limits Study	PE	2,802				
		RW CN TO	0 0 2,802				
Study Complete 0050-902-012,PE100		13386					
S9 - Canal Develop to 4 Lanes	1/4 Mile 703 (West of Hillsville) - Route 659 (East of Hillsville)	PE	4,100				
		RW CN TO	7,901 48,790 58,891				
Construction Funding Provided in Priority System - Vol. 1 thru VIA 2000 0058-017-413,PE107,RW201,LS91,6611-9411,LS620		17630					
S9 - Canal Develop to 4 Lanes (PE & RW Only)	Route 659 (East of Hillsville) - Big Road Island Creek (East of Route 644)	PE	3,838				
		RW CN TO	4,830 81,874 70,046				
Construction Funding Provided in Priority System - Vol. 1 thru VIA 2000 0058-017-413,PE107,RW201,LS91,6611-9411,LS620		17634				61,874	
S8 - Canal Develop to 4 Lanes	0.5 km East of Big Road Island Creek - 0.4 km East Route 652 (Mapleshade Road)	PE	3,060				
		RW CN TO	2,579 37,208 42,885				
Construction Funding Provided in Priority System - Vol. 1 thru VIA 2000 0058-017-413,PE107,RW201,LS91,6611-9411,LS620		17533					
Construction Complete 0058-017-413,PE107,RW201,LS91,6611-9411,LS620							

Planning Work Projects During 1995-98 New Projects		ROUTE 68 CORRIDOR IMPROVEMENT PROGRAM FY1995 (See #12000)				SALEM DISTRICT			
ROUTE		SUBSCRIPTION		PROJECTED COST (in thousands of dollars)		Funds Currently Available Funds Planned in Budget Authorizations			
ROUTE	COMMITTEE TYPE / CITY	LENGTH				1993-94	1994-95	1995-96	BALANCE TO COMPLETE
66	Carroll, Floyd, and Patrick Develop to 4 Lanes	0.4 km	East Route 632 (Maplehurst Road) 0.4 km West of Existing Route 630	PE RW CN TO	3,350 6,993 13,190 22,633				
67	Patrick Develop to 4 Lanes	5.2 km	0.4 km West of Existing Route 600 - Route 795 (East of Members of Dan School)	PE RW CN TO	0 0 15,395 15,365				
68	Patrick Reconstruction	4.4 km	0.1 Mile West Route 5 (Cruise Store) Route 940	PE RW CN TO	245 0 0 245				
69	Patrick Bridges and Approaches	1.5 Miles	NORTH FORK MAYO RIVER 0.5 Mile West of Stuart	PE RW CN TO	240 80 921 1,276				
70	Patrick Develop to 4 Lanes	0.2 Miles	Route 745 (East of Meadows at Dan School) - 0.5 km East Route 610	PE RW CN TO	2,595 2,864 21,848 27,288				
71	Patrick Develop to 4 Lanes (PE & RW City)	6.4 km	0.5 Mile East Route 610 - 0.7 Mile North North Corporate Limits Stuart	PE RW CN TO	3,745 4,863 104,461 113,169				83,975
					17538				
					4328				
					4327				
					17837				
					17638				

Construction Funding Provided in Primary System - Vol. 1 thru VIA 2000  
0069-070-027-0501, 0607, 0607 PE & RW Funded on a Pre-bid Project

Project Closed - New Location Determined  
0069-070-111-PE793

Construction Complete  
0069-070-110-PE100, RW201, CS61, 0616

0069-070-010-PE101, RW201, CS61, 0627, 0629

Right of Way & Construction Funding Provided in Primary System - Vol. 1  
0069-070-010-PE101, RW201, CS61, 0634-0637

71.5 Funding (Match) (Anticipated) Funded by: 52.7 - Donations Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM (7/2001 to 6/30/06) (in thousands of Dollars)		SALISBURY DISTRICT					
COUNTY TYPE LENGTH	DESCRIPTION	PROJECTED COST	FISCAL YEAR				BALANCE TO COMPLETE
			2003-01	2003-02	2003-03	2003-04	
56 - Patrick New Location	STUART BYPASS: 2.4 km North North Corporate Links 614 0.3 km West Route 635 (East of Stuart)	PE	2,455				
		RW	3,586				
		CN	26,128				
		TO	32,179				
		13392					
603-070-E20 PE 100, RW 200, CN 300, BS 1, BS 1							
56 - Patrick Parallel Lane	0.2 Mile West Route 635 (East of Stuart) 0.4 Mile West West Route 626	PE	1,032				
		RW	1,106				
		CN	8,604				
		TO	11,017				
		13384					
Construction Underway 603-070-E20 PE 104, RW 204, CN 304, BS 18, BS 28							
56 - Patrick Parallel Lane	0.4 Mile West West Route 625 - 0.1 Mile West Route 653 (West of Northtop)	PE	1,208				
		RW	1,378				
		CN	7,994				
		TO	10,581				
		13385					
Construction Underway 603-070-E21 PE 101, RW 201, CN 301							
56 - Patrick Parallel Lane	0.2 Mile West Route 653 (West of Northtop) - 0.4 Mile West Route 631 (Northtop)	PE	773				
		RW	873				
		CN	6,227				
		TO	8,873				
		13398					
Construction Complete 603-070-E22 PE 101, RW 201, CN 301							
66 - Patrick Develop to 4 Lanes	0.4 Mile West Route 631 (Northtop) - 0.1 Mile East Route 687	PE	1,447				
		RW	523				
		CN	6,463				
		TO	10,433				
		8871					
Construction Underway 603-070-E11 PE 101, RW 201, CN 301, BS 25, BS 28							
66 - Patrick Develop to 4 Lanes	0.1 Mile East Route 697 - Henry County Lane	PE	680				
		RW	1,947				
		CN	5,476				
		TO	7,783				
		8872					
Construction Complete 603-070-E12 PE 101, RW 201, CN 301							
ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM (7/2001 to 6/30/06) (in thousands of Dollars)		SALISBURY DISTRICT					
TOTAL							

6. Roadway Mileage Projects (1976-2000 Road Projects)		ROUTE 59 CORRIDOR DEVELOPMENT PROGRAM PROJECT SUMMARY (In Thousands of Dollars)				CONTRACT		
ROUTE	COUNTY	DESCRIPTION	PROJECTED COST	Funds Currently Available Federal Funds In Road Authorizations	2003-01	2003-04	2003-08	BALANCE TO COMPLETE
58 - Henry Develop to 4 Lanes	2.5 Miles	Patch County Line - 0.2 Mile West Route 655	PE	1,024	2003-01	2003-01	2003-08	
			RW	943				
			CN	7,297				
			TD	9,484				
			9873					
Construction Underway								
6058-044-E13, PE, RW, CN, TD, 0501, 0603, 0824								
58 - Henry Develop to 4 Lanes	2.7 Miles	5.9 Miles West Route 220 - 2.7 Miles West Route 220 Bypass	PE	1,081				
			RW	1,790				
			CN	5,280				
			TD	8,757				
			9475					
Construction Complete								
6058-044-E15, PE, RW, CN, TD, 0501, 0603, 0822								
58 - Henry Develop to 4 Lanes	3.2 Miles	2.7 Miles West Route 220 Bypass - 1.4 Miles West Route 220 Bypass	PE	687				
			RW	1,708				
			CN	2,842				
			TD	5,037				
			9474					
Construction Complete								
6058-044-E16, PE, RW, CN, TD, 0501								
58 - Henry Develop to 4 Lanes	1.3 Miles	1.4 Miles West Route 220 Bypass - 0.2 Mile West Route 220 Bypass	PE	424				
			RW	939				
			CN	2,536				
			TD	3,899				
			680					
Construction Complete								
6058-044-E17, PE, RW, CN, TD, 0501								
58 - Henry Parallel Lane	2.6 Miles	MARTINSVILLE BYPASS: 0.6 Mile East Route 220 South - Route 655	PE	159				
			RW	0				
			CN	3,244				
			TD	3,383				
			9888					
Construction Complete								
6058-044-E18, PE, RW, CN, TD, 0501, 0603, 0806								
58 - Henry 2 Lanes on 4-Lane RW & Signs	3.7 Miles	MARTINSVILLE BYPASS: Route 650 - Route 56 East of Manchester	PE	233				
			RW	0				
			CN	1,368				
			TD	1,691				
			9887/11705					
Construction Complete								
6058-044-E19, PE, RW, CN, TD, 0501, 0603, 0807, 0901								

F - District Projects in 0% Feasibility Phase (as opposed to Capital Improvement Phase)

ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING		ROUTE 88 CORRIDOR DEVELOPMENT PROGRAM FUNDING	
ROUTE	COUNTY/TOWNSHIP	DESCRIPTION	PROJECTED COST	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	BILLING	STATUS
50 - Henry	Lehigh	LEATHERWOOD CREEK 5.9 Miles West of Lehigh County Line	PE 129 RW 0 CN 711 TO 440 888								
51 - Floyd, Patrick and Henry	Lehigh	Gwynn County Line - Route 220 West of Northville	PE 701 RW 0 CN 0 TO 701 844								
60 - Carroll	Lehigh	Route 100 (at Route 221) - Route 88	PE 1,265 RW 786 CN 7,370 TO 9,573 18187								
2 -	Lehigh	DISTRICT SUMMARY (Balance to Complete)								125,000	
F - District Projects in the Feasibility Phase (as opposed to Capital Improvement Phase)											

# **RAIL AND PUBLIC TRANSPORTATION**

## **Program**

**Commonwealth Transportation Board**  
***Virginia Department of Transportation***  
***Virginia Department of Rail and Public Transportation***





# FY 2001 Public Transportation Improvement Program Commonwealth Transportation Board

## Introduction

The first table in the Public Transportation Improvement Program provides a list of all of the federal and state funding programs for public transportation in Virginia that are distributed at the approval of the Commonwealth Transportation Board. All of these funds are programmed and awarded as grants in the FY 2001 Public Transportation Improvement Program.

In the second table, the Public Transportation Improvement Program provides a detailed list of public transportation projects for FY 2001 in each of Virginia's Construction Districts. Information is provided for each project including a project description and its total cost, the amounts and sources of federal, state and local funds for the project. Operating revenue estimates also are provided along with information regarding federal, state and local operating assistance. Unlike highway projects, most public transportation projects are funded in a single year. This is due to the nature of the federal and state funding programs for public transportation and to the large role that local governments play in funding public transportation projects. Therefore the Public Transportation Improvement Program contains projects only for the upcoming fiscal year – FY 2001.

Information is provided regarding each of the subprograms of state financial assistance to public transportation. Tables are included showing the statewide distributions of formula assistance funds, capital assistance funds, paratransit funds, and special projects funds. Each grant is shown for the paratransit assistance fund and the special projects funds including the Transportation Efficiency Improvement Fund (TEIF) program. These grants also appear in the Construction Districts tables. The table showing paratransit grants is located with the FTA 5310 program table.

Additional funding to support rail and public transportation capital projects has been made available beginning in FY 2001 under the Virginia Transportation Act of 2000 (VTA 2000). Additional state funds have been appropriated to support transit capital projects in FY 2001 under a program entitled the Statewide Vehicle and Equipment Program. Additional federal funds have been designated for transit capital projects from the Commonwealth allocation of federal Surface Transportation Program funds (6% of Statewide STP and 10% of Minimum Guarantee funds). The allocation of these funds to transit properties is shown in the Summary Table for Capital Assistance Grants. The final table in this program shows the rail and public transportation projects included in the listing of Priority Transportation Projects under VTA 2000.

Each of the Federal Transit Administration programs administered by the Department of Rail and Public Transportation is included in the program as a statewide table showing the amounts and recipients of the FY 2001 grants. Separate tables are provided for the FTA Sections 5303, 5307, 5310, 5311, and 5313(b) programs.

## FY 2001 Public Transportation Improvement Program Commonwealth Transportation Board

### FY01 Mass Transit Trust Fund Appropriation and Adjustments

TTF Allocation of Revenue for Mass Transit Account:	\$100,555,900
TTF Allocation of Interest for Mass Transit Account:	\$1,475,000
Adjustment for Indirect Charges and Basis Points:	<u>(\$206,700)</u>
Net TTF Allocation:	\$101,825,200
Adjustment for Previous FY Revenue Surplus (Shortfall):	\$3,438,604
Adjustment for Paratransit Assistance Program:	<u>(\$800,000)</u>
Adjustment for Unobligated Balance of Previous FY Appropriation:	\$396,122
Net Adjustments:	\$3,032,726
Total FY01 Mass Transit Trust Fund Allocation:	\$104,857,926
Distribution of State Aid Allocation to Subprograms:	
Formulas Allocations Subprogram (73.5%):	\$77,070,576
Capital Assistance Subprogram (26.0%):	\$28,214,482
Special Projects Subprogram (1.5%):	<u>\$1,572,868</u>
	\$104,857,927

### Other Financial Assistance to Transit Distributed in the FY01 Program

State Funds	
Paratransit Assistance Program (From MTF):	\$800,000
Transportation Efficiency Improvement Fund (Including Carryover):	\$1,955,000
Statewide Vehicle and Equipment Program (General Funds):	\$20,586,038
Federal Funds	
Statewide STP Funds for the Statewide Vehicle and Equipment Program:	\$14,288,000
Federal Transit Act Section 5307 Program (Gov. Apport.) Appropriation (FY00):	\$5,053,357
Federal Transit Act Section 5311 & RTAP Program Appropriation (FY00):	\$5,049,175
Federal Transit Act Section 5303 Program Appropriation (FY00):	\$1,109,510
Federal Transit Act Section 5313(b) Program Appropriation (FY00):	\$198,465
Federal Transit Act Section 5310 Program Appropriation (FY00):	\$1,553,327

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
BRISTOL DISTRICT**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Bristol City Bus Operating Expenses Capital Expenses Purchase 2 Replacement Body on Chassis Buses	\$380,263 \$100,000	\$84,435 \$80,000	FTA Sect. 5307 FY00 FTA Sect. 5307 FY00	\$84,778 \$18,000	MTTF SVEP	\$20,600 \$190,660 \$4,000	Operating Revenues Local General Funds Local General Funds
Graham Transit - Town of Blenheim Operating Expenses Capital Expenses Purchase 1 small bus with radio & farebox	\$143,900 \$53,700	\$69,960 \$0	FTA Sect. 5311 FY00	\$45,415 \$42,950	MTTF SVEP	\$4,000 \$54,535 \$10,740	Operating Revenues Local General Funds Local General Funds
District #6 Governmental Cooperative Operating Expenses Capital Expenses Purchase 4 Replacement Body-On-Chassis Bus Purchase 1 Expansion Body-On-Chassis Bus	\$798,460 \$178,000 \$44,000	\$371,725 \$140,800 \$35,200	FTA Sect. 5311 FY00 Statewide STP FY01 Statewide STP FY01	\$192,878 \$28,180 \$7,840	MTTF SVEP SVEP	\$35,000 \$198,048 \$7,940 \$1,760	Operating Revenues Contract & Local Funds Local General Funds Local General Funds
Men. Empire Order Ctrns. (Misc Co.) Operating Expenses Capital Expenses Purchase 7 Replacement Body-On-Chassis Buses Purchase Radio Equipment	\$722,103 \$318,000 \$4,200	\$286,052 \$252,000 \$3,360	FTA Sect. 5311 FY00 Statewide STP FY01 Statewide STP FY01	\$107,869 \$50,400 \$672	MTTF SVEP SVEP	\$30,000 \$288,152 \$12,800 \$168	Operating Revenues Contract & Local Funds Contract & Local Funds Contract & Local Funds
Buchanan County Transportation Operating Expenses Capital Expenses Purchase 2 Replacement Vans	\$353,158 \$50,000	\$0 \$0		\$45,242 \$40,000	MTTF SVEP	\$0 \$306,816 \$10,000	Operating Revenues Local General Funds Local General Funds
Dickinson County Transportation Operating Expenses Capital Expenses Purchase 1 Replacement Bus	\$38,921 \$47,328	\$0 \$0		\$7,707 \$37,862	MTTF SVEP	\$0 \$29,214 \$8,466	Operating Revenues Local General Funds Local General Funds
Russell County Transportation Operating Expenses	\$196,810	\$0		\$18,414	MTTF	\$0 \$141,496	Operating Revenues Local General Funds
Tazewell County - Four County Transit Operating Expenses	\$109,475	\$53,185	Statewide STP FY01	\$30,828	MTTF	\$3,000 \$22,481	Operating Revenues Local General Funds

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
BRISTOL DISTRICT (Continued)**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Source	State Funds	State Source	Local Funds	Local Source
Metrol TNVA Area Metropolitan Planning Organization Transit Planning Expenses	\$18,175	\$14,640	FTA Sect. 5303 FY00	\$1,817	HMO	\$1,818	Local General Funds
Metrol TNVA Area Metropolitan Planning Organization Transit Planning Expenses	\$2,445	\$1,958	FTA Sect. 5303 FY00	\$244	HMO	\$245	Local General Funds
Appalachian Agency for Senior Citizens, Cedar Bluff (3) Raised Roof/Vans/800s 1 Raised Roof Van with Lift	\$108,000 \$38,000	\$86,400 \$0	FTA Sect. 5310 FY00	\$0 \$34,200	St. Paratransit	\$21,800 \$1,800	Agency Funds Agency Funds
Junction Center for Independent Living, Big Stone Gap Midwayramp	\$34,000	\$27,200	FTA Sect. 5310 FY00	\$0		\$6,800	Agency Funds
Mountain Empire Older Citizens, Big Stone Gap (2)15 Passenger BOCOMs 19 Passenger BOCOM Mobile Radio System	\$137,000 \$10,000	\$108,600 \$0	FTA Sect. 5310 FY00	\$0 \$5,500	St. Paratransit	\$18,552 \$500	Agency Funds Agency Funds
<b>BRISTOL DISTRICT TOTALS:</b>	<b>\$3,837,026</b>	<b>\$1,625,404</b>		<b>\$769,814</b>		<b>\$1,431,802</b>	

MTTF = Mass Transit Trust Fund; Demd = Demonstration Program; TDM = Transportation Demand Management Program; Tech = Technical Assist. Program; YEF = Transportation Efficiency Improvement Fund; BVSP = Statewide Vehicle & Equipment Program; DTR = Dallas Toll Road Revenues; TTF = Transportation Trust Funds; HMO = Highway Maintenance & Operating Funds; TANF = Temp. Assist. Needy Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
CULPEPER DISTRICT**

Recipient/Project Description	Total Project Cost	Federal Funds	State Funds	Local Funds	Local Funds Source			
					Federal Funds Source	State Funds Source	Local Funds Source	
Charlottesville Transit Service								
Operating Expenses	\$2,411,454	\$563,535			FTA Sect. 6307 FY00			Operating Revenues
Capital Expenses								Local General Funds
Purchase 2 Expansion Body-On-Chassis Buses	\$1,767,000	\$1,413,000			Statewide STP FY01			Local General Funds
Purchase 4 Electronic Fareboxes	\$120,000	\$68,000			FTA Sect. 6307 FY00			Local General Funds
Replace Shop Truck	\$48,900	\$38,120			Statewide STP FY01			Local General Funds
Replace 2 Fifteen Passenger Vans	\$20,000	\$18,000			Statewide STP FY01			Local General Funds
Replace Recto System	\$30,500	\$24,400			Statewide STP FY01			Local General Funds
Replace Facility Replacement	\$127,000	\$101,600			Statewide STP FY01			Local General Funds
Renovate Greyhound Facility	\$43,000	\$34,400			Statewide STP FY01			Local General Funds
CTS Manufacturing Project	\$28,300	\$23,440			Statewide STP FY01			Local General Funds
CTS Manufacturing Project	\$4,000,000	\$9,200,000			Statewide STP FY01			Local General Funds
CTS Manufacturing Project	\$216,000	\$174,400			Statewide STP FY01			Local General Funds
CTS Manufacturing Project	\$43,000	\$0						Local General Funds
JAHUNT, Inc.								
Operating Expenses	\$2,322,087	\$184,216			FTA Sect. 6307 FY00			Operating Revenues
Capital Expenses					FTA Sect. 6311 FY00			Contract & Local Funds
Purchase 14 Replacement Body-On-Chassis	\$697,600	\$688,000			Statewide STP FY01			Contract & Local Funds
Scheduling Software	\$257,000	\$0						Contract & Local Funds
Mobile Data System	\$497,700	\$0						Contract & Local Funds
Interactive Voice Response	\$226,365	\$0						Contract & Local Funds
Needs Analysis	\$20,000	\$18,000			FTA Sect. 5313b FY00			Contract & Local Funds
Needs Analysis	\$4,000	\$3,200			FTA Sect. 5313b FY00			Contract & Local Funds
Greene County Transit								
Operating Expenses	\$266,600	\$123,475			FTA Sect. 6311 FY00			Operating Revenues
Capital Expenses					Statewide STP FY01			Local General Funds
Purchase 2 Replacement Body-On-Chassis	\$78,600	\$62,800						Local General Funds
Thomas Jefferson PDC								
Rideshare Program Administration	\$138,057	\$0						Local Funds
Rideshare Intra	\$48,750	\$0						Local Funds
Rappahannock Region PDC								
Rideshare Program Administration	\$64,645	\$0						Local Funds
Charlottesville Area Metropolitan Planning Organization								
Transit Planning Expenses	\$60,806	\$40,725			FTA Sect. 6303 FY00			Local Funds

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
CULPEPER DISTRICT (Continued)**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Rappahannock Community Services Board, Culpeper Cerriter Aisle Van	\$33,000	\$28,400	FTA Sect. 5310 FY00	\$0		\$5,600	Agency Funds
Rappahannock Area Agency on Aging 1 Raised Roof Van with Lift	\$36,000	\$0		\$34,200	SL Retirement	\$1,800	Agency Funds
<b>CULPEPER DISTRICT TOTALS:</b>	<b>\$13,561,814</b>	<b>\$7,248,553</b>		<b>\$3,235,794</b>		<b>\$2,054,717</b>	

MTTE = Mass Transit Fund; Demo = Demonstration Program; TDM = Transportation Demand Management Program; Tech = Technical Assist. Program; TEP = Transportation Efficiency Improvement Fund; SVEP = Statewide Vehicle & Equipment Program; DTR = Dulles Toll Road Revenue; TTF = Transportation Trust Funds; HMO = Highway Maintenance & Operating Funds; TASF = Temp. Assist. Heavy Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
FREDERICKSBURG DISTRICT**

Activity/Project Description	Total Project Cost	Federal Funds		State Funds		Local Funds	
		Funds	Source	Funds	Source	Funds	Source
<b>Fredricksberg (FRED)</b>							
Operating Expenses	\$473,281	\$133,016	FTA Sect. 5307 FY00	\$136,728	MTTF	\$20,000	Operating Revenues
Capital Expenses						\$531,547	Local Funds & Contrib.
Purchase Replacement Transit Coach	\$84,200	\$75,380	FTA Sect. 5307 FY00	\$15,072	SVEP	\$3,766	Local Funds & Contrib.
Purchase Expansion Transit Coach	\$94,200	\$75,380	Statewide STP FY01	\$16,072	SVEP	\$3,766	Local Funds & Contrib.
Purchase Service Vehicle	\$35,000	\$28,000	FTA Sect. 5307 FY00	\$5,000	SVEP	\$1,400	Local Funds & Contrib.
Purchase Passenger Seaters & Benches	\$38,100	\$28,800	Statewide STP FY01	\$5,776	SVEP	\$1,444	Local Funds & Contrib.
FRED Partnership Development	\$64,000	\$0		\$21,200	MTTF - TDM	\$12,800	Local Funds & Contrib.
Historic District Service Expansion	\$49,800	\$0		\$44,460	MTTF - Demo.	\$2,340	Local Funds & Contrib.
<b>Bay Transit - Gloucester County</b>							
Operating Expenses	\$637,470	\$257,235	FTA Sect. 5311 FY00	\$92,485	MTTF	\$93,908	Operating Revenues
Capital Expenses						\$224,750	Local General Funds
Purchase 2 Expansion Body-On-Chassis Buses	\$95,000	\$78,800	Statewide STP FY01	\$15,360	SVEP	\$3,840	Contract & Local Funds
Purchase 2 Expansion Body-On-Chassis Buses	\$96,000	\$0		\$91,200	St. Partnership	\$4,800	Contract & Local Funds
West Point Service	\$86,000	\$0		\$81,200	MTTF - Demo.	\$4,300	Local Funds
Facility Feasibility Study	\$30,000	\$24,000	FTA 5313(b) FY00	\$3,000	MTTF - Tech.	\$3,000	Local Funds
<b>Madison Peninsula PDC</b>							
Rideshare Program Administration	\$81,875	\$0		\$49,500	TEIF	\$12,375	Local Funds
<b>Northern Neck PDC</b>							
Rideshare Program Administration	\$50,000	\$0		\$40,000	TEIF	\$10,000	Local Funds
<b>RADCO PDC</b>							
Rideshare Program Administration	\$282,500	\$0		\$210,000	TEIF	\$52,500	Local Funds
<b>Fredricksburg Area Metropolitan Planning Organization</b>							
Transit Planning Expenses	\$60,906	\$40,725	FTA Sect. 5303 FY00	\$5,060	HMO	\$5,061	Local Funds
<b>Chesapeake Bay Area Agency on Aging, Urbanna</b>							
Raised Roof Van/Bus	\$81,000	\$64,800	FTA Sect. 5310 FY00	\$0		\$16,200	Agency Funds
14 Passenger BOC/Bus							
<b>Poppatanock Area Agency on Aging, Fredricksburg</b>							
(3) 14 Passenger BOC/Bus	\$128,000	\$100,800	FTA Sect. 5310 FY00	\$0		\$25,200	Agency Funds
<b>FREDERICKSBURG DISTRICT TOTALS:</b>	<b>\$2,821,842</b>	<b>\$818,876</b>		<b>\$867,243</b>		<b>\$1,082,723</b>	

MTTF = Mass Transit Fund; Demo. = Demonstration Program; TDM = Transportation Demand Management Program; Tech. = Technical Assist. Program; TEIF = Transportation Emergency Improvement Fund; SVEP = Statewide Vehicle & Equipment Program; DTR = Dulles Toll Road Program; TTF = Transportation Trust Funds; HMO = Highway Maintenance & Operating Funds; TAMP = Temp. Assist. Mobility Facilities

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
HAMPTON ROADS DISTRICT**

Responsible Project Description	Total Project Cost		Federal Funds		State Funds		Local Funds	
	Cost	Source	Funds	Source	Funds	Source	Funds	Source
Hampton Roads Transit Operating Expenses	\$45,919,587	FTA Sect. 5307 FY01 FTA 5307 PM FY01 CMAQ FY01 S7P Reg. TDM FY01	\$1,200,000 \$4,951,485 \$1,172,240 \$1,500,000		\$10,227,285	MTTF	\$15,801,487 \$11,067,120	Operating Revenues Local General Funds
Capital Expenses	\$9,325,900	Purchase of 62 Transit Vehicles Facility Upgrades and Purchases Equipment and Software Capital Leases	\$7,460,720 \$2,466,864 \$3,093,042 \$162,000 \$0		\$1,044,501 \$345,381 \$388,127 \$26,890 \$1,309,000	MTTF MTTF MTTF MTTF SVEP	\$820,870 \$271,355 \$303,384 \$21,120 \$0	Local General Funds Local General Funds Local General Funds Local General Funds
Innovative Regional Bus Plan Hampton Roads Transit - TRAFFIX Shore Drive/Oceanfront TMA Startup	\$68,000		\$0		\$52,800	TEIF	\$13,200	Local General Funds
Jamee City County Transit Operating Expenses	\$1,068,000		\$170,000 \$33,665 \$105,712	FTA Sect. 5307 FY01 FTA Sect. 5311 FY00 CMAQ & 5303 FY01	\$208,081	MTTF	\$227,000 \$352,112	Operating Revenues Local General Funds
Eastern Shore - Star Transit Operating Expenses Capital Expenses	\$383,920 \$44,000		\$133,500 \$0	FTA Sect. 5311 FY00	\$94,779	MTTF	\$116,920 \$48,722 \$2,200	Operating Revenues Contract & Local Funds Contract & Local Funds
Hampton Roads Metropolitan Planning Organization Transit Planning Expenses	\$384,815		\$307,852	FTA Sect. 5303 FY00	\$38,482	HMD	\$38,481	Local Funds
Eastern Shore CDB, Westchester Carter Aisle Van	\$33,000		\$28,400	FTA Sect. 5310 FY00	\$0		\$0,800	Agency Funds
Eastern Shore Area Agency on Aging, Onancock 19 Passenger BOC/MR	\$47,000		\$37,800	FTA Sect. 5310 FY00	\$0		\$0,400	Agency Funds
Peninsula Area Agency on Aging, Newport News (2) Carter Aisle Vans 1 Raised Roof Van with LR	\$68,000 \$38,000		\$62,800 \$0	FTA Sect. 5310 FY00	\$0 \$34,200	St. Paratroop	\$13,200 \$1,800	Agency Funds Agency Funds
Sussex, Emporis, Greenfields Adult Activities Services (2) Carter Aisle Vans	\$68,000		\$62,800	FTA Sect. 5310 FY00	\$0		\$13,200	Agency Funds



**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
HAMPTON ROADS DISTRICT (Continued)**

Project/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds	Local Funds
Senior Services of SE, VA, Norfolk (2) 14 Passenger BOCARs	\$90,000	\$0		\$16,500	St. Patrick's	\$4,500		Agency Funds
<b>HAMPTON ROADS DISTRICT TOTALS:</b>	<b>\$65,174,956</b>	<b>\$22,888,700</b>		<b>\$13,875,749</b>		<b>\$20,192,480</b>		
<small>MTTF = Mass Transit Fund; Oemo = Demonstration Program; TDM = Transportation Demand Management Program; Tech = Technical Assist Program; TELF = Transportation Efficiency Improvement Fund; SVEIP = Sustainable Vehicle &amp; Equipment Program; DRF = Dulles Toll Road Revenues; TTF = Transportation Trust Fund; HMO = Highway Maintenance &amp; Operating Fund; TAMF = Transp. Assist. Needs Fund</small>								

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
LYNCHBURG DISTRICT**

Recipient/Project Description	Total Project Cost		Federal Funds Source		State Funds Source		Local Funds Source	
	Cost	Funds	Funds	Source	Funds	Source	Funds	Source
Greater Lynchburg Transit Company Operating Expenses	\$3,016,697	\$679,867	FTA Sect. 5307 FY00	\$601,150	MTTF	\$997,232	Operating Revenues	
Capital Expenses	\$860,733	\$559,784	FTA Sect. 5307 FY00	\$137,717	SVEP	\$537,448	Local General Funds	
Replace 3 Transit Buses	\$180,733	\$128,802	FTA Sect. 5308 FY00	\$137,718	SVEP	\$34,429	Local General Funds	
Replace 3 Transit Buses	\$26,000	\$20,000	Statewide STP FY01	\$4,000	SVEP	\$1,000	Local General Funds	
Passenger Amenities	\$508,000	\$400,000	Statewide STP FY01	\$80,000	SVEP	\$20,000	Local General Funds	
Construct Terminal	\$50,000	\$40,000	Statewide STP FY01	\$8,000	SVEP	\$2,000	Local General Funds	
Purchase ADP Hardware/Software & Office Equip	\$45,000	\$36,000	Statewide STP FY01	\$7,200	SVEP	\$1,800	Local General Funds	
Acquire Shop Tools	\$100,184	\$80,147	Statewide STP FY01	\$16,029	SVEP	\$4,007	Local General Funds	
Building Renovations	\$87,653	\$0		\$54,122	MTTF - TDM	\$13,531	Local General Funds	
Denver Transit Operating Expenses	\$760,036	\$216,338	FTA Sect. 5307 FY00	\$167,007	MTTF	\$227,000	Operating Revenues	
Capital Expenses	\$72,000	\$57,600	FTA Sect. 5307 FY00	\$11,520	SVEP	\$150,892	Local General Funds	
Integrating Fixed Route and Paratransit	\$47,965	\$0		\$45,985	MTTF - Demo.	\$2,880	Local General Funds	
Fairville Area Bus Operating Expenses	\$258,800	\$77,400	FTA Sect. 5311 FY00	\$63,949	MTTF	\$77,000	Operating Revenues	
Capital Expenses	\$450,000	\$360,000	FTA Sect. 5311 FY00	\$72,000	SVEP	\$46,451	Local General Funds	
Facility Improvements						\$18,000	Local General Funds	
CVT (CPAC) Cumberland Co. Operating Expenses	\$321,380	\$149,000	FTA Sect. 5311 FY00	\$63,949	MTTF	\$23,380	Operating Revenues	
Lynchburg Area Metropolitan Planning Organization Transit Planning Expenses	\$60,806	\$40,726	FTA Sect. 5303 FY00	\$6,080	HMO	\$8,001	Local Funds	
Denver Area Metropolitan Planning Organization Transit Planning Expenses	\$45,000	\$38,000	FTA Sect. 5303 FY00	\$4,500	HMO	\$4,500	Local Funds	
Central VA Area Agency on Aging, Lynchburg (2) Center Aisle Vans 1 Red-Start Roof Van with Lift	\$66,000 \$36,000	\$52,600 \$0	FTA Sect. 5310 FY00	\$0 \$34,200	SL Paratransit	\$13,200 \$1,600	Agency Funds Agency Funds	
Southside Community Services Board, South Boston One Courier Aisle Van	\$33,000	\$28,400	FTA Sect. 5310 FY00	\$0		\$8,600	Agency Funds	
<b>LYNCHBURG DISTRICT TOTALS:</b>	<b>\$7,854,088</b>	<b>\$3,948,447</b>		<b>\$1,483,747</b>		<b>\$2,321,807</b>		

MTTF = Mass Transit Total Fund; Demo. = Demonstration Program; TDM = Transportation Demand Management Program; Tech. = Technical Assistance Program; TIF = Transportation Efficiency Improvement Fund; SVEP = Statewide Vehicle & Equipment Program; DTR = Office T&E Road Revenue; TTF = Transportation Total Funds; HMO = Highway Maintenance & Operating Funds; TAMF = Temp. Assist. Nasty Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
NORTHERN VIRGINIA DISTRICT**

Agency/Project Description	Total Project Cost	Federal Funds	Federal Source	State Funds	State Source	Local Funds	Local Source
Northern Virginia Transportation Commission Operating Expenses for WMATA and Local Transit	\$215,922,612	\$1,102,225	FTA 5307 PIM FY01	\$49,240,391 \$808,000 \$3,850,000 \$152,000 \$18,187,740	MTTF TTF Fare System Dulles Toll Rev MTTF - Demo.	\$100,886,803 \$12,560,000 \$47,755,063 \$8,000 \$14,888,827	Operating Revenues Regional Gas Tax Local General Funds Local General Funds
NYTC Marketing Program	\$180,000	\$0					
NYTC Capital (Sum of Grants Showm Below)	\$80,871,564	\$64,689,282					
Washington Metro Area Transit Authority Rail Debt Service	\$7,412,486	\$0		\$4,150,983	MTTF	\$3,261,403	Local General Funds
Adopted Regional Rail System	\$42,928,408	\$28,630,255	Special Fed. Approp.	\$9,014,966	MTTF	\$7,083,187	NVTDPB Funds used
MetroRail Reliability Program	\$18,892,480	\$15,253,844	FTA 5307 & 5308 FY01 CMAQ FY01	\$2,597,561	MTTF	\$2,040,955	NVTDPB Funds used
MetroRail Repairable Parts Bus Purchases	\$1,149,442 \$15,718,864	\$0 \$12,676,083	FTA 5307 PIM FY01	\$643,886 \$1,780,612	MTTF MTTF	\$506,754 \$1,383,259	NVTDPB Funds used NVTDPB Funds used
Fairfax Connector Lease Purchase 45 Transit Coaches	\$522,854	\$0		\$418,283	SVEP	\$104,571	Local General Funds
Service Vehicles	\$44,190	\$0		\$35,352	SVEP	\$8,838	Local General Funds
Shop Equipment	\$22,800	\$0		\$18,240	SVEP	\$4,560	Local General Funds
Transit Facility Improvements	\$825,050	\$0		\$680,040	SVEP	\$145,010	Local General Funds
Purchase Land for Bus Garage	\$405,000	\$0		\$324,000	SVEP	\$81,000	Local General Funds
Alexandria Transit (DASH) Purchase 4 Replacement Buses	\$838,000	\$0		\$750,400	SVEP	\$187,600	Local General Funds
Purchase 4 Radio Units	\$12,000	\$0		\$8,800	SVEP	\$2,400	Local General Funds
Purchase Spare Parts	\$50,000	\$0		\$40,000	SVEP	\$10,000	Local General Funds
Inniss 5 Passenger Shelters	\$20,000	\$0		\$16,000	SVEP	\$4,000	Local General Funds
Arlington Transit (ART) Bus Shelters	\$20,000	\$0		\$18,000	SVEP	\$4,000	Local General Funds
Metrobus Transfer Center Improvements	\$100,000	\$0		\$88,000	SVEP	\$20,000	Local General Funds
Access Scheduling Enhancements	\$180,000	\$0		\$128,000	SVEP	\$32,000	Local General Funds
Signal System Upgrade	\$100,000	\$0		\$80,000	SVEP	\$20,000	Local General Funds
Information Kiosk Deployment	\$100,000	\$0		\$80,000	SVEP	\$20,000	Local General Funds
City of Fairfax CUE Bus Lease Purchase 6 Transit Coaches	\$260,000	\$0		\$208,000	SVEP	\$50,000	Local General Funds
Developer's Innovative Progress Transit Initiative	\$14,400,000	\$1,840,000	Statewide STP FY01	\$4,180,000	SVEP	\$0	
Capital Railway Rail Feasibility Study	\$1,000,000	\$0		\$5,000,000 \$3,400,000 \$1,000,000	TTF FY01 TTF FY02 SVEP	\$0	

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
NORTHERN VIRGINIA DISTRICT (Continued)**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Loudoun County Loudoun County Transportation Association Operating Expenses	\$1,384,603	\$508,802	FTA Sect. 5311 FY00	\$225,206	MTTF	\$287,000	Operating Revenues Contract & Local Funds
Capital Expenses Purchase 1 Replacement Van	\$31,016	\$24,813	FTA Sect. 5309 FY00	\$4,983	SVEP	\$383,598	Contract & Local Funds
Purchase 3 Replacement Body-On-Chassis	\$144,000	\$115,200	Statewide STP FY01	\$23,040	SVEP	\$1,241	Contract & Local Funds
Construct New Facility	\$2,887,000	\$2,309,600	FTA Sect. 5308 FY00	\$481,920	SVEP	\$5,760	Contract & Local Funds
Warmen/Berryville Transit Service	\$32,915	\$0		\$31,269	MTTF - Demo.	\$115,480	Contract & Local Funds
Loudoun County Dept. of Transportation Computer Bus Operating Expenses	\$1,108,800	\$0		\$223,505	MTTF	\$1,646	Contract & Local Funds
Rideshare Program Administration	\$131,000	\$0		\$104,800	TEIF	\$831,500	Operating Revenues Local General Funds
Fairfax County Rideshare Program Administration	\$360,000	\$0		\$280,000	TEIF	\$53,685	Local General Funds
Fairfax County Dept. of Transp. Intern FASTLAN - Capital Grant	\$33,942	\$0		\$32,245	MTTF - Demo.	\$26,200	Local General Funds
(2) 19 Passenger BOCARs	\$115,628	\$0		\$112,097	St. Paratransit	\$70,000	Local General Funds
City of Alexandria Rideshare Program Administration	\$170,000	\$0		\$135,000	TEIF	\$1,697	Local General Funds
Alexandria Transit (DASH) Intern Yr.2	\$33,000	\$0		\$31,360	MTTF - Demo.	\$5,931	Local General Funds
Arlington County CAP Rideshare Program Administration Transportation Partners Incentive Fund	\$547,000 \$147,500	\$0 \$0		\$437,600 \$118,000	TEIF TEIF	\$34,000 \$1,650	Local General Funds Local General Funds
Durham Corridor Rapid Transit Program Operating Expenses Fairfax County Express Bus Service HOV Marketing	\$4,044,000 \$300,000	\$0 \$0		\$4,044,000 \$300,000	DTR DTR	\$0	
Capital Expenses Phase 2 Express Bus Vehicle Purchase Phase 3 Bus Rapid Transit & Rail PE	\$3,053,739 \$40,000,000	\$2,442,991 \$32,000,000	FTA Sect. 5307 FY98 FTA 5309 NS	\$610,748 \$2,000,000 \$8,000,000	VTA 2000 CTCF MYTDP Bonds	\$0 \$0 \$0	

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
NORTHERN VIRGINIA DISTRICT (Continued)**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Washington Council of Governments (COG) Travel Planning Expenses	\$528,000	\$422,400	FTA Sect. 5303 FY00	\$62,600	HMO	\$52,800	Local Funds
Commuter Connections Program	\$150,000	\$150,000	CMAQ FY01	\$0		\$0	
Endzone Public Education Campaign	\$108,000	\$108,000	CMAQ FY01	\$0		\$0	
Virginia Railway Express (MVTC/VRTC) Operating Expenses	\$22,245,312	\$4,800,000	Statewide STP FY01	\$4,636,027	MTTF	\$9,101,576	Operating Revenues Regional Gas Tax
Capital Expenses							
Debt Service and Leases	\$9,013,663	\$1,480,000	FTA Sect. 5307 FY01	\$4,218,832	MTTF	\$3,314,811	Regional Gas Tax
Fare Collection If	\$600,000	\$400,000	FTA Sect. 5307 FY01	\$46,000	MTTF	\$44,000	Regional Gas Tax
Manassas Park Parking	\$700,000	\$550,000	FTA Sect. 5307 FY01	\$78,400	MTTF	\$81,600	Regional Gas Tax
Woodbridge Second Platform	\$450,000	\$380,000	FTA Sect. 5307 FY01	\$50,400	MTTF	\$39,600	Regional Gas Tax
Gallery Coach Acquisition	\$3,800,000	\$3,040,000	FTA Sect. 5307 FY01	\$425,600	MTTF	\$334,400	Regional Gas Tax
Locomotive Acquisition	\$3,185,000	\$2,548,000	FTA Sect. 5307 FY01	\$358,720	MTTF	\$280,280	Regional Gas Tax
Locomotive Overhaul	\$1,000,000	\$800,000	FTA Sect. 5307 FY01	\$112,000	MTTF	\$88,000	Regional Gas Tax
Quantico Station Easement from Formula Funds	\$0	\$0		\$100,000	MTTF	\$0	
Potomac Rappahannock Transp. Contin. Operating Expenses	\$9,367,940	\$943,467	FTA 5307 PM FY01	\$1,603,066	MTTF	\$9,030,082	Operating Revenues Local General Funds
Capital Expenses							
Office, Computer & Communications Equipment	\$58,457	\$0		\$45,166	SVEP	\$11,291	Local General Funds
Bus Wash and Facility Equipment	\$100,000	\$0		\$80,000	SVEP	\$20,000	Local General Funds
Fare Collection System	\$300,000	\$0		\$240,000	SVEP	\$60,000	Local General Funds
Bus Rehabilitation	\$400,000	\$0		\$228,000	SVEP	\$57,000	Local General Funds
Associated Capital Maintenance	\$280,000	\$0		\$224,000	SVEP	\$56,000	Local General Funds
Debt Service	\$1,208,942	\$0		\$1,047,954	SVEP	\$281,988	Local General Funds
Potomac Mills Transfer Center (Debarment)	\$2,728,376	\$2,183,600	FTA Sect. 5308 FY00	\$436,700	SVEP	\$109,176	Local General Funds
Manassas Parking Capital Lease	\$100,000	\$0		\$80,000	SVEP	\$20,000	Local General Funds
Bus Stop Shelters	\$28,350	\$0		\$23,480	SVEP	\$5,870	Local General Funds
Rivershore Program Administration	\$23,576	\$0		\$16,880	SVEP	\$4,715	Local General Funds
Expanded OverLink Hours	\$350,000	\$200,000	CMAQ FY01	\$120,000	TEF	\$30,000	Local General Funds
Travel Intern (Yr 2)	\$225,000	\$0		\$180,000	TEF	\$45,000	Local General Funds
ARC of Ft. William Co., Prince William Center Aisle Van 1 Center Aisle Van	\$33,000 \$33,000	\$26,400	FTA Sect. 5310 FY00	\$31,360	St. Parasparat	\$6,800 \$1,650	Agency Funds Agency Funds
<b>NORTHERN VIRGINIA DISTRICT TOTALS:</b>	<b>\$32,743,833</b>	<b>\$19,328,680</b>		<b>\$12,282,674</b>		<b>\$19,328,680</b>	<b>Operating Revenues Local General Funds</b>

MTTF = Mass Transit Trust Fund; Deas = Demonstration Program; TDN = Transportation Demand Management Program; Tech = Technical Assist. Program; TEF = Transportation Efficiency Improvement Fund; SVEP = Sustainable Vehicle & Equipment Program; DTR = Dulles Toll Road Revenue; TTF = Transportation Trust Funds; HMO = Highway Maintenance & Dismantling Funds; TANF = Transp. Assist. Necessity Funds

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
RICHMOND DISTRICT**

Agency/Project Description	Total Project Cost	Federal Funds Source	State Funds	State Source	Local Funds	Local Source
Greater Richmond Transit Company Operating Expenses	\$24,850,011	\$0	\$5,510,546	MTTF	\$11,578,923 \$7,750,642	Operating Revenues Local General Funds
Capital Expenses						
Purchase 12 Replacement Transit Coaches	\$3,120,000	\$2,486,000	\$349,440	MTTF	\$274,690	Local General Funds
Communications system	\$18,750	\$15,000	\$2,100	MTTF	\$1,050	Local General Funds
Purchase ADP Hardware & Software	\$682,500	\$530,000	\$74,200	MTTF	\$58,300	Local General Funds
Purchase Office Equipment	\$31,250	\$25,000	\$3,500	MTTF	\$2,750	Local General Funds
Purchase 11 Replacement Paratransit Vans	\$512,500	\$410,000	\$67,400	MTTF	\$45,100	Local General Funds
Transit Enhancement	\$76,476	\$80,381	\$8,454	MTTF	\$8,941	Local General Funds
Facility Maintenance Expansion	\$1,878,000	\$1,500,000	\$210,000	MTTF	\$165,000	Local General Funds
Rehabilitate Transit Operations Facility (TEA-21)	\$843,750	\$675,000	\$94,500	MTTF	\$74,250	Local General Funds
Rehabilitate Transit Operations Facility (RS7P)	\$51,100	\$40,880	\$10,220	TFP	\$0	
Suburban Transit Service Expansion	\$1,300,000	\$0	\$1,300,000	SVEP	\$0	
Finance Incent	\$20,000	\$0	\$19,000	MTTF - Demo	\$1,000	Planning District Comm.
Richmond Redevelopers Rideshare Program Administration	\$30,000	\$0	\$24,000	TEIF	\$6,000	Local General Funds
City of Richmond Ash Street Station Multimodal Center	\$15,553,018	\$12,442,414	\$1,988,403	SVEP	\$1,122,121	Local Funds
Petersburg Area Transit Operating Expenses	\$1,411,378	\$577,869	\$268,747	MTTF	\$296,000	Operating Revenues Local General Funds
Capital Expenses						
Purchase Fareboxes & Computer Equipment	\$168,250	\$124,200	\$24,840	SVEP	\$267,943	Local General Funds
Purchase Racks, Cameras & Bike Racks	\$25,000	\$20,000	\$4,000	SVEP	\$9,210	Local General Funds
Preventative Maintenance & Shop Equipment	\$75,000	\$60,000	\$12,000	SVEP	\$1,000	Local General Funds
South Hill - Lake Area Bus Operating Expenses	\$27,789	\$13,427	\$7,707	MTTF	\$838	Operating Revenues
Capital Expenses	\$40,000	\$0	\$38,000	St. Patrick	\$5,718 \$2,000	Contract & Local Funds Contract & Local Funds
Richmond Area Metropolitan Planning Organization Transit Planning Expenses	\$147,357	\$117,886	\$14,735	HMO	\$14,735	Local General Funds
Petersburg Area Metropolitan Planning Organization Transit Planning Expenses	\$60,906	\$40,726	\$6,000	HMO	\$5,091	Local General Funds
Adult Care Services, Richmond 10 Passenger BOC/Alt	\$43,000	\$34,400	\$0		\$6,800	Agency Funds

GRANTS BY CONSTRUCTION DISTRICT

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
RICHMOND DISTRICT (Continued)**

Request/Project Description	Total Project Cost	Federal Funds	FTA Sect. 5310 FY00	State Funds	State Funds Source	Local Funds	Local Funds Source
Beth Shalom of VA, Richmond 14 Passenger BOC/M 19 Passenger BOC/M	\$90,000	\$72,000		\$0		\$18,000	Agency Funds
Chesterfield Community Services Board, Chesterfield (2) Minivan/shampis	\$68,000	\$54,400		\$0		\$13,600	Agency Funds
Felder Grandparents, Petersburg Raised Roof Van/MT	\$39,000	\$28,800		\$0		\$7,200	Agency Funds
Lake County Area Agency on Aging, South Hill (3) Center Aisle Vans	\$48,000	\$78,200		\$0		\$18,800	Agency Funds
Powhatan-Goochland CAA, Powhatan 15 Passenger BOC/M Minivan/shamp	\$78,000	\$63,200		\$0		\$15,800	Agency Funds
Center Grandparent Program, Petersburg 1 Center Aisle Van	\$33,000	60		\$31,950	St. Parasitank	\$1,950	Agency Funds
<b>RICHMOND DISTRICT TOTALS:</b>	<b>\$51,334,036</b>	<b>\$19,480,002</b>		<b>\$10,059,312</b>		<b>\$21,784,122</b>	

MTTF = Mass Transit Fund; Demo = Demonstration Program; TMS = Transportation System Management Program; Tech = Technical Assist Program; TRF = Transportation Efficiency Improvement Fund; SYEP = Statewide Vehicle II Equipment Program; DTR = Dallas Toll Road Revenue; TTR = Transportation Trust Funds; HMO = Highway Maintenance & Operating Funds; TAMF = Temp. Assist. Nasty Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
SALEM DISTRICT**

Recipients/Project Description	Total Project		Federal Funds		State Funds		Local Funds		Local Funds Source	
	Cost	Funds	Funds	Source	Funds	Source	Funds	Source	Funds	Source
<b>Greater Roanoke Transit Company</b>										
Operating Expenses										
Capital Expenses										
Purchase 2 Replacement Vans	\$4,644,182	\$1,118,608		FTA Sect. 5307 FY00	\$947,888	MTTF	\$1,732,401	Operating Revenues		
Purchase 2 Shuttle Buses	\$68,000	\$78,400		FTA Sect. 5307 FY00	\$15,680	SVEP	\$847,215	Local General Funds		
Replacement Transmissions	\$520,000	\$418,000		Statewide STP 01	\$98,800	SVEP	\$3,920	Local General Funds		
Rehab/Reliability Facilities	\$216,000	\$172,800		Statewide STP 01	\$34,560	SVEP	\$5,200	Local General Funds		
ADP Hardware & Software	\$223,500	\$178,800		Statewide STP 01	\$35,760	SVEP	\$8,640	Local General Funds		
Bus Stop Signs, Misc. Shop & Other Equipment	\$55,500	\$78,400		Statewide STP 01	\$15,280	SVEP	\$3,820	Local General Funds		
Valley Metro Downtown Service	\$50,000	\$40,000	\$0	Statewide STP 01	\$8,000	SVEP	\$2,000	Local General Funds		
	\$188,148	\$0			\$180,688	MTTF - Demo.	\$8,467	Local General Funds		
<b>Blackburg Transit</b>										
Operating Expenses										
Capital Expenses										
Purchase 7 Replacement Buses	\$2,972,942	\$1,081,908		FTA Sect. 5311 FY00	\$508,986	MTTF	\$500,128	Operating Revenues		
Purchase 5 Replacement Vans	\$1,880,000	\$1,512,000		Statewide STP 01	\$302,400	SVEP	\$902,242	VaTech & Local Funds		
Purchase 2 Engine Assemblies	\$269,100	\$215,280		Statewide STP 01	\$43,056	SVEP	\$75,000	VaTech & Local Funds		
Facility Improvements	\$120,000	\$96,000		Statewide STP 01	\$19,200	SVEP	\$10,784	VaTech & Local Funds		
Purchase 2 Supervisory Vehicles	\$625,000	\$500,000		Statewide STP 01	\$100,000	SVEP	\$4,800	VaTech & Local Funds		
Purchase AVL Software/Hardware	\$55,000	\$44,000	\$0	Statewide STP 01	\$8,800	SVEP	\$25,000	VaTech & Local Funds		
Install Bus Stop Shelters	\$166,000	\$0		Statewide STP 01	\$178,700	SVEP	\$2,200	VaTech & Local Funds		
AVL System Deployment	\$12,750	\$10,200	\$0	Statewide STP 01	\$2,040	SVEP	\$9,300	VaTech & Local Funds		
Operations Infirm (Yr 2)	\$105,283	\$0			\$100,000	MTTF - Demo.	\$6,283	VaTech & Local Funds		
	\$30,000	\$0			\$28,600	MTTF - Demo.	\$1,600	VaTech & Local Funds		
<b>RADAR (VHS78) Roanoke Co.</b>										
Operating Expenses										
Capital Expenses										
(3) 14 Passenger BOC/MBs	\$94,185	\$43,988		FTA Sect. 6311 FY00	\$23,121	MTTF	\$6,250	Operating Revenues		
(2) 14 Passenger BOC/MBs	\$135,000	\$108,000		FTA Sect. 6310 FY00	\$0		\$20,848	Contract & Local Funds		
	\$80,000	\$0			\$85,500	St. Petersburg	\$27,000	Agency Funds		
<b>City of Martinsville</b>										
Martinsville-Henry Co. Transit Study	\$75,000	\$80,000		FTA Sect. 6313b FY00	\$7,500	MTTF - Tech.	\$7,500	Local Funds		
<b>Roanoke Area Metropolitan Planning Organization</b>										
Transit Planning Expenses	\$50,000	\$40,725		FTA Sect. 5303 FY00	\$5,000	HMC	\$5,091	Local Funds		
<b>New River Valley Workshop, Radford</b>										
(1) Center Able Van	\$33,000	\$25,400		FTA Sect. 5310 FY00	\$0		\$6,600	Agency Funds		



**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
SALEM DISTRICT (Continued)**

Recipient/Project Description	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Southern Area Agency on Aging, Martinsville (3) Center Aisle Vans 1 Minivan with ramp	\$98,000 \$34,000	\$78,200 \$0	FTA Sect. 6310 FY00	\$0 \$32,300	St. Parakeensh	\$19,800 \$1,700	Agency Funds Agency Funds
New River Valley Senior Services, Pulaski Center Aisle Van ADVan/Minivan	\$87,000	\$53,800	FTA Sect. 5310 FY00	\$0	St. Parakeensh	\$19,400	Agency Funds
1 Center Aisle Van	\$33,000	\$0		\$31,950	St. Parakeensh	\$1,850	Agency Funds
<b>SALEM DISTRICT TOTALS:</b>	<b>\$12,963,464</b>	<b>\$6,930,288</b>		<b>\$2,780,080</b>		<b>\$4,272,235</b>	

MTF = Mass Transit Fund; Demo = Demonstration Program; TDA = Transportation Demand Management Program; Tech = Technical Assist. Program; TEF = Transportation Efficiency Improvement Fund; SVEP = Statewide Vehicle & Equipment Program; OTR = Dulles Toll Road Revenue; TIF = Transportation Trust Funds; 440 = Highway Maintenance & Operating Funds; TAVF = Temp. Assist. Newby Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
STAUNTON DISTRICT**

Project/Project Description	Total Project Cost	Federal Funds		State Funds		State Funds Source		Local Funds	
		Funds	Source	Funds	Source	Funds	Source	Funds	Source
Harrisonburg Bus Service									
Operating Expenses	\$1,682,600	\$481,250	FTA Sect. 5311 FY00	\$331,403	MTTF	\$720,000	Operating Revenues		
Capital Expenses							JMU & Local Funds		
Purchase 3 Replacement Buses	\$585,000	\$468,000	Statewide STP FY01	\$63,600	SVEP	\$148,847	JMU & Local Funds		
Purchase 2 Replacement Body on Chassis	\$100,000	\$80,000	Statewide STP FY01	\$16,000	SVEP	\$23,400	JMU & Local Funds		
Partial Bus Payment	\$35,000	\$28,000	Statewide STP FY01	\$6,600	SVEP	\$4,000	JMU & Local Funds		
Trolley Buses	\$450,000	\$0		\$427,500	SVEP	\$1,400	JMU & Local Funds		
Downtown Trolley Service	\$101,200	\$0		\$96,140	MTTF - Demo.	\$22,500	Local Funds		
Winchester Transit Service									
Operating Expenses	\$528,084	\$214,347	FTA Sect. 5311 FY00	\$116,894	MTTF	\$75,400	Operating Revenues		
Capital Expenses	\$20,000	\$0		\$18,000	SVEP	\$120,453	Local General Funds		
Purchase 1 Supervisory Vehicle	\$50,000	\$40,000	FTA Sect. 5313(b) FY00	\$5,000	MTTF - Tech.	\$4,000	Local General Funds		
Staunton (GATB)									
Operating Expenses	\$495,877	\$110,038	FTA Sect. 5311 FY00	\$62,485	MTTF	\$176,000	Contract/Op. Revenues		
Capital Expenses							Local General Funds		
Purchase 1 Replacement Vans	\$20,000	\$0		\$19,000	Sl. Paratransit	\$117,553	Local General Funds		
Facility Improvements	\$20,000	\$16,000	Statewide STP FY01	\$3,200	SVEP	\$1,000	Contract/Local Funds		
Purchase 1 Supervisory Vehicle	\$30,000	\$24,000	Statewide STP FY01	\$4,800	SVEP	\$800	Contract/Local Funds		
Purchase 1 Replacement Body-On-Chassis	\$50,000	\$0		\$47,600	Sl. Paratransit	\$1,200	Contract/Local Funds		
Purchase Trolley Buses	\$300,000	\$0		\$285,000	SVEP	\$2,500	Contract/Local Funds		
R. Roof Van w/RR, CA Van	\$70,000	\$0		\$68,600	Sl. Paratransit	\$16,000	Local General Funds		
Downtown Trolley Service	\$138,980	\$0		\$132,012	MTTF - Demo.	\$10,000	Agency Funds		
Lead Fairfax FDC							Local Funds		
RideShare Program Administration	\$50,000	\$0		\$40,000	TEF	\$10,000	Local Funds		
Northeastern Community Services Board, Front Royal									
(2) Minivans/Ramps	\$68,000	\$54,400	FTA Sect. 5310 FY00	\$0		\$13,600	Agency Funds		
The Access Committee, Lexington									
Raised Ramps/RR	\$38,000	\$28,800	FTA Sect. 5310 FY00	\$0		\$7,200	Agency Funds		
Valley Program for Senior Services, Weymansboro									
Center Aisle Van	\$75,000	\$62,400	FTA Sect. 5310 FY00	\$0		\$15,600	Agency Funds		
14 Passenger BOC/RR									
Grafton School, Berryville									
Center Aisle Van	\$33,000	\$28,400	FTA Sect. 5310 FY00	\$0		\$6,600	Agency Funds		
<b>STAUNTON DISTRICT TOTALS:</b>	<b>\$3,947,053</b>	<b>\$1,035,638</b>		<b>\$1,600,654</b>		<b>\$1,514,891</b>			

MTTF = Mass Transit Fund; Demo = Demonstration Program; TDM = Transportation Demand Management Program; Tech = Technical Assist. Program; TEF = Transportation Efficiency Improvement Fund; SVEP = Statewide Vehicle & Equipment Program; GTR = Gullies and Road Revenues; TTF = Transportation Trust Funds; HMO = Highway Maintenance & Operating Funds; TAMP = Temp. Assist. Noddy Families

**FISCAL YEAR 2001 PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
STATEWIDE SUMMARY**

District	Total Project Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
BRISTOL DISTRICT TOTALS:	\$3,837,028	\$1,828,404	All Sources	\$769,814	All Sources	\$1,431,962	Revenues & All Sources
CULPEPER DISTRICT TOTALS:	\$13,581,814	\$7,289,553	All Sources	\$3,236,764	All Sources	\$3,084,717	Revenues & All Sources
FREDERICKSBURG DISTRICT TOTALS:	\$2,821,342	\$804,976	All Sources	\$864,243	All Sources	\$1,052,123	Revenues & All Sources
HAMPTON ROADS DISTRICT TOTALS:	\$66,874,966	\$22,866,700	All Sources	\$13,875,785	All Sources	\$29,132,480	Revenues & All Sources
LYNCHBURG DISTRICT TOTALS:	\$7,684,088	\$3,848,447	All Sources	\$1,483,747	All Sources	\$2,321,901	Revenues & All Sources
NORTHERN VIRGINIA DISTRICT TOTALS:	\$432,713,933	\$113,291,680	All Sources	\$112,282,514	All Sources	\$198,314,537	Revenues & All Sources
RICHMOND DISTRICT TOTALS:	\$61,324,036	\$19,480,802	All Sources	\$10,059,312	All Sources	\$21,784,122	Revenues & All Sources
SALEM DISTRICT TOTALS:	\$12,893,484	\$5,930,289	All Sources	\$2,790,960	All Sources	\$4,272,235	Revenues & All Sources
STAUNTON DISTRICT TOTALS:	\$4,942,531	\$1,633,638	All Sources	\$1,800,634	All Sources	\$1,614,861	Revenues & All Sources
State Funds Unobligated or Assigned to Statewide Projects	\$1,890,245	\$558,880	All Sources	\$1,157,726	All Sources	\$173,659	Revenues & All Sources
<b>STATEWIDE TOTALS:</b>	<b>\$897,843,374</b>	<b>\$177,431,147</b>		<b>\$148,337,499</b>		<b>\$583,062,997</b>	

**State Aid to Public Transportation FY01 Formula Assistance Grants**  
 Formula Allocations Subprogram (73.5%): **\$77,070,576**

Agency	Route/Service	FY01 Formula Assistance Allocation	FY00 Allocated	Increase or (Decrease) from FY00 to FY01	Operating Expenses	Percent of State Total
Public	Bristol City Bus	\$84,778	\$70,700	\$14,078	\$327,528	0.11%
	Greensboro Transit - Town of Bluefield	\$15,415	\$14,140	\$1,275	\$71,897	0.02%
	District III Governmental Cooperative	\$192,876	\$189,880	\$2,996	\$806,887	0.25%
	Min. Empire Elder Czms. (Wise Co.)	\$107,889	\$113,120	-\$5,221	\$442,285	0.14%
	Buchanan County Transportation	\$48,242	\$49,480	-\$1,238	\$205,850	0.08%
	Dickerson County Transportation	\$7,707	\$7,070	\$637	\$34,002	0.01%
	Russell County Transportation	\$15,414	\$28,280	-\$12,866	\$59,316	0.02%
	Tazewell County - Four County Transit	\$30,828	\$32,385	-\$1,557	\$122,521	0.04%
	Charlottesville Transit Service	\$431,595	\$388,850	\$42,745	\$1,778,020	0.58%
	JAUENT, Inc.	\$422,184	\$402,980	\$19,194	\$1,078,032	0.58%
Public	Greensboro Transit	\$81,857	\$83,830	-\$1,973	\$271,235	0.08%
	Fredericksburg (FRED)	\$138,728	\$108,060	\$32,878	\$651,848	0.18%
	Bay Transit - Gloucester County	\$82,485	\$42,420	\$50,065	\$378,878	0.12%
	Hampton Roads Transit	\$10,227,285	\$8,106,145	\$1,121,120	\$42,423,071	13.27%
	James City County Transit	\$208,081	\$187,860	\$10,131	\$872,004	0.27%
	Eastern Shore - Star Transit	\$84,778	\$58,580	\$28,218	\$350,832	0.11%
	Greater Lynchburg Transit Company	\$851,150	\$888,808	-\$14,341	\$2,488,974	0.78%
	Denver Transit	\$187,087	\$158,540	\$11,487	\$687,958	0.22%
	CVT (CPAC) Cumberland Co.	\$53,948	\$49,480	\$4,459	\$229,001	0.07%
	Farmville Area Bus	\$53,948	\$56,560	-\$2,611	\$224,273	0.07%
Public	Northern Virginia Transp. Comm.	\$49,240,381	\$45,785,238	\$3,455,155	\$204,248,527	63.89%
	Virginia Railway Express (NYTC/VRTC)	\$4,638,027	\$4,082,039	\$555,988	\$20,191,358	8.31%
	Potomac Rappahannock Transp. Comm.	\$1,883,068	\$1,421,068	\$462,000	\$8,843,528	2.00%
	Loudoun County Transportation Association	\$226,205	\$141,400	\$83,805	\$888,480	0.31%
	Loudoun County Dept. of Transportation	\$223,505	\$168,880	\$53,825	\$853,376	0.28%
	Greater Richmond Transit Company	\$6,810,846	\$6,176,231	\$634,315	\$22,878,337	7.15%
	Petersburg Area Transit	\$288,747	\$228,240	\$60,507	\$1,138,480	0.35%
	South Hill - Lake Area Bus	\$7,707	\$0	\$7,707	\$28,888	0.01%
	Greater Roanoke Transit Company	\$947,888	\$878,879	\$71,289	\$3,827,876	1.23%
	Blacksburg Transit	\$508,888	\$452,480	\$56,188	\$2,087,021	0.66%
Public	RADAR (UNHSTS) Roanoke Co.	\$28,121	\$21,210	\$1,911	\$83,284	0.03%
	Harrisonburg Bus Service	\$331,403	\$332,280	-\$887	\$1,383,255	0.43%
	Winchester Transit Service	\$118,884	\$88,880	\$18,014	\$528,084	0.17%
	Staunton (CIATS)	\$82,485	\$41,872	\$50,808	\$274,820	0.12%
	<b>Statewide Totals:</b>	<b>\$78,784,530</b>	<b>\$70,582,079</b>	<b>\$8,202,451</b>	<b>\$318,887,851</b>	<b>100.00%</b>

State Aid to Public Transportation FY01 Capital Assistance Grants - Summary Table

Facilities	Total Project Cost	Total Federal Funds	State Funds	Matching Ratio:	85.00%		80.00%	
					State Funds Program	Statewide Allocation	Statewide Allocation	Federal STP Funds
ORPT Capital Bepthly Roll Feasibility Study	\$1,000,000	\$0	\$0		\$1,000,000	\$0	\$0	\$0
Geospatial Innovative Progress Transit Initiative	\$8,000,000	\$1,840,000	\$0		\$4,160,000	\$0	\$1,840,000	\$0
Brigida City Bus	\$100,000	\$60,000	\$0		\$16,000	\$0	\$0	\$0
Greenway Transit - Town of Bluefield	\$63,700	\$0	\$0		\$42,960	\$0	\$0	\$0
District III Governmental Cooperative	\$200,000	\$170,000	\$0		\$35,200	\$0	\$170,000	\$0
Mtn. Empire Chaper Cairns. (Wise Co.)	\$319,200	\$255,350	\$0		\$51,072	\$0	\$255,350	\$0
Buchanan County Transportation	\$50,000	\$0	\$0		\$40,000	\$0	\$0	\$0
Dickenson County Transportation	\$47,326	\$0	\$0		\$37,862	\$0	\$0	\$0
Four County Transit (AASC) (Petersburg Grant)	\$38,000	\$0	\$34,200		\$1,800	\$0	\$0	\$0
Charlottesville Transit Service	\$8,400,700	\$5,122,850	\$0		\$1,024,592	\$0	\$2,256,148	\$0
JALURT, Inc.	\$1,500,000	\$858,000	\$0		\$967,812	\$0	\$858,000	\$0
Greens County Transit	\$78,000	\$62,000	\$0		\$12,560	\$0	\$0	\$0
Fredricksburg (FRED)	\$249,500	\$207,800	\$0		\$41,520	\$0	\$104,240	\$0
Bay Transit - Gloucester County (Also Paratransit)	\$192,000	\$76,000	\$0		\$116,360	\$0	\$76,000	\$0
Hampton Roads Transit	\$18,342,033	\$13,122,626	\$1,802,869		\$1,300,000	\$0	\$1,818,538	\$0
Eastern Shore - Star Transit (Paratransit Grant)	\$44,000	\$0	\$0		\$41,600	\$0	\$2,200	\$0
Greater Lynchburg Transit Company	\$2,441,000	\$1,853,320	\$0		\$380,684	\$0	\$128,602	\$1,264,734
Danville Transit	\$72,000	\$67,000	\$0		\$11,820	\$0	\$0	\$0
Farmville Area Bus	\$450,000	\$300,000	\$0		\$72,000	\$0	\$0	\$0
Washington Metro Area Transit Authority	\$37,101,970	\$54,859,282	\$18,167,740		\$0	\$0	\$0	\$0
Fairfax Connector	\$1,819,884	\$0	\$0		\$1,455,915	\$0	\$0	\$0
Alexandria Transit (DASH)	\$1,020,000	\$0	\$0		\$818,000	\$0	\$0	\$0
Arlington Transit (ART)	\$480,000	\$0	\$0		\$384,000	\$0	\$0	\$0
City of Fairfax CLUE Bus	\$250,000	\$0	\$0		\$200,000	\$0	\$0	\$0
Northwest Virginia Transportation Administration	\$90,671,304	\$55,076,262	\$18,167,740		\$2,835,915	\$0	\$0	\$0
Virginia Railway Express (NVT/VRTC)	\$18,848,883	\$9,898,000	\$5,357,872		\$0	\$0	\$4,182,681	\$609,009
Potomac Rappahannock Transp. Comm.	\$6,316,809	\$2,294,500	\$0		\$2,424,199	\$0	\$0	\$0
Loudoun County Transportation Association	\$3,057,018	\$2,448,815	\$0		\$488,923	\$0	\$2,334,413	\$115,209
Greater Richmond Transit Company	\$7,180,326	\$5,752,281	\$799,564		\$1,300,000	\$0	\$638,471	\$0
City of Richmond	\$15,653,019	\$13,442,414	\$0		\$1,889,483	\$0	\$1,122,121	\$0
Petersburg Area Transit	\$255,150	\$204,200	\$0		\$40,840	\$0	\$0	\$0
South Hill - Lake Area Bus	\$40,000	\$0	\$0		\$38,000	\$0	\$0	\$0
Greater Roanoke Transit Company	\$1,203,900	\$962,400	\$0		\$208,080	\$0	\$32,570	\$884,000
Blacksburg Transit	\$3,157,850	\$2,377,480	\$0		\$93,198	\$0	\$128,174	\$0
Harrisonburg Bus Service	\$1,170,000	\$576,000	\$0		\$542,700	\$0	\$0	\$1678,000
Winchester Transit Service	\$20,000	\$0	\$0		\$18,000	\$0	\$0	\$0
Swarano (CATS)	\$420,000	\$40,000	\$0		\$68,500	\$0	\$20,500	\$0
Unobligated Contingency:	\$0	\$0	\$0		\$0	\$0	\$0	\$0
Statewide Totals:	\$182,428,562	\$115,623,215	\$28,500,528		\$271,710	\$20,585,036	\$9,558,605	\$14,288,000

FY01 State Aid Special Projects Grants - TEIF Program and TDM Projects

		Total	
Project	State TEIF	State TDM	Funds
<b>Recipients</b>			
Reppelhammock Rapidan PDC			
Thomas Jefferson PDC	\$64,645	\$51,716	\$ -
Charlottesville Transit Service	\$138,057	\$110,446	\$ -
Middle Peninsula PDC	\$63,000	\$ -	\$66,400
Northern Neck PDC	\$61,876	\$48,600	\$ -
RADCO PDC	\$50,000	\$40,000	\$ -
Fredericksburg (FRED)	\$282,500	\$210,000	\$ -
Hampton Roads Transit - TRAFFIX	\$64,000	\$ -	\$51,200
Greater Lynchburg Transit Company	\$66,000	\$52,800	\$ -
Fairfax County	\$67,653	\$ -	\$54,122
City of Alexandria	\$350,000	\$280,000	\$ -
Arlington County CAP	\$170,000	\$136,000	\$ -
Loudoun County Dept. of Transportation	\$547,000	\$437,600	\$ -
Potomac Rappahannock Transp. Comm.	\$131,000	\$104,800	\$ -
Arlington County CAP	\$350,000	\$120,000	\$ -
Potomac Rappahannock Transp. Comm.	\$147,500	\$118,000	\$ -
Richmond Ridefinders	\$225,000	\$180,000	\$ -
Lord Fairfax PDC	\$30,000	\$24,000	\$ -
	\$50,000	\$40,000	\$ -
<b>Statewide Totals:</b>	<b>\$2,893,230</b>	<b>\$1,954,862</b>	<b>\$171,722</b>

FY01 State Aid Special Projects Grants - Demonstration Program Projects

		Total	
Project	State	State	Funds
<b>Recipients</b>			
Department of Rail & Public Transportation			
Department of Rail & Public Transportation	\$63,168	\$60,000	\$ -
Department of Rail & Public Transportation	\$225,500	\$45,100	\$ -
Fredericksburg (FRED)	\$100,000	\$100,000	\$ -
Bay Transit - Gloucester County	\$48,800	\$44,460	\$ -
Danville Transit	\$86,000	\$81,700	\$ -
Alexandria Transit (DASH)	\$47,995	\$46,685	\$ -
Northern Virginia Transp. Comm.	\$80,000	\$85,500	\$ -
Loudoun County Transportation	\$180,000	\$152,000	\$ -
Greater Roanoke Transit Company	\$32,916	\$31,269	\$ -
Blacksburg Transit/Virginia Tech	\$169,148	\$160,889	\$ -
Hamptonburg Bus Service	\$200,000	\$100,000	\$ -
City of Staunton	\$101,200	\$98,140	\$ -
	\$138,980	\$132,012	\$ -
<b>Statewide Totals:</b>	<b>\$1,461,674</b>	<b>\$1,134,465</b>	

**FY01 State Aid Special Projects Grants - Technical Assistance Program**

<u>Recipients</u>		<u>Project Description</u>	<u>Total Project</u>	<u>Federal Funds</u>	<u>State Funds</u>
<u>Statewide</u>	Virginia Transit Association (VTA)	Transit Training & Safety Program	\$66,900	\$53,520	\$6,580
<u>Culpeper Dist.</u>	JALNT, Inc.	Rural Transportation Needs Analysis	\$20,000	\$16,000	\$2,000
<u>Fredericksburg</u>	JALNT, Inc.	Space Needs Analysis	\$4,000	\$3,200	\$400
<u>Salem Dist.</u>	Bay Transit - Gloucester County	Facility Feasibility Study	\$30,000	\$24,000	\$3,000
<u>Spawton Dist.</u>	City of Martinsville	Martinsville-Henry Co. Transit Study	\$75,000	\$60,000	\$7,500
	Winchester Transit Service	Reverse Commute Bus Study	\$50,000	\$40,000	\$5,000
		<b>Statewide Totals:</b>	<b>\$245,900</b>	<b>\$198,720</b>	<b>\$24,590</b>

**FY01 State Aid Special Projects Grants - Transit Training & Internship Program**

<u>Recipients</u>		<u>Project Description</u>	<u>Total Project</u>	<u>State Funds</u>
<u>Statewide</u>	Community Transportation Assoc. of VA	Administrative Intern	\$20,000	\$18,000
<u>Culpeper Dist.</u>	Thomas Jefferson PDG	RideShare Intern	\$48,750	\$48,313
<u>NOVA District</u>	Fairfax Connector	Fairfax County Dept. of Transp. Intern	\$33,942	\$32,245
<u>Richmond Dist.</u>	Alexandria Transit (DASH)	Alexandria Transit (DASH) Intern Yr 2	\$33,000	\$31,350
<u>Salem Dist.</u>	Potomac Rappahannock Transp. Comm.	Transit Intern (Yr 2)	\$26,000	\$23,760
	Greater Richmond Transit Company	Finance Intern	\$20,000	\$19,000
	Blackburg Transit	Operations Intern (Yr 2)	\$30,000	\$28,500
		<b>Statewide Totals:</b>	<b>\$210,692</b>	<b>\$200,157</b>

**Federal Transit Administration Section 5307 Program FY01 Program of Projects**

Total Funds Available: \$5,053,357

	Section 5307 Operating Funds	Section 5307 Capital Funds	Total Section 5307 Funds
<b>Recipient</b>			
Bristol District	\$84,435	\$80,000	\$164,435
Culpeper District	\$563,535	\$96,000	\$659,535
Fredericksburg Dist.	\$184,216	\$0	\$184,216
Lynchburg District	\$153,016	\$103,380	\$236,376
Richmond District	\$879,867	\$558,784	\$1,438,651
Salem District	\$215,335	\$57,800	\$272,938
Statewide Totals:	\$3,754,702	\$1,179,344	\$4,934,046
	Section 5307 Unobligated Balance: \$119,311		

**Federal Transit Administration Section 5311 Program of Projects**

Total Funds Available: \$5,049,175

	Section 5311 Operating Funds	Section 5311 Capital Funds	Total Section 5311 Funds
<b>Recipient</b>			
Bristol District	\$69,950	\$0	\$69,950
Culpeper District	\$371,725	\$0	\$371,725
Fredericksburg Dist.	\$296,052	\$0	\$296,052
Hampton Roads District	\$63,186	\$0	\$63,186
Lynchburg District	\$586,242	\$0	\$586,242
NOVA District	\$123,475	\$0	\$123,475
Richmond District	\$257,235	\$0	\$257,235
Salem District	\$33,685	\$0	\$33,685
Statewide Totals:	\$1,49,000	\$0	\$149,000
	\$77,400	\$360,000	\$437,400
	\$506,802	\$0	\$506,802
	\$13,427	\$0	\$13,427
	\$1,061,908	\$0	\$1,061,908
	\$43,968	\$0	\$43,968
	\$214,347	\$0	\$214,347
	\$481,250	\$0	\$481,250
	\$110,039	\$0	\$110,039
	\$0	\$0	\$0
	\$4,587,191	\$380,000	\$5,049,175
	Section 5311 Unobligated Balance: \$0		



**Federal Transit Administration Section 5303 Program FY01 Program of Projects**  
 FY00 Appropriation: \$1,109,510

	<u>Recipients</u>		Total	Section 5303	State
			<u>Funds</u>	<u>Funds</u>	<u>Funds</u>
Bristol District	Bristol TNVA Area Metropolitan Planning Organization		\$18,175	\$14,640	\$1,818
Culpeper District	Kingsport TNVA Area Metropolitan Planning Organization		\$2,445	\$1,965	\$245
Fredericksburg Dist.	Charlottesville Area Metropolitan Planning Organization		\$50,906	\$40,725	\$5,091
H. Roosa District	Fredericksburg Area Metropolitan Planning Organization		\$50,906	\$40,725	\$5,091
Lynchburg District	Henryton Roads Metropolitan Planning Organization		\$384,815	\$307,852	\$38,482
	Danville Area Metropolitan Planning Organization		\$45,000	\$36,000	\$4,500
	Lynchburg Area Metropolitan Planning Organization		\$50,906	\$40,725	\$5,091
NOVA District	Washington, D.C. Area Metropolitan Planning Organization		\$528,000	\$422,400	\$52,800
Richmond District	Petersburg Area Metropolitan Planning Organization		\$50,906	\$40,725	\$5,091
Salem District	Richmond Area Metropolitan Planning Organization		\$147,357	\$117,888	\$14,738
	Roanoke Area Metropolitan Planning Organization		<u>\$50,906</u>	<u>\$40,725</u>	<u>\$5,091</u>
			Statewide Totals: \$1,380,322	\$1,104,259	\$136,036
				\$5,251	

Section 5303 Unobligated Balance:

**Federal Transit Administration Section 5313(b) Program FY01 Program of Projects**

FY00 Appropriation: \$198,465

	<u>Recipients</u>	<u>Project Description</u>	Total	Section 5313b	State
			<u>Funds</u>	<u>Funds</u>	<u>Funds</u>
Statewide	Virginia Transit Association (VTA)	Transit Training & Safety Program	\$86,500	\$63,520	\$6,680
Culpeper District	JAUNT, Inc.	Rural Transportation Needs Analysis	\$20,000	\$16,000	\$2,000
Fredericksburg Dist.	JAUNT, Inc.	Space Needs Analysis	\$4,000	\$3,200	\$400
Salem District	Bay Transit - Gloucester County	Facility Feasibility Study	\$30,000	\$24,000	\$3,000
Staunton District	City of Martinsville	Martinsville-Henry Co. Transit Study	\$75,000	\$60,000	\$7,500
	Winchester Transit Service	Reverse Commute Bus Study	<u>\$50,000</u>	<u>\$40,000</u>	<u>\$5,000</u>
			Statewide Totals: \$245,900	\$196,720	\$24,580
				\$1,745	

Section 5310 Unobligated Balance:

Federal Transit Administration Section 5310 Program FY01 Program of Projects (VA-16-0027)

Section 5310

	<u>Responsible Agency</u>	<u>Equipment Description</u>	<u>Total Cost</u>	<u>Funds</u>	
Bristol District	Appalachian Agency for Senior Citizens, Cedar Bluff	(3) Raised Roof Vans/lifts	\$108,000	\$86,400	
	Junction Center for Independent Living, Big Stone Gap	MiniVan/ramp	\$34,000	\$27,200	
	Mountain Empire Older Citizens, Big Stone Gap	(2)15 Passenger BOC/lifts 19 Passenger BOC/lift	\$137,000	\$108,800	
Culpeper District	Rappahannock Community Services Board, Culpeper	Center Aisle Van	\$33,000	\$26,400	
	Chesapeake Bay Area Agency on Aging, Urbanna	Raised Roof Van/lift	\$81,000	\$64,800	
Fredericksburg Dist.	Rappahannock Area Agency on Aging, Fredericksburg	(3)14 Passenger BOC/lifts	\$126,000	\$100,800	
	Eastern Shore CSB, Newswood	Center Aisle Van	\$33,000	\$26,400	
	Eastern Shore Area Agency on Aging, Onancock	19 Passenger BOC/lift	\$47,000	\$37,600	
	Peninsula Area Agency on Aging, Newport News	(2) Center Aisle Vans	\$68,000	\$52,800	
	Sussex, Emporia, Greenville Adult Activities Services	(2) Center Aisle Vans	\$68,000	\$52,800	
	Central VA Area Agency on Aging, Lynchburg	(2) Center Aisle Vans	\$66,000	\$52,800	
	Southside Community Services Board, South Boston	One Center Aisle Van	\$33,000	\$26,400	
	ARC of Pr. William Co., Prince William	Center Aisle Van	\$33,000	\$26,400	
	Adult Care Services, Richmond	10 Passenger BOC/lift	\$43,000	\$34,400	
	Beith Shalom of VA, Richmond	19 Passenger BOC/lift	\$90,000	\$72,000	
	Richmond District	Charlottesville Community Services Board, Charlottesville	(2) Minivan/ramps	\$68,000	\$54,400
		Foster Grandparents, Petersburg	Raised Roof Van/lift	\$38,000	\$28,800
		Lake Country Area Agency on Aging, South Hill	(3) Center Aisle Vans	\$98,000	\$78,200
		Powhatan-Goochland CAA, Powhatan	15 Passenger BOC/lift	\$79,000	\$63,200
New River Valley Senior Service, Pulaski		Minivan/ramp	\$67,000	\$53,600	
Salem District	New River Valley Workshop, Radford	Center Aisle Van	\$33,000	\$26,400	
	Sourthern Area Agency on Aging, Martinsville	(1)Center Aisle Van	\$33,000	\$26,400	
	Unified Human Services Transportation, Roanoke	(3) Center Aisle Vans	\$98,000	\$78,200	
	Northwestern Community Services Board, Front Royal	(3)14 Passenger BOC/lifts	\$135,000	\$108,000	
	The Access Committee, Lexington	(2)Minivan/Ramps	\$68,000	\$54,400	
Staunton District	The Access Committee, Lexington	Raised Roofvan/lift	\$36,000	\$28,800	
	Valley Program for Senior Services, Waynesboro	Center Aisle Van	\$78,000	\$62,400	
	Grafton School, Berryville	14 Passenger BOC/lift	\$33,000	\$26,400	
	Center Aisle Van				
	Unobligated Balance:		\$129,327		
	Statewide Totals:		\$1,827,000	\$1,590,927	

## FY01 State Capital Assistance Program for Paratransit Services

	<u>Recipients</u>	<u>Project Description</u>	<u>Total Cost</u>	<u>State Funds</u>
Bristol District	Appalachian Agency for Senior Services, Cedar Bluff	1 Raised Roof Van with Lift	\$36,000	\$34,200
Culpeper Dist.	Mountain Empire Older Citizens, Inc. Big Stone Gap	Mobile Radio System	\$10,000	\$9,500
Fredericksburg Dist.	Rappahannock Area Agency on Aging	1 Raised Roof Van with Lift	\$36,000	\$34,200
Hampton Roads District	Chesapeake Bay AAA, Urbanna (Bay Transit)	(2) 18 Passenger BOC/lifts	\$86,000	\$81,200
Lynchburg Dist.	Peninsula Area Agency on Aging, Newport News	1 Raised Roof Van with Lift	\$36,000	\$34,200
NOVA District	Senior Services of SE, VA, Norfolk	(2) 14 Passenger BOC/lifts	\$90,000	\$85,500
Richmond District	Star Transit, Eastern Shore	14 Passenger BOC/lifts	\$45,000	\$42,750
Salem District	Central Virginia AAA, Lynchburg	1 Raised Roof Van with Lift	\$36,000	\$34,200
Staunton Dist.	ARC of Prince William County	1 Center Abate Van	\$33,000	\$31,350
	FASTRAN, Fairfax County	(2) 18 Passenger BOC/lifts	\$118,828	\$112,697
	Foster Grandparent Program, Petersburg	1 Center Abate Van	\$33,000	\$31,350
	Lake County AAA, South Hill	Mobile Radio System	\$40,000	\$36,000
	New River Valley Senior Services, Pulaski	1 Center Abate Van	\$33,000	\$31,350
	Southern Area Agency on Aging, Martinsville	1 Minivan with ramp	\$34,000	\$32,300
	Unified Human Services Transportation, Roanoke	(2) 14 Passenger BOC/lifts	\$90,000	\$85,500
	Coordinated Area Transportation, Staunton	R. Roof Van w/lift, CA Van	\$70,000	\$66,500
		Unobligated Balance:	\$9	\$5,203
		Statewide Totals:	\$839,828	\$800,000

## Rail and Public Transportation Priority Transportation Fund Projects

(\$ in 1,000's)

	<u>Total Cost</u>	<u>FY01</u>	<u>FY02</u>	<u>FY03</u>	<u>FY04</u>	<u>FY05</u>	<u>FY06</u>
<u>Bristol District</u>							
Bristol Rail Capital Costs	\$9,339	\$0	\$0	\$4,500	\$4,639	\$0	\$0
<u>Fredericksburg District</u>							
High Speed Rail Capital Costs	\$18,225	\$5,000	\$7,000	\$6,225	\$0	\$0	\$0
<u>Hampton Roads District</u>							
Eastern Shore Railroad	\$8,800	\$3,300	\$3,300	\$0	\$0	\$0	\$0
Dulles Rail/BART Capital Costs	\$75,000	\$2,500	\$2,500	\$10,500	\$17,500	\$21,000	\$21,000
High Speed Rail Capital Costs	\$26,225	\$14,000	\$12,225	\$3,000	\$0	\$0	\$0
VRE Express Service Capital	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0
<u>NOVA District</u>							
Metrorail Rolling Stock Replacement	\$45,000	\$0	\$9,000	\$8,000	\$9,000	\$9,000	\$9,000
Metrorail Parking Expansion	\$28,000	\$13,000	\$13,000	\$0	\$0	\$0	\$0
Metrorail Ballston Station Improvement	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0
<u>Richmond District</u>							
High Speed Rail Capital Costs	\$18,225	\$6,000	\$5,000	\$6,225	\$0	\$0	\$0
<b>Statewide Totals:</b>	<b>\$242,614</b>	<b>\$68,800</b>	<b>\$53,025</b>	<b>\$38,450</b>	<b>\$31,339</b>	<b>\$30,000</b>	<b>\$33,000</b>



# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
1401 EAST BROAD STREET  
RICHMOND, 23218-1938

SHIRLEY J. YBARRA  
CHAIRMAN

*Agenda Item # 1 - New Business*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2000

### MOTION

**Made By: Mr. Byrd Seconded By: Mr. Mitchel Action: Motion Carried**

**Title: THE PROPOSED CONCEPT FOR A NETWORK OF INFRASTRUCTURE IMPROVEMENTS ALONG THE ROUTE 28 CORRIDOR PURSUANT TO THE PUBLIC-PRIVATE TRANSPORTATION ACT OF 1995**

WHEREAS, the 1995 General Assembly enacted Chapter 647 entitled the Public-Private Transportation Act of 1995 (PPTA) enabling the Commonwealth of Virginia and local governments to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities; and

WHEREAS, the PPTA permits public entities to receive, evaluate and select unsolicited proposals from private offerors to acquire, construct, improve, maintain and/or operate qualifying transportation facilities; and

WHEREAS, the Virginia Department of Transportation (VDOT) issued Implementation Guidelines (the Guidelines) dated July 1, 1995 to guide the selection of transportation privatization projects under VDOT's purview; and

WHEREAS, on July 28, 2000, Route 28 Corridor Improvements LLC submitted an unsolicited proposal for the design, finance and construction of a network of infrastructure improvements along the Route 28 Corridor; and

WHEREAS, in accordance with the Guidelines, a public notice was posted for a period of thirty days beginning August 4, 2000 and ending September 5, 2000; and

WHEREAS, a competing proposal from FD/MK, LLC was submitted during the said posting period; and

WE KEEP VIRGINIA MOVING

WHEREAS, in accordance with the Guidelines, the Initial Review Committee met and considered the proposers' qualifications and the technical and financial merits of the proposals and determined that the proposed concepts as submitted by Route 28 Corridor Improvements LLC and FD/MK, LLC merit further evaluation; and

WHEREAS, in accordance with the Guidelines, further evaluation of the proposed concepts require approval of the Commonwealth Transportation Board.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the conceptual proposals submitted for the Route 28 Corridor and approves such concept.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the PPTA proposals submitted by Route 28 Corridor Improvements LLC and FD/MK, LLC for the Route 28 Corridor be advanced to the next step, the Public-Private Transportation Advisory Panel, for further review and consideration, expeditiously.

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