



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

June 23, 2021

9:00 a.m. or upon adjournment of the June 22, 2021 Workshop Meeting if the Workshop carries over to June 23, 2021.

*Meeting will be conducted using Electronic Communication means

Public Comments:

Approval of Minutes:

May 19, 2021

LOCATION AND DESIGN DIVISION:

***Presenting: Susan Keen
Division Administrator***

1. Action on Location Approval for the Bailey Bridge Connector
Chesterfield County Located in the Richmond District.

* This meeting will be conducted using electronic communications in accord with Section 2.2-3708.2(D) of the Code of Virginia, with the primary location being at the address listed on the agenda. Public access will not be provided at remote locations; however, members of the public may attend the meeting at the location on the agenda or may witness the meeting live stream by clicking the "View video" button at the following

link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp.

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

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

INFRASTRUCTURE INVESTMENT DIVISION:

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

2. Action on FY21-26 Six-Year Improvement Program Transfers for April 20, 2021 through May 21, 2021.
3. Action on SMART SCALE Project Budget Increase Route 311 and Route 419 Intersection Improvements UPC 108904, Located in the Salem District.
4. Action on SMART SCALE Project Cancellation Route 29 and Route 6 R-Cut Improvement UPC 115490, Located in the Lynchburg District.

ANNUAL BUDGETS:

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

***Presenting: Jaime Motley*
Chief Financial Officer
*DRPT***

5. Action on Action on Fiscal Year 2022 Annual Budgets Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.

SIX YEAR IMPROVEMENT PROGRAM:

***Presenting: Kimberly Pryor*
Division Director
*VDOT Infrastructure Investment Division***

***Presenting: Jaime Motley*
Chief Financial Officer
*DRPT***

6. Action on Six Year Improvement Program.

LOCAL ASSISTANCE DIVISION:

***Presenting: Russ Dudley*
*Division Administrator***

7. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2022.
8. Action on FY2022 Arlington & Henrico Maintenance Payment.

9. Action on Revenue Sharing Reallocation, County of Prince William, Potomac Commuter Garage Located in the Northern Virginia District.
10. Action on Economic Development Access to Botetourt Center at Greenfield, West Center Drive (deallocation), Project ECON-011-827 – Botetourt County and Economic Development Access to Botetourt Center at Greenfield Project ECON-011-846 – Botetourt County Located in the Salem District.
11. Action on Economic Development Access to Shannon Hill Regional Business Park Project ECON-054-801 – Louisa County, Located in the Culpeper District.

OFFICE OF INTERMODAL PLANNING AND INVESTMENT:

Presenting: Margie Ray
Performance Management Manager

12. Action on Approval of Annual Safety Performance Targets for Calendar Year 2022.

RIGHT OF WAY & UTILITIES DIVISION:

Presenting: Lori Snider
Division Administrator

13. Action on Limited Access Control Changes, Route 199 (Marquis Center Parkway) York County Located in the Hampton Roads District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer Mitchell
Director

14. Action on Transit Ridership Incentive Program Policy.
15. Action on I-395/95 Commuter Choice Allocations.

OFFICE OF THE SECRETARY OF TRANSPORTATION:

Presenting: Nick Donohue
Deputy Secretary of Transportation

16. Action on Adoption of the Interstate Operations and Enhancement Program Policy

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
Division Administrator

17. Action on Commemorative naming of the bridge on U.S. Route 29 Business North, over U.S. Route 29, Pittsylvania County as the “William H. Pritchett Memorial Bridge” Located in the Lynchburg District.
18. Action on Commemorative naming of the bridge on Route 747, Old River Road, across from Pocahontas High School and over Laurel Fork Creek, Tazewell County as the “Sergeant Major Walter L. Shumate Memorial Bridge” Located in the Bristol District.
19. Action on Commemorative naming of bridge on Route 640, Old White Bridge Road, over CSX railroad in Augusta County as the “K9 Cara Memorial Bridge.” Located in the Staunton District.

VIRGINIA OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jaime Motley
Chief Financial Officer

20. Action on Authority to Award Surveying Services for Delineation of Right of Way for the Buckingham Branch Rail Corridor between Clifton Forge, VA and Doswell, VA Located in the Staunton and Richmond Districts.

ADMINISTRATIVE SERVICES DIVISION:

Presenting: David Caudill
Division Administrator
Tolling Division

21. Action on Affirmation of Interstate 64 Hampton Roads Express Lanes Network Tolling System and Services Contract Award.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

22. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Seconded By: Action:

**Title: Location Approval for the Bailey Bridge Connector
Chesterfield County**

WHEREAS, State Highway Project 0000-020-820, P101, R201, C501 (UPC# 111713) will construct the Bailey Bridge Connector in Chesterfield County from Route 5655 (Brad McNeer Parkway) to Route 654 (Bailey Bridge Road) (the "Project"); and

WHEREAS, in accordance with the §33.2-208 of the *Code of Virginia* and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Virtual Location Public Hearing ("Hearing") was held on October 29, 2020, for the purpose of considering the three (3) alignment alternatives for the location of Project and shown on the attached exhibit; and

WHEREAS, proper notice of the Hearing and the three (3) alignment alternatives to be considered were given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded; and

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

WHEREAS, Chesterfield County and the Virginia Department of Transportation's (VDOT's) Environmental Division have performed environmental reviews and coordination to identify environmental resources in the Project vicinity, provide natural and historic resource agencies an opportunity to review and comment on the Project during development, determine the potential for environmental impacts upon the local community and surrounding area, and identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

WHEREAS, the Categorical Exclusion for the Project was approved by the Federal Highway Administration on August 25, 2020 in accordance with the National Environmental Policy Act; and

WHEREAS, on April 28, 2021, the Chesterfield County Board of Supervisors approved a Resolution of support for the locally preferred alternative (Alternative #2) for the location of the Project. See attached; and

WHEREAS, review of all data resulted in VDOT's recommendation that the Project be located on Alternative #2.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves Alternative #2 for the location of the Project as proposed and presented at the Hearing on October 29, 2020.

####

Commonwealth Transportation Board (CTB) Decision Brief

Bailey Bridge Connector in Chesterfield County

Issue: The Project will provide for the construction of a new 1.37 mile, two lane roadway with two (2) eleven-foot (11') lanes with eight-foot (8') graded shoulders, of which two-foot (2') is paved on each side from Route 5655 (Brad McNeer Parkway) to Route 654 (Bailey Bridge Road). Improvements will also include a roundabout at Route 5655 (Brad McNeer Parkway), a bridge over Swift Creek, a roundabout at Route 654 (Bailey Bridge Road), and a ten-foot (10') shared use path on the west side of the roadway (the "Project").

Facts: The purpose of the Project is to complete an important link in Chesterfield County's "Thoroughfare Plan" and improve access for residents in this part of Chesterfield County.

Recommendations: The Virginia Department of Transportation recommends approval of the locally preferred alternative (Alternative #2) for the location of the Project as proposed and presented at the Virtual Location Public Hearing and shown on the attached exhibit.

Action Required by CTB: The *Code of Virginia* §33.2-208, requires the majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Project will move forward to the design phase.

Options: Approve, Deny or Defer

Public Comments/ Reaction: Chesterfield County held a Virtual Location Public Hearing on October 29, 2020. Citizens were able to view displays on the Project website and submit comments.

Fifty-one (51) citizens commented on the virtual location public hearing via the website or direct email to Chesterfield County Transportation Department. Twenty-eight (28) of the fifty-one (51) citizens expressed overall support for the Project, with twelve (12) not supporting the Project, and eleven (11) expressing a neutral opinion.

On April 28, 2021, the Chesterfield County Board of Supervisors approved a Resolution of support for the locally preferred alternative (Alternative #2) for the location of the Project. See attached.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

June 1, 2021

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Location Approval for the Bailey Bridge Connector in Chesterfield County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 0000-020-820, P101, R201, C501 has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer



**CHESTERFIELD COUNTY
BOARD OF SUPERVISORS
AGENDA**

Meeting Date: April 28, 2021

Item Number: 13.B.1.c.

Subject:

Resolution of Support for the Proposed Bailey Bridge Connector Alignment

Board Action Requested:

The Board is requested to adopt the attached resolution of support for the proposed Bailey Bridge Connector alignment.

Summary of Information:

On January 24, 2018, the Board adopted a resolution endorsing the appropriation of funds in anticipation of VDOT Smart Scale and secondary road funds for the construction of a connection between Bailey Bridge Road and Brad McNeer Parkway, referred to as the Bailey Bridge Connector. Preliminary engineering for the project began in 2019, and a Citizen Information Meeting was held on October 3, 2019. The intent of the meeting was to provide an overview of the project and to solicit input on three alignment alternatives. Chesterfield used the input from the meeting to determine a Locally Preferred Alternative.

A virtual public hearing was held on October 29, 2020, presenting a further developed plan for Alignment #2, the Locally Preferred Alternative.

A total of 51 citizens provided comment via the project website. Based on citizen feedback there is general support for the project, with 28 of the 51 citizens expressing overall support of the project, 12 not supporting the project, and 11 expressing a neutral opinion.

The Commonwealth Transportation Board (CTB) is required to approve the proposed location or alignment of the Bailey Bridge Connector. A resolution of support from the county is requested for consideration by the CTB.

Attachments:

1. AttA_BaileyBrConnResolutionSupport
2. AttB_Bailey_Bridge_Connector_Locally_Preferred_Alternative
3. AttC_Agen996 Bailey Bridge Connector (BBC) Appropriate and Authorize

Preparer: Brent Epps, Director of Transportation

Approved By:



CHESTERFIELD COUNTY: At a regular meeting of the Board of Supervisors, held in the Public Meeting Room at the Chesterfield Administration Building on April 28, 2021 at 6 p.m.

*13.B.1.c. RESOLUTION OF SUPPORT FOR THE PROPOSED BAILEY BRIDGE CONNECTOR ALIGNMENT

On motion of Mr. Winslow, seconded by Ms. Haley, the Board adopted the following resolution of support for the proposed Bailey Bridge Connector Alignment:

WHEREAS, on January 24, 2018, the Chesterfield County Board of Supervisors approved a resolution endorsing the appropriation of funds in anticipation of VDOT Smart Scale and Secondary Road Funds for the construction of a connection between Bailey Bridge Road and Brad McNeer Parkway; and

WHEREAS, Chesterfield County documented a Locally Preferred Alternative based on input received at a Citizen Information Meeting held on October 3, 2019; and

WHEREAS, Chesterfield County documented a Locally Preferred Alternative based on input received at a Citizen Information Meeting held on October 3, 2019, where citizens were provided an overview of the project, three alignment alternatives, and an opportunity to provide input on a preferred alignment; and

WHEREAS, Chesterfield County advertised and held a virtual public meeting, referred to as a Location Public Hearing on October 29, 2020 to provide additional detail on the preferred alignment; and

WHEREAS, a total of 51 citizens commented on the virtual Location Public Hearing via the website or direct email to the Chesterfield Department of Transportation; and

WHEREAS, based on citizen feedback there is general support for the project, with 28 of the 51 citizens expressing overall support of the project, 12 not supporting the project, and 11 expressing a neutral opinion.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Chesterfield County hereby endorses and supports the proposed Bailey Bridge Connector alignment.

Ayes: Holland, Winslow, Ingle, Carroll and Haley.
Nays: None.

Certified By:



Susan M. Wilson
Susan M. Wilson
Deputy Clerk to the Board of Supervisors

***DRAFT MINUTES TO BE APPROVED AT THE REGULARLY SCHEDULED MEETING ON MAY 26, 2021.**

CTB LOCATION PUBLIC HEARING SUMMARY

Bailey Bridge Connector

Chesterfield County

State Project: 0000-020-820, P101, R201, C501

UPC: 111713

Federal Project: STP-5A27(616)

Fr: Route 5655 (Brad McNeer Parkway)

To: Route 654 (Bailey Bridge Road)

Project Length: 1.37 miles

PROJECT HISTORY –

Growth along the Route 360 (Hull Street Road) and Route 654 (Bailey Bridge Road) corridors has led to increased traffic and congestion in the area demonstrating the need for this critical link in the Chesterfield County “Thoroughfare Plan”.

PROJECT PURPOSE –

The construction of the Bailey Bridge Connector will provide a missing link in Chesterfield County’s transportation network. Providing this new link will result in shifts in travel patterns in the surrounding area, more evenly spreading traffic volume on both Route 360 (Hull Street Road) and diverting traffic from the adjacent Route 288/Route 360 (Hull Street Road) interchange.

TYPICAL SECTION –

The Bailey Bridge Connector will provide for the construction of a new 1.37 mile, two lane roadway with two (2) eleven-foot (11’) lanes, and eight-foot (8’) graded shoulders of which two-foot (2’) is paved on each side from Route 5655 (Brad McNeer Parkway) to Route 654 (Bailey Bridge Road). Improvements will also include a roundabout at Route 5655 (Brad McNeer Parkway), a bridge over Swift Creek, a roundabout at Route 654 (Bailey Bridge Road), and a ten-foot (10’) shared use path on the west side of the roadway.

PUBLIC HEARING –

Type - Location
Date - October 29, 2020
Location - Virtual

ATTENDANCE –

Total attendance is not known due to this being Virtual.

COMMENTS RECEIVED –

Fifty-one (51) citizens provided comment. Twenty-eight (28) expressed overall support for the project, with twelve (12) not supporting the project, and eleven (11) with a neutral opinion.

ENVIRONMENTAL DATA –

The National Environmental Policy Act process for Project # 0000-020-820, P101, R201, C501 (UPC# 111713) has been completed and a Categorical Exclusion was approved by the Federal Highway Administration on August 25, 2020.

The Bailey Bridge Connector will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval process required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of the Virginia Department of Transportation’s specifications and standard best practices will protect the environment during construction.

ESTIMATED COST –

Preliminary Engineering	- \$ 1,630,000
Right of Way and Utilities	- \$ 9,890,000
Construction	- <u>\$ 11,440,000</u>
Total estimated cost	- \$ 22,960,000

ADVERTISEMENT –

Construction is currently scheduled to begin in Spring 2023.

RIGHT OF WAY –

No families, businesses, or non-profit organizations will be displaced as a result of this Project.

TRAFFIC DATA –

The average daily traffic volume is projected to be 12,300 vehicles per day on the new roadway, in the 2047 design year.

STAFF RECOMMENDS –

Approval of the locally preferred alternative (Alignment #2) as the location of the Bailey Bridge Connector as proposed and presented at the Virtual Location Public Hearing and shown on the attached exhibit.



http://www.phosteamline.com/Products/Streamline

Project Location



North Arrow & Scale



Legend

- ALTERNATE 1
- ALTERNATE 2
- ALTERNATE 3
- BRIDGE
- PARCELS
- EASEMENTS
- FLOODPLAIN
- PROPOSED ALIGNMENT
- DOMINION ENERGY TRANSMISSION POLE
- PROPOSED RIGHT OF WAY

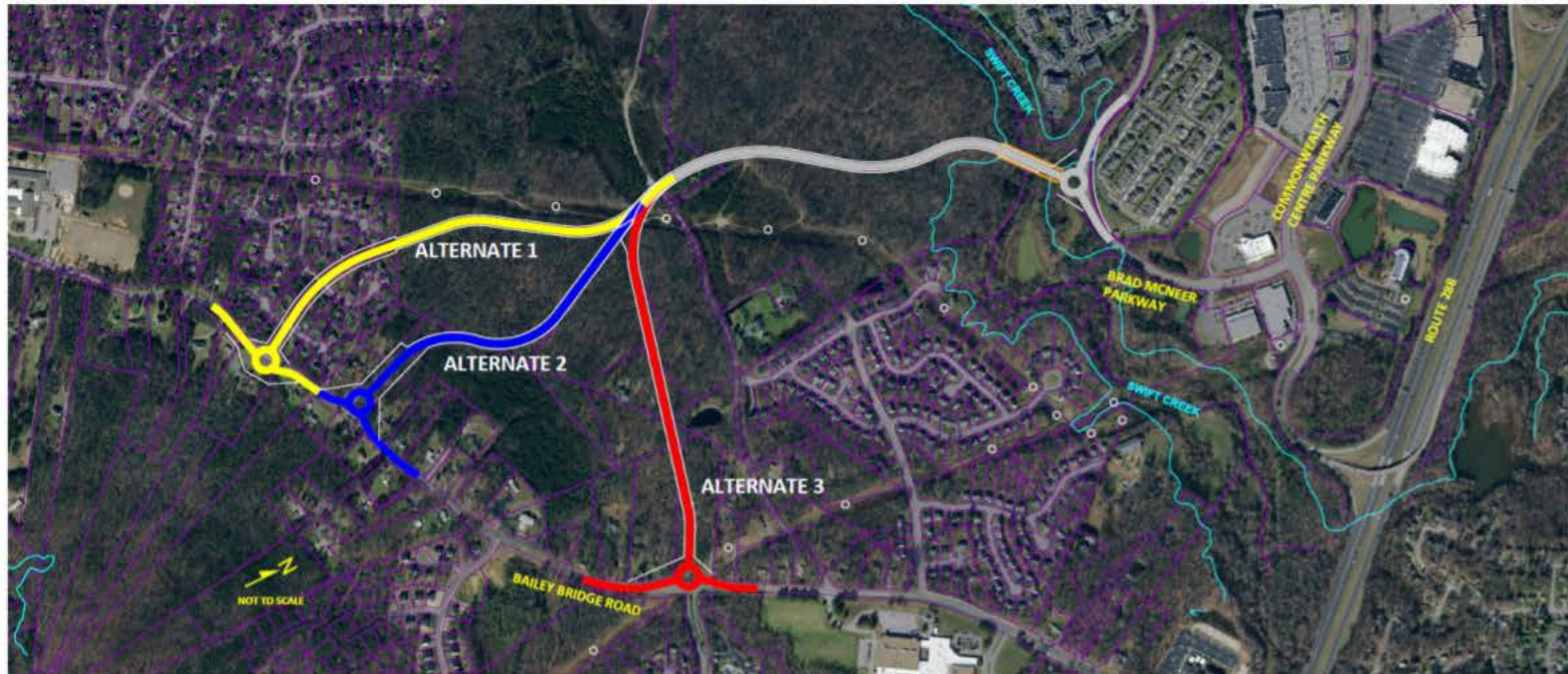
Contact Information

James Padgett, PE
Chesterfield County, Department of Transportation
600 Government Center Parkway
PO Box 60
Chesterfield, VA 23060
Community Info: jpadgett@chesterfieldva.gov
Padgett@chesterfieldva.gov

Public Notice Duration:
Community Notice
Public Notice Number:
2019-11-13

This plan shows only preliminary and conceptual land use and is not intended to be used for any other purpose. It is provided for informational purposes only. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose.

History number: 17086, 10/03/2019



NOT TO SCALE

DATE: 10/03/2019 10:00 AM
PROJECT: BAILEY BRIDGE CONNECTOR
DRAWN BY: JPADGETT
CHECKED BY: JPADGETT
SCALE: AS SHOWN
PROJECT NO: 17086
DRAWING NO: 17086-01



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Seconded By:

Action:

Title: FY21-26 Six-Year Improvement Program Transfers
For April 20, 2021 through May 21, 2021

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Final Fiscal Years 2021-2026 Program on December 9, 2020; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Table with 2 columns: Total Cost Estimate and Threshold. Rows include categories like <\$5 million, \$5 million to \$10 million, and >\$10 million with corresponding allocation increase thresholds.

Resolution of the Board
FY21-26 Six-Year Improvement Program Transfer
dApril 20, 2021 through May 21, 2021
June 23, 2021
Page 2 of 2

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

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

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

#####

CTB Decision Brief

FY2021-2026 Six-Year Improvement Program Transfers For April 20, 2021 through May 21, 2021

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

Facts: On December 9, 2020, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2021 through 2026 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from April 20, 2021 through May 21, 2021 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2021– 2026 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Decision Brief

FY21-26 Six-Year Improvement Program Transfers for April 20, 2021 through May 21, 2021

June 23, 2021

Page 2 of 2

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	BRISTOL - ENHANCEMENT - BALANCE ENTRY	T4975	Bristol	Russell County - Dante Depot Restoration	113499	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$105,579	\$253,904	\$253,904	41.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the District Enhancement Balance Entry line item to fund a scheduled project.
2	Culpeper	TABOR/HILLTOP PEDESTRIAN IMPROVEMENTS	116914	Culpeper	SRTS - GREER/JOUETT BICYCLE AND PEDESTRIAN IMPROVEMENTS	113507	Accounts Receivable - Access (CNL222), Local Funds for Enhancement Projects (NPL206), Project Contributions - Misc., TAP 5-200K (CF6600), TAP Statewide (CF6100)	\$452,500	\$999,600	\$999,600	45.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to an underway project.
3	Culpeper	#SGR Culpeper - Local SGR Bridge - Balance Entry	T9558	Culpeper	#SGR19LB - RT 20 - BRIDGE REPLACEMENT	75878	SGR - State (SS0100)	\$4,280,739	\$35,380,782	\$35,380,782	12.1%	Transfer of surplus funds recommended by District from the District SGR Local Bridge Balance Entry line item to fund an underway project.
4	Hampton Roads	Powhatan Parkway @ Victoria Blvd New Traffic Signal Mast Arm	111001	Hampton Roads	Hampton Flashing Yellow Arrow Improvements	109687	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$121,696	\$468,658	\$468,658	26.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a the District DGP Deallocation Balance Entry line item and a cancelled project to fund a schedule project.
5	Hampton Roads	Oyster Point Access Improvements- Ramps, Patrick Henry Drive Extension	113259; 107271	Hampton Roads	Oyster Point Access Improvements- Ramps	113259	Revenue Sharing Local Match (CNL201), Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$1,305,908	\$4,269,000	\$4,269,000	30.6%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project and completed project to fund a schedule project.
6	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	GEORGE T. SNYDER TRAIL	112816	Concession Funds (CSC210)	\$3,660,000	\$17,635,000	\$13,975,000	20.8%	Transfer of surplus funds recommended by District from the Concession Fund Balance line item to a scheduled project.
7	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	MONUMENT DRIVE COMMUTER PARKING GARAGE AND TRANSIT CENTER	112817	Concession Funds (CSC210)	\$4,900,000	\$43,400,000	\$42,610,001	11.3%	Transfer of surplus funds recommended by District from the Concession Fund Balance Entry line item to a scheduled project.
8	Northern Virginia	ROUTE 29 WIDENING - PH I, I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	110330, 113539	Northern Virginia	#SMART18 - ROUTE 29 WIDENING - PH II	110329	Concession Funds (CSC210)	\$8,000,000	\$95,679,564	\$95,679,564	8.4%	Transfer of surplus funds recommended by District from a completed project and Concession Fund Balance Entry line item to fund a scheduled project.
9	Richmond	Richmond Region-wide Traffic/Operations Improvements, Shockoe Street Reversal, RICHMOND MARINE TERMINAL - INTERMODAL TRANSFER IMPROVEMENTS, RTE 607 - MINOR WIDENING, RTE 609 - RECONSTRUCTION	101492, 101854, 109266, 59166, 85337	Richmond	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot	113832	RSTP - Secondary : Richmond MPO (CNF273), RSTP - Urban : Richmond MPO (CNF273), RSTP : Richmond (CF2M20), RSTP Match - Secondary : Richmond MPO (CNS273), RSTP Match - Urban : Richmond MPO (CNS273), RSTP Match : Richmond (CS2M21)	\$1,162,657	\$3,378,607	\$3,378,607	34.4%	Transfer of surplus funds recommended by District and MPO from a scheduled and completed projects to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
10	Richmond	RICHMOND MPO CMAQ BALANCE ENTRY, Richmond Region-wide Traffic/Operations Improvements	70719, 101492	Richmond	Brook Road & Hilliard Road Trail	118153	Accounts Receivable - Secondary, CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21), CMAQ State Match - Richmond (CNS214), Richmond (CNF214)	\$481,644	\$2,045,103	\$4,757,000	23.6%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item and a scheduled project to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Bristol	PAVEMENT OVERLAY (MAINTENANCE)	107237	Bristol	PEDESTRIAN/DRAINAGE IMPROVEMENTS; CURB/GUTTER, LANDSCAPE/	107236	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$68,984	\$3,018,100	\$3,018,100	2.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a completed project.
B	Bristol	BRISTOL DGP DEALLOCATION BALANCE ENTRY	T21760	Bristol	#HB2.FY17 - US58/23 Access Management With Park & Ride	109438	DGP - State (GS0100)	\$366,000	\$5,039,108	\$5,039,108	7.3%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to an underway project.
C	Culpeper	Opal Phase II - Median Restrictions	114402	Culpeper	OPEN CONTAINER - DISTRICTWIDE PRIMARY SHOULDER RUMBLE STRIPS	106978	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$41,794	\$2,140,855	\$2,140,855	2.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund an underway project.
D	Culpeper	#SGR Culpeper - VDOT SGR Paving - Balance Entry	T13512	Culpeper	#SGR21VP PM7D-967-F21,P401 Interstate Plant Mix	116991	SGR Paving State (SSP700)	\$102,917	\$910,681	\$1,148,871	11.3%	Transfer of surplus funds recommended by District and Maintenance and Operations Division from the District SGR VDOT Paving Balance Entry line item to fund a scheduled project.
E	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR20VB - I-64 HRBT Expansion Project - South Trestles	115011	CTB Formula - Bridge State (CS0110); SGR Bridge Federal NHPP (SFB110); SGR Bridge Soft Match NHPP (SFB111)	\$386,498	\$108,527,646	\$108,527,646	0.4%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Bridge Balance Entry line item to fund an underway project.
F	Lynchburg	#SGR Lynchburg - Local SGR Paving - Balance Entry	T9603	Lynchburg	#SGR21LP RTE 501 - (ID6619) RESURFACING (WILBORN AVE)	118112	SGR - State (SS0100)	\$4,825	\$70,141	\$58,461	6.9%	Transfer of surplus funds recommended by District and Maintenance and Operations Division from the District SGR Local Paving Balance Entry line item to fund an underway project.
G	Northern Virginia	RT 28 WIDEN TO 6 LNS and RT 215 REALIGN (Ph1) TO 4 LNS (Ph2)	92080	Northern Virginia	GEMINI WAY PEDESTRIAN IMPROVEMENTS	113609	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$200,000	\$1,308,095	\$1,140,265	15.3%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
H	Northern Virginia	PRINCE WILLIAM STREET IMPROVEMENTS	104238	Northern Virginia	GRANT AVENUE	118309	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$894,180	\$6,366,460	\$6,403,590	14.0%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
I	Northern Virginia	RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE ONLY	104816	Northern Virginia	#HB2.FY17 WIDEN ROUTE 1 TO SIX LANES	104303	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$6,192,608	\$87,019,366	\$87,019,366	7.1%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
J	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	TRANSFORM66 OUTSIDE THE BELTWAY	112779	Concession Funds (CSC210)	\$20,000	\$2,620,000	\$2,600,000	0.8%	Transfer of surplus funds recommended by District from the Concession Fund Balance line item to a scheduled project.
K	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	LEE HIGHWAY PEDESTRIAN IMPROVEMENTS	113518	Concession Funds (CSC210)	\$501,000	\$2,585,000	\$2,585,000	19.4%	Transfer of surplus funds recommended by District from the Concession Fund Balance Entry line item to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RTE 637 - CONSTRUCT ROUNDABOUT	106197	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$223,219	\$4,217,921	\$4,217,921	5.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
M	Richmond	RICHMOND MPO CMAQ BALANCE ENTRY	70719	Richmond	RTE 360 -(at Spring Run Rd) INTERSECTION IMPROVEMENTS	104886	CMAQ: Richmond (CNF214)	\$28,717	\$3,172,471	\$3,070,525	0.9%	Transfer of surplus funds recommended by District and MPO from the CMAQ Balance Entry line item to a completed project.
N	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY	70722	Richmond	SOUTH CRATER ROAD AREA - SIGNAL COORDINATION	101039	CMAQ : Tri-Cities (CF5MB0), CMAQ Federal - Access : Tri-Cities MPO (CNF214), CMAQ Match - Primary : Tri-Cities MPO (CNS214), CMAQ Match - Urban : Tri-Cities MPO (CNS214), CMAQ Match : Tri-Cities (CS5MB1), CMAQ State Match - Tri-Cities (CNS214), Statewide (CNF214)	\$129,255	\$2,029,255	\$2,029,255	6.4%	Transfer of surplus funds recommended by District and MPO from the CMAQ Balance Entry line item to a scheduled project.
O	Richmond	RTE 654 (Bailey Br Rd, Spring Rn-Sunday Sil) - SPOT WIDENING	108641	Richmond	#SMART18 - ELKHARDT RD - ROADWAY, PEDESTRIAN, & BIKE IMPROVE	108639	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$841,830	\$5,740,814	\$5,740,814	14.7%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a scheduled project.
P	Richmond	W Broad St Intersection Improvements at Dominion and Cox	118597	Richmond	#SMART18 - RTE 360 WIDENING	13551	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$379,334	\$25,822,874	\$25,822,874	1.5%	Transfer of surplus funds recommended by District and MPO from a scheduled project to an underway project.
Q	Richmond, Staunton	NORTH ES - SIDEWALKS, Town of Stanley - SRTS - Stanley ES - Bike/Ped Imp	106188, 102838	Richmond	CITY OF COLONIAL HEIGHTS - SRTS - NORTH ES - SIDEWALKS	105233	Safe Routes to Schools - Federal (CNF255)	\$37,880	\$287,972	\$436,350	13.2%	Transfer of surplus funds recommended by District from a scheduled and completed projects to fund an underway project.
R	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	RTE 609 - REPLACE BRIDGE (FED ID 3658)	105490	Bond Match - Secondary (CNB266), BROS - Secondary (CNF245), CTB Formula - Bridge State (CS0110), STP BROS (CF2210), STP BROS Soft Match (CF2211)	\$256,797	\$2,646,797	\$2,646,797	9.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
T	Richmond, Statewide	RICHMOND DGP DEALLOCATION BALANCE ENTRY, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	T21766, 70700	Richmond	#SMART18 - Cold Harbor (Rte. 156) & Catlin Rd (Rte. 1440)LT Lane	111468	DGP-STP STWD (GF2100), DGP-STP STWD Soft Match (GF2101), Safety (statewide) (CF3100)	\$166,194	\$1,523,394	\$1,357,200	10.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry and Statewide Safety Balance Entry line items to fund a scheduled project.
U	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Salem	Rte. 99 - Signal Replacement	106801	STP 5-200K (CF2600), STP 5-200K Soft Match (CF2601)	\$11,080	\$456,665	\$456,665	2.4%	Transfer of surplus funds recommended by District from the SYIP Balance Entry line item to fund a completed project.
V	Staunton	RTE 37 - SAFETY IMPROVEMENTS	107020	Staunton	RICHMOND AVE - STATLER BLVD INTERSECTION	111047	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$226,141	\$799,419	\$799,419	28.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
W	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Staunton	#HB2.FY17 I-81 Exit 323 SB Accel and NB Decel Lane Extension	109376	HPP - State (HS0100)	\$486	\$1,743,534	\$1,743,534	0.1%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a completed project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: SMART SCALE Project Budget Increase Route 311 and Route 419 Intersection Improvements UPC 108904

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

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

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

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

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

Resolution of the Board

SMART SCALE Project budget Increase for Safety Improvements to Route 311 at Route 419 Intersection UPC 108904 in Roanoke County

June 23, 2021

Page 2 of 2

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

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

WHEREAS, Safety Improvements to Route 319 at Route 419 Intersection UPC 108904 Project (the Project) was submitted for consideration and selected for \$1.96 million in funding through the Construction District Grant Program in the first round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project was ranked 12 out of 20 projects selected in Round 1 in the Salem District with a score of 5.8; and

WHEREAS, the Project is in the right of way phase, and has had a cost estimate increase due to the under-estimation of initial quantities, unit prices, and allowances for mobilization and maintenance of traffic; and

WHEREAS, on May 27, 2021 Roanoke County expressed concurrence with the proposed cost increase; and

WHEREAS, the Project is in the right of way phase and the estimated cost of the project exceeds the approved budget of \$1.96 million by approximately \$1.82 million, which exceeds the established thresholds pursuant to Item 12a of the CTB’s SMART SCALE Project Prioritization Process; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase in the amount of up to \$1.82 million using surplus Construction District Grant funds in the Salem District (UPC -21767).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of up to \$1.8 million for the Project, using surplus Construction District Grant funds in the Salem District (UPC -21767), is approved.

#####

CTB Decision Brief
SMART SCALE Project Budget Increase
Route 311 and Route 419 Intersection Improvements UPC 108904

Issue: The Route 311 and Route 419 Intersection Safety Improvements, UPC 108904, project (Project) was selected for funding in the first round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process and the current estimated cost for completion of the Project exceeds the approved budget by approximately \$1.82 million. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of up to \$1.82 million using surplus Construction District Grant funds in the Salem District from UPC -21767. Board approval of the budget increase is required.

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

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

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

The Project was submitted for consideration and selected for \$1.96 million in funding through the Construction District Grant Program. The Project was ranked 12 out of 20 projects selected for funding in Round 1 in the Salem District with a score of 5.8.

The Project is currently in the right of way phase and has experienced a beyond threshold cost increase due to the under-estimation of initial quantities, unit prices, and allowances for mobilization and maintenance of traffic. The cost increase of \$1.82 million exceeds the 20% threshold for projects with a total cost of less than \$5 million. Roanoke County provided documentation of its concurrence with the proposed cost increase on May 27, 2021.

VDOT recommends Board approval of a SMART SCALE budget increase to support the Project in the amount of up to \$1.82 million using surplus Construction District Grant funds in the Salem District (UPC -21767).

Recommendation: Approval of a SMART SCALE budget increase in the amount of up to \$1.82 million using surplus Construction District Grant funds (UPC -21767) in the Salem District.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

Result, if Approved: If approved, funds will be transferred so that the project can advance.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: SMART SCALE Project Cancellation Route 29 and Route 6 R-Cut Improvement UPC 115490

WHEREAS, the Commonwealth Transportation Board's (Board) Policy for implementation of the SMART SCALE Project Prioritization Process (SMART SCALE Prioritization Process) last approved February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Route 29 and Route 6 R-Cut Improvement UPC 115490 (Project) was submitted for consideration and selected for \$2,725,677 in funding through the Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, Nelson County passed a resolution April 13, 2021 withdrawing their support for the Project and has requested that the Project be cancelled; and

Resolution of the Board

SMART SCALE Project Cancellation Route 29 and Route 6 R-Cut Improvement UPC 115490

June 23, 2021

Page 2 of 2

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Lynchburg District Construction District Grant balance entry (UPC -21764).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that Route 29 and Route 6 R-Cut Improvement UPC 115490 project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Lynchburg District Construction District Grant balance entry (UPC -21764).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Route 29 and Route 6 R-Cut Improvement UPC 115490

Issue: The Route 29 and Route 6 R-Cut Improvement UPC 115490 project (Project) was selected for funding in the third round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Nelson County and screened in for meeting a VTrans need. It was selected for funding and received \$2,725,677 in Construction District Grant funds to fully fund the Project. Nelson County passed a resolution April 13, 2021 withdrawing their support for the project and has requested that the project be cancelled. CTB approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board February 19, 2020. If cancellation is approved remaining Project funding will be transferred to the Lynchburg Construction District Grant balance entry (UPC -21764).

Facts: The Project is VDOT administered and began preliminary engineering in March 2020.

Item 17 of the Board's Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board February 19, 2020 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 22 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel Route 29 and Route 6 R-Cut Improvement UPC 115490 and transfer all Construction District Grant funds to the Lynchburg Construction District Grant balance entry (UPC -21764).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel Route 29 and Route 6 R-Cut Improvement UPC 115490 project and transfer all Construction District Grant funds to the Lynchburg Construction District Grant balance entry (UPC -21764).

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Lynchburg Construction District Grant balance entry (UPC -21764).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

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

Action: _____

**Title: Action on Fiscal Year 2022 Annual Budgets
Commonwealth Transportation Fund, Department of Rail and Public Transportation and
the Virginia Department of Transportation**

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

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

WHEREAS, § 33.2-358 (A) of the *Code* requires the Board to allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate system of highways, the primary system of state highways, the secondary system of state highways and for city and town street

maintenance payments made pursuant to § 33.2-319 and payments made to counties which have withdrawn or elect to withdraw from the secondary system of state highways pursuant to § 33.2-366; and

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

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

WHEREAS, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2022 through 2027 in the Six-Year Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended allocations and expenditures required by the various statutes as contained in the budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation for Fiscal Year 2022 are approved.

#####

CTB Decision Brief

Fiscal Year 2022 Annual Budgets

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

Issue: Each year, the Commonwealth Transportation Board (CTB or Board) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer, distribute and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; by § 33.2-1524.1, to provide the statutory funding to the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund the Priority Transportation Fund and a special fund in the Commonwealth Transportation Fund to meet the expenses of the Department of Motor Vehicles; and by § 33.2-358 (A) to allocate from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate, primary and secondary system of highways and for city and town street maintenance payments and payments to counties that have elected to withdraw from the secondary state highway system. Board approval and finalization of the FY 2022 budgets necessary to effectuate the lawful distribution of available Commonwealth Transportation Fund revenues is sought.

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

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

CTB Decision Brief
Fiscal Year 2022 Annual Budgets
June 23, 2021
Page Two

Recommendations: VDOT and DRPT recommend the approval of the Fiscal Year 2022 Annual Budgets for the Commonwealth Transportation Fund, the Department of Transportation, and the Department of Rail and Public Transportation.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Fiscal Year 2022 Annual Budgets.

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

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



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940
Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2022 – 2027

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

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2022 through 2027 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board's Policy for the Implementation of Performance Based State Transit Operating Allocation; and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2022 through 2027 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board's Policy for the Implementation of State Transit Capital Prioritization (MERIT Prioritization Process); and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2022 through 2027 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2022 – 2027

June 23, 2021

Page Three

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

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

WHEREAS, the Draft Six-Year Improvement Program for Fiscal Years 2022 through 2027 was made available for review and comment; and

WHEREAS, nine public meetings were held virtually on April 22, 2021 for Culpeper, April 27, 2021 for Bristol and Fredericksburg, April 29, 2021 for Staunton and Lynchburg, May 3, 2021 for Richmond and Northern Virginia, and May 5, 2021 for Salem and Hampton Roads to receive public comments prior to the Board's adoption of a Final Six-Year Improvement Program; and

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

WHEREAS, after due consideration the Board has now developed a Final Fiscal Years 2022 through 2027 Six-Year Improvement Program; and

WHEREAS, pursuant to the Board's Systematic Review of Funding Policy, as amended on February 18, 2015, the Chief Financial Officers of VDOT and DRPT must annually certify that unused funds are timely reallocated and said certifications have been provided to the Board for FY 2021, attached hereto as Attachment A; and

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that the allocations of construction funds provided by Section 33.2-358, Maintenance and Operations funds, and Rail and Public Transportation funds in the Final Six-Year Improvement Program for Fiscal Years 2022 through 2027 are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 for Interstate, Primary and Urban Highway Systems, and Rail and Public Transportation are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2022 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the transfers of previous allocations necessary to maximize the use of federal transportation funds as reflected in the Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027, are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner and Director, or their designees, are granted the authority to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

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

####

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2022 – 2027

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program or SYIP) and allocations for anticipated projects and programs based on the most recent official revenue forecasts and debt management policy, and other funds available as set forth in the Final Fiscal Years 2022-2027 Six-Year Improvement Program in accordance with policy or statutory formula.

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

The Final Six-Year Improvement Program for Fiscal Years 2022-2027 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373.

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

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

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

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

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

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

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2022 through 2027, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner and Director or their designees to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 necessary to release funds no longer needed for the delivery of the projects and to apply said funds to projects in the approved program needing funds, consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the thresholds identified above.

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

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years
2022 – 2027

June 23, 2021

Page Three

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given the need to have allocations available to continue and/or initiate projects and programs in the Program and Rail and Public Transportation allocations, the public expects the CTB to fulfill its statutory duty by approving the Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2022 through 2027.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

June 1, 2021

MEMORANDUM

To: The Honorable Shannon Valentine
Chairperson, Commonwealth Transportation Board

From: Laura Farmer 
Chief Financial Officer

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

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for the project were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in June 2021.

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

C: Members, Commonwealth Transportation Board



COMMONWEALTH of VIRGINIA


Office of the Governor

Shannon Valentine
Secretary of Transportation

June 17, 2021

MEMORANDUM

TO: The Honorable Ralph Northam, Governor of Virginia
Members of the General Assembly

FROM: The Honorable Shannon Valentine 

SUBJECT: Allocation of Transportation Funds

In accordance with Item 430 B.2. of Chapter 552 of the 2021 Special Session I Acts of Assembly, this memorandum will certify that all available federal transportation funds will be used in accordance with applicable federal law and in support of the transportation policy goals included in that Chapter. The forecasted federal revenues expected to be provided by the Federal Highway Administration (FHWA) to the Commonwealth in fiscal year 2022 totals \$1.36 billion. Fiscal year 2023 FHWA federal revenues are projected to be \$1.12 billion. The actual funding made available may change based upon Congressional action and final funding distributions by the FHWA. The required matching funds to support the federal revenues are supported by a combination of state and local funds.

On June 23, 2021, the Commonwealth Transportation Board (CTB) will consider adoption of the FY 2022-2027 Six-Year Improvement Program (SYIP) as well as the annual budgets of the Department of Transportation and Department of Rail and Public Transportation. The draft SYIP was presented to the CTB on April 20, 2021 and nine virtual public meetings were held between April 22 and May 5, 2021.

Information on the draft SYIP is available at the Department of Transportation's website, www.vdot.virginia.gov or the Department of Rail and Public Transportation's website, www.drpt.virginia.gov. The final versions of the SYIP and the budgets will be made available at the online address above upon CTB approval.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

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

Action: _____

Title: Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2022

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

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

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

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

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

WHEREAS, the City of Chesapeake is the only locality that maintains moveable structures in Virginia, a set aside amount of \$1M off the top of the payments to Cities, Certain Towns, and

Resolution of the Board
Maintenance Payments to Certain Roads and Streets – FY 2022
June 23, 2021
Page Two

Warren County Maintenance Payments prior to distribution of funds should be paid to the City of Chesapeake; and

WHEREAS, The Appropriations Act includes a provision (Item 451 F) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).; and

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

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

NOW, THEREFORE BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the Towns and Cities for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 35.05 in centerline miles. This increase is the net result of additions/deletions of Principal/Minor Arterial Roads and Collector Roads and Local Streets as functionally classified by the Transportation and Mobility Planning Division and effective for payment beginning July 1, 2021 as indicated on Attachment A.

BE IT FURTHER RESOLVED, that the mileage for the calculations of street payments and the yearly and quarterly payments for FY 2022 for each locality pursuant to § 33.2-319 are hereby approved as indicated on Attachment B, which includes payments pursuant to the provisions of the Appropriations Act relating to payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate and the set-aside amount for the City of Chesapeake's moveable structures.

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

#####

Decision Brief

Payments to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets - FY 2022

Issue: Each quarter, pursuant to Commonwealth Transportation Board (CTB) approval, the Virginia Department of Transportation (VDOT) distributes street payments for highway maintenance, construction and reconstruction to cities and towns qualifying for these payments under § 33.2-319 of the *Code of Virginia*. In addition, language in the Appropriations Act provides for assistance payments for roadway maintenance activities to localities in which the Virginia Port Authority owns tax-exempt real estate, (Item 451 F) with such payments to be treated by the CTB in the same manner as other payments to localities for highway maintenance. Finally, pursuant to overweight vehicle permit statutes set forth in Title 46.2 of the *Code of Virginia*, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is to be distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2022 pursuant to the above-referenced laws is sought.

Facts:

- Pursuant to § 33.2-319, for the purpose of calculating allocations, VDOT is required to divide affected roads and street into two categories: 1) Principal and Minor Arterial Roads and 2) Collector Roads and Local Streets.
 - Payments are to be based on the number of moving-lane-miles of roads and streets available to peak-hour traffic in each category in each locality.
 - By statute, these payments, which take into account locality system changes, will become effective on July 1, 2021.
 - Pursuant to this statute, VDOT is to recommend to the CTB an annual rate per category to be computed using the base rate of growth planned for the Department's Highway Maintenance and Operations program and the CTB is to establish the annual rates of such payments as part of its allocation for such purpose.
 - The FY21 maintenance payment rates for cities and towns were \$ 22,161.46 per moving lane mile for arterial routes and \$ 13,011.71 per moving lane mile for local and collector routes.
 - In accord with § 33.2-319, VDOT proposes an FY22 payment rate for principal and minor arterials of \$ 22,524.22 per moving-lane mile available to peak hour traffic.
 - For collectors and locals, the proposed FY22 rate is \$ 13,224.70 per such moving-lane-mile.
 - The total Urban Streets Maintenance Payment budget increased by 2.7% for FY22.
- The Appropriations Act includes a provision (Item 451 F) appropriating funds for, and authorizing the Commonwealth Transportation Board to make payments to, jurisdictions in which the Virginia Port Authority owns tax- exempt real estate; (ii) stating that such payments shall be treated as other CTB payments to localities for highway maintenance and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).
 - The following localities qualify for payments pursuant to this item: Warren County and the cities of Norfolk, Portsmouth, and Newport News.
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of lane mileage to localities along with their quarterly maintenance payments.

- The City of Chesapeake is the only locality that maintains moveable structures in Virginia. Moveable structures cost considerably more to maintain than stationary structures. To assist the City of Chesapeake with the costs associated with maintenance of its moveable structures, in June 2004, the CTB approved an additional \$1M allocation to the City of Chesapeake starting in FY05 for these movable structures after a review of actual cost data provided by the City. Since that approval, \$1M has been allocated off the top of the Urban Maintenance Payments prior to distribution of funds and \$250,000 has been added to the City of Chesapeake's quarterly maintenance payment distribution. VDOT is recommending that the Commonwealth Transportation Board continue allocating the additional supplemental funds of \$1M to the City of Chesapeake for its moveable structures.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Attachment A
Modifications to the Urban System
FY 22

Locality Name	State Arterials (Centerline Miles)	Collector/Local (Centerline Miles)	Total (Centerline Miles)	Total (Lane Miles)
Abingdon	0	0	0	0
Big Stone Gap	0	0	0	0
Bluefield	0	0	0	0
Bristol	0	0	0	0
Lebanon	0	0	0	0
Marion	0	0	0	0
Norton	0	0	0	0
Richlands	0	0	0	0
Saltville	0	0	0	0
Tazewell	0	0	0	0
Wise	0	0	0	0
Wytheville	0	0	0	0
Bedford	0	0	0	0
Blacksburg	0	0	0	0
Christiansburg	0.11	1.84	1.95	7.24
Dublin	2.33	18.18	20.51	44.85
Galax	0	0	0	0
Martinsville	0	0	0	0
Narrows	0	0	0	0
Pearisburg	0	0	0	0
Pulaski	0	0	0	0
Radford	0	0	0	0
Roanoke	0	0	0	0
Rocky Mount	0	0	0	0
Salem	0	0	0	0
Vinton	0	0	0	0
Altavista	0	0	0	0
Danville	0	0	0	0
Farmville	0	0	0	0
Lynchburg	0	0	0	0
South Boston	0	0	0	0
Ashland	0	1.44	1.44	2.88
Blackstone	0	0	0	0
Chase City	0	0	0	0
Colonial Heights	0	0	0	0
Hopewell	0	0	0	0
Petersburg	0	0	0	0
Richmond	0	0	0	0
South Hill	0	0	0	0
Chesapeake	0	0	0	0
Chincoteague	0	0	0	0
Emporia	0	0.32	0.32	0.64

Locality Name	State Arterials (Centerline Miles)	Collector/Local (Centerline Miles)	Total (Centerline Miles)	Total (Lane Miles)
Franklin	0	0	0	0
Hampton	0	0.74	0.74	1.48
Newport News	0	1.24	1.24	4.94
Norfolk	0	0	0	0
Poquoson	0	0	0	0
Portsmouth	0	0	0	0
Smithfield	0	0	0	0
Suffolk	0	0	0	0
Virginia Beach	0	0	0	0
Williamsburg	0	0	0	0
Colonial Beach	0	0	0	0
Fredericksburg	0	1.35	1.35	5.82
Charlottesville	0.55	0	0.55	1.1
Culpeper	0	0.29	0.29	0.58
Orange	0	0	0	0
Warrenton	0	0	0	0
Berryville	0	0	0	0
Bridgewater	0	0.15	0.15	0.3
Broadway	0	0	0	0
Buena Vista	0	0	0	0
Clifton Forge	0	0	0	0
Covington	0	0	0	0
Elkton	0	0	0	0
Front Royal	0	1.36	1.36	5.44
Grottoes	0	0	0	0
Harrisonburg	0.27	1.73	2	7.78
Lexington	0	0	0	0
Luray	0	0.5	0.5	1
Staunton	0	0	0	0
Strasburg	0	0	0	0
Waynesboro	0	0	0	0
Winchester	0	0	0	0
Woodstock	0	0	0	0
Alexandria	0	0	0	0
Dumfries	0	0	0	0
Fairfax	0	0	0	0
Falls Church	0	0	0	0
Herdon	0	0	0	0
Leesburg	0	1.51	1.51	4.92
Manassas	0	0	0	0
Manassas Park	0	0	0	0
Purcellville	0	1.14	1.14	2.28
Vienna	0	0	0	0
Total	3.26	31.79	35.05	91.25

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
	Principal Arterials	1.94	6.68	\$ 22,524.22	\$37,615.45	\$150,461.80
	Minor Arterials	5.55	16.13	\$ 22,524.22	\$90,828.93	\$363,315.70
	Collectors	6.04	12.54	\$ 13,224.70	\$41,459.44	\$165,837.75
	Locals	40.85	82.07	\$ 13,224.70	\$271,337.79	\$1,085,351.18
	Totals:	54.38	117.42		\$441,241.61	\$1,764,966.43
	Comb PA/MA	7.49	22.81	\$ 22,524.22	\$128,444.38	\$513,777.51
	Comb COL/LOC	46.89	94.61	\$ 13,224.70	\$312,797.23	\$1,251,188.92
	Totals:	54.38	117.42		\$441,241.61	\$1,764,966.43
Big Stone Gap						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	5.02	10.04	\$ 22,524.22	\$56,535.80	\$226,143.19
	Collectors	1.85	3.66	\$ 13,224.70	\$12,100.60	\$48,402.40
	Locals	23.93	49.09	\$ 13,224.70	\$162,300.14	\$649,200.55
	Totals:	30.80	62.79		\$230,936.54	\$923,746.15
	Comb PA/MA	5.02	10.04	\$ 22,524.22	\$56,535.80	\$226,143.19
	Comb COL/LOC	25.78	52.75	\$ 13,224.70	\$174,400.74	\$697,602.96
	Totals:	30.80	62.79		\$230,936.54	\$923,746.15
Bluefield						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	4.72	10.84	\$ 22,524.22	\$61,040.64	\$244,162.57
	Collectors	8.18	16.80	\$ 13,224.70	\$55,543.74	\$222,174.97
	Locals	25.52	50.86	\$ 13,224.70	\$168,152.07	\$672,608.27
	Totals:	38.42	78.50		\$284,736.45	\$1,138,945.81
	Comb PA/MA	4.72	10.84	\$ 22,524.22	\$61,040.64	\$244,162.57
	Comb COL/LOC	33.70	67.66	\$ 13,224.70	\$223,695.81	\$894,783.24
	Totals:	38.42	78.50		\$284,736.45	\$1,138,945.81

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Bristol						
	Principal Arterials	6.32	23.08	\$ 22,524.22	\$129,964.76	\$519,859.05
	Minor Arterials	13.17	32.39	\$ 22,524.22	\$182,389.89	\$729,559.55
	Collectors	12.81	25.91	\$ 13,224.70	\$85,663.00	\$342,651.99
	Locals	96.53	193.06	\$ 13,224.70	\$638,290.17	\$2,553,160.70
	Totals:	128.83	274.44		\$1,036,307.82	\$4,145,231.29
	Comb PA/MA	19.49	55.47	\$ 22,524.22	\$312,354.65	\$1,249,418.60
	Comb COL/LOC	109.34	218.97	\$ 13,224.70	\$723,953.17	\$2,895,812.69
	Totals:	128.83	274.44		\$1,036,307.82	\$4,145,231.29
Lebanon						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	6.30	14.14	\$ 22,524.22	\$79,623.13	\$318,492.50
	Collectors	0.89	1.78	\$ 13,224.70	\$5,884.99	\$23,539.97
	Locals	23.62	46.04	\$ 13,224.70	\$152,216.30	\$608,865.22
	Totals:	30.81	61.96		\$237,724.42	\$950,897.68
	Comb PA/MA	6.30	14.14	\$ 22,524.22	\$79,623.13	\$318,492.50
	Comb COL/LOC	24.51	47.82	\$ 13,224.70	\$158,101.30	\$632,405.18
	Totals:	30.81	61.96		\$237,724.42	\$950,897.68
Marion						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	4.58	16.04	\$ 22,524.22	\$90,322.13	\$361,288.52
	Collectors	8.42	16.84	\$ 13,224.70	\$55,675.99	\$222,703.96
	Locals	29.31	58.62	\$ 13,224.70	\$193,807.99	\$775,231.95
	Totals:	42.31	91.50		\$339,806.11	\$1,359,224.43
	Comb PA/MA	4.58	16.04	\$ 22,524.22	\$90,322.13	\$361,288.52
	Comb COL/LOC	37.73	75.46	\$ 13,224.70	\$249,483.98	\$997,935.91
	Totals:	42.31	91.50		\$339,806.11	\$1,359,224.43

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Norton						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.56	8.46	\$ 22,524.22	\$47,638.73	\$190,554.92
	Collectors	7.23	15.05	\$ 13,224.70	\$49,757.94	\$199,031.74
	Locals	19.60	39.51	\$ 13,224.70	\$130,626.98	\$522,507.92
	Totals:	30.39	63.02		\$228,023.65	\$912,094.58
	Comb PA/MA	3.56	8.46	\$ 22,524.22	\$47,638.73	\$190,554.92
	Comb COL/LOC	26.83	54.56	\$ 13,224.70	\$180,384.92	\$721,539.66
	Totals:	30.39	63.02		\$228,023.65	\$912,094.58
Richlands						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.80	7.88	\$ 22,524.22	\$44,372.72	\$177,490.87
	Collectors	3.49	7.28	\$ 13,224.70	\$24,068.96	\$96,275.82
	Locals	28.35	55.32	\$ 13,224.70	\$182,897.61	\$731,590.44
	Totals:	35.64	70.48		\$251,339.28	\$1,005,357.13
	Comb PA/MA	3.80	7.88	\$ 22,524.22	\$44,372.72	\$177,490.87
	Comb COL/LOC	31.84	62.60	\$ 13,224.70	\$206,966.56	\$827,866.26
	Totals:	35.64	70.48		\$251,339.28	\$1,005,357.13
Saltville						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.33	6.66	\$ 22,524.22	\$37,502.83	\$150,011.32
	Collectors	0.00	0.00	\$ 13,224.70	\$0.00	\$0.00
	Locals	13.00	24.36	\$ 13,224.70	\$80,538.43	\$322,153.71
	Totals:	16.33	31.02		\$118,041.26	\$472,165.03
	Comb PA/MA	3.33	6.66	\$ 22,524.22	\$37,502.83	\$150,011.32
	Comb COL/LOC	13.00	24.36	\$ 13,224.70	\$80,538.43	\$322,153.71
	Totals:	16.33	31.02		\$118,041.26	\$472,165.03

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Tazewell						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	11.01	23.24	\$ 22,524.22	\$130,865.73	\$523,462.92
	Collectors	1.28	2.56	\$ 13,224.70	\$8,463.81	\$33,855.23
	Locals	22.76	44.13	\$ 13,224.70	\$145,901.51	\$583,606.04
	Totals:	35.05	69.93		\$285,231.05	\$1,140,924.19
	Comb PA/MA	11.01	23.24	\$ 22,524.22	\$130,865.73	\$523,462.92
	Comb COL/LOC	24.04	46.69	\$ 13,224.70	\$154,365.32	\$617,461.27
	Totals:	35.05	69.93		\$285,231.05	\$1,140,924.19

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Wise						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	5.51	12.91	\$ 22,524.22	\$72,696.93	\$290,787.71
	Collectors	1.00	2.00	\$ 13,224.70	\$6,612.35	\$26,449.40
	Locals	10.78	20.66	\$ 13,224.70	\$68,305.58	\$273,222.31
	Totals:	17.29	35.57		\$147,614.86	\$590,459.42
	Comb PA/MA	5.51	12.91	\$ 22,524.22	\$72,696.93	\$290,787.71
	Comb COL/LOC	11.78	22.66	\$ 13,224.70	\$74,917.93	\$299,671.72
	Totals:	17.29	35.57		\$147,614.86	\$590,459.42
Wytheville						
	Principal Arterials	3.06	11.18	\$ 22,524.22	\$62,955.20	\$251,820.80
	Minor Arterials	6.11	19.57	\$ 22,524.22	\$110,199.76	\$440,799.03
	Collectors	19.22	39.42	\$ 13,224.70	\$130,329.42	\$521,317.70
	Locals	59.59	118.67	\$ 13,224.70	\$392,343.81	\$1,569,375.22
	Totals:	87.98	188.84		\$695,828.19	\$2,783,312.75
	Comb PA/MA	9.17	30.75	\$ 22,524.22	\$173,154.96	\$692,619.83
	Comb COL/LOC	78.81	158.09	\$ 13,224.70	\$522,673.23	\$2,090,692.92
	Totals:	87.98	188.84		\$695,828.19	\$2,783,312.75
BRISTOL DISTRICT TOTALS						
	Principal Arterials	11.32	40.94	\$ 22,524.22	\$230,535.41	\$922,141.65
	Minor Arterials	72.66	178.30	\$ 22,524.22	\$1,004,017.20	\$4,016,068.80
	Collectors	70.41	143.84	\$ 13,224.70	\$475,560.23	\$1,902,240.93
	Locals	393.84	782.39	\$ 13,224.70	\$2,586,718.38	\$10,346,873.50
	Totals:	548.23	1145.47		\$4,296,831.22	\$17,187,324.89
	Comb PA/MA	83.98	219.24	\$ 22,524.22	\$1,234,552.61	\$4,938,210.45
	Comb COL/LOC	464.25	926.23	\$ 13,224.70	\$3,062,278.61	\$12,249,114.44
	Totals:	548.23	1145.47		\$4,296,831.22	\$17,187,324.89

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
SALEM DISTRICT						
Bedford						
	Principal Arterials	2.16	6.40	\$ 22,524.22	\$36,038.76	\$144,155.02
	Minor Arterials	6.07	14.80	\$ 22,524.22	\$83,339.62	\$333,358.49
	Collectors	9.03	18.06	\$ 13,224.70	\$59,709.52	\$238,838.09
	Locals	30.05	59.31	\$ 13,224.70	\$196,089.25	\$784,356.99
	Totals:	47.31	98.57		\$375,177.15	\$1,500,708.59
	Comb PA/MA	8.23	21.20	\$ 22,524.22	\$119,378.38	\$477,513.51
	Comb COL/LOC	39.08	77.37	\$ 13,224.70	\$255,798.77	\$1,023,195.09
	Totals:	47.31	98.57		\$375,177.15	\$1,500,708.59
Blacksburg						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	8.32	28.55	\$ 22,524.22	\$160,766.64	\$643,066.54
	Collectors	15.06	36.14	\$ 13,224.70	\$119,485.17	\$477,940.68
	Locals	91.14	182.85	\$ 13,224.70	\$604,534.13	\$2,418,136.50
	Totals:	114.52	247.54		\$884,785.93	\$3,539,143.73
	Comb PA/MA	8.32	28.55	\$ 22,524.22	\$160,766.64	\$643,066.54
	Comb COL/LOC	106.20	218.99	\$ 13,224.70	\$724,019.30	\$2,896,077.18
	Totals:	114.52	247.54		\$884,785.93	\$3,539,143.73
Christiansburg						
	Principal Arterials	5.83	18.06	\$ 22,524.22	\$101,696.86	\$406,787.45
	Minor Arterials	9.64	28.76	\$ 22,524.22	\$161,949.16	\$647,796.63
	Collectors	4.68	10.04	\$ 13,224.70	\$33,194.00	\$132,775.99
	Locals	103.60	206.47	\$ 13,224.70	\$682,625.98	\$2,730,503.93
	Totals:	123.75	263.33		\$979,466.00	\$3,917,864.01
	Comb PA/MA	15.47	46.82	\$ 22,524.22	\$263,646.02	\$1,054,584.08
	Comb COL/LOC	108.28	216.51	\$ 13,224.70	\$715,819.98	\$2,863,279.93
	Totals:	123.75	263.33		\$979,466.00	\$3,917,864.01

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Dublin						
	Principal Arterials	1.11	3.61	\$ 22,524.22	\$20,328.11	\$81,312.44
	Minor Arterials	1.22	4.88	\$ 22,524.22	\$27,479.55	\$109,918.20
	Collectors	2.39	4.78	\$ 13,224.70	\$15,803.52	\$63,214.07
	Locals	15.79	31.58	\$ 13,224.70	\$104,409.01	\$417,636.04
	Totals:	20.51	44.85		\$168,020.19	\$672,080.76
	Comb PA/MA	2.33	8.49	\$ 22,524.22	\$47,807.66	\$191,230.65
	Comb COL/LOC	18.18	36.36	\$ 13,224.70	\$120,212.53	\$480,850.11
	Totals:	20.51	44.85		\$168,020.19	\$672,080.76
Galax						
	Principal Arterials	5.04	20.16	\$ 22,524.22	\$113,522.08	\$454,088.32
	Minor Arterials	7.67	15.34	\$ 22,524.22	\$86,380.39	\$345,521.57
	Collectors	8.46	16.92	\$ 13,224.70	\$55,940.48	\$223,761.93
	Locals	39.07	77.66	\$ 13,224.70	\$256,757.56	\$1,027,030.25
	Totals:	60.24	130.08		\$512,600.52	\$2,050,402.07
	Comb PA/MA	12.71	35.50	\$ 22,524.22	\$199,902.47	\$799,609.88
	Comb COL/LOC	47.53	94.58	\$ 13,224.70	\$312,698.05	\$1,250,792.18
	Totals:	60.24	130.08		\$512,600.52	\$2,050,402.07

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Martinsville						
	Principal Arterials	5.04	17.90	\$ 22,524.22	\$100,795.89	\$403,183.58
	Minor Arterials	16.77	48.21	\$ 22,524.22	\$271,473.19	\$1,085,892.75
	Collectors	8.51	18.27	\$ 13,224.70	\$60,403.82	\$241,615.28
	Locals	69.29	139.36	\$ 13,224.70	\$460,748.57	\$1,842,994.28
	Totals:	99.61	223.74		\$893,421.47	\$3,573,685.88
	Comb PA/MA	21.81	66.11	\$ 22,524.22	\$372,269.08	\$1,489,076.32
	Comb COL/LOC	77.80	157.63	\$ 13,224.70	\$521,152.39	\$2,084,609.56
	Totals:	99.61	223.74		\$893,421.47	\$3,573,685.88
Narrows						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	0.12	0.24	\$ 22,524.22	\$1,351.45	\$5,405.81
	Collectors	0.30	0.60	\$ 13,224.70	\$1,983.71	\$7,934.82
	Locals	15.65	30.35	\$ 13,224.70	\$100,342.42	\$401,369.66
	Totals:	16.07	31.19		\$103,677.57	\$414,710.30
	Comb PA/MA	0.12	0.24	\$ 22,524.22	\$1,351.45	\$5,405.81
	Comb COL/LOC	15.95	30.95	\$ 13,224.70	\$102,326.12	\$409,304.48
	Totals:	16.07	31.19		\$103,677.57	\$414,710.30

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT	
Pearisburg	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00	
	Minor Arterials	0.93	1.86	\$ 22,524.22	\$10,473.76	\$41,895.05	
	Collectors	1.02	2.04	\$ 13,224.70	\$6,744.60	\$26,978.39	
	Locals	18.22	36.24	\$ 13,224.70	\$119,815.79	\$479,263.15	
	Totals:	20.17	40.14		\$137,034.15	\$548,136.59	
	Comb PA/MA	0.93	1.86	\$ 22,524.22	\$10,473.76	\$41,895.05	
	Comb COL/LOC	19.24	38.28	\$ 13,224.70	\$126,560.38	\$506,241.54	
	Totals:	20.17	40.14		\$137,034.15	\$548,136.59	
	Pulaski	Principal Arterials	3.85	12.08	\$ 22,524.22	\$68,023.15	\$272,092.60
		Minor Arterials	6.46	17.54	\$ 22,524.22	\$98,768.71	\$395,074.86
Collectors		10.36	20.72	\$ 13,224.70	\$68,503.95	\$274,015.80	
Locals		45.24	90.06	\$ 13,224.70	\$297,754.13	\$1,191,016.54	
Totals:		65.91	140.40		\$533,049.95	\$2,132,199.79	
Comb PA/MA		10.31	29.62	\$ 22,524.22	\$166,791.86	\$667,167.46	
Comb COL/LOC		55.60	110.78	\$ 13,224.70	\$366,258.08	\$1,465,032.33	
Totals:	65.91	140.40		\$533,049.95	\$2,132,199.79		

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Radford						
	Principal Arterials	9.58	27.69	\$ 22,524.22	\$155,923.93	\$623,695.71
	Minor Arterials	3.45	6.90	\$ 22,524.22	\$38,854.28	\$155,417.13
	Collectors	9.54	18.64	\$ 13,224.70	\$61,627.10	\$246,508.42
	Locals	50.06	100.51	\$ 13,224.70	\$332,303.66	\$1,329,214.66
	Totals:	72.63	153.74		\$588,708.98	\$2,354,835.92
	Comb PA/MA	13.03	34.59	\$ 22,524.22	\$194,778.21	\$779,112.84
	Comb COL/LOC	59.60	119.15	\$ 13,224.70	\$393,930.77	\$1,575,723.08
	Totals:	72.63	153.74		\$588,708.98	\$2,354,835.92
Roanoke						
	Principal Arterials	17.12	63.23	\$ 22,524.22	\$356,051.64	\$1,424,206.56
	Minor Arterials	51.18	148.04	\$ 22,524.22	\$833,621.46	\$3,334,485.84
	Collectors	41.86	93.33	\$ 13,224.70	\$308,565.33	\$1,234,261.31
	Locals	376.81	753.82	\$ 13,224.70	\$2,492,260.95	\$9,969,043.81
	Totals:	486.97	1058.42		\$3,990,499.38	\$15,961,997.52
	Comb PA/MA	68.30	211.27	\$ 22,524.22	\$1,189,673.10	\$4,758,692.40
	Comb COL/LOC	418.67	847.15	\$ 13,224.70	\$2,800,826.28	\$11,203,305.11
	Totals:	486.97	1058.42		\$3,990,499.38	\$15,961,997.52

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Rocky Mount						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	10.31	29.13	\$ 22,524.22	\$164,032.65	\$656,130.59
	Collectors	3.49	6.98	\$ 13,224.70	\$23,077.10	\$92,308.41
	Locals	28.72	57.35	\$ 13,224.70	\$189,609.14	\$758,436.58
	Totals:	42.52	93.46		\$376,718.89	\$1,506,875.58
	Comb PA/MA	10.31	29.13	\$ 22,524.22	\$164,032.65	\$656,130.59
	Comb COL/LOC	32.21	64.33	\$ 13,224.70	\$212,686.25	\$850,744.99
	Totals:	42.52	93.46		\$376,718.89	\$1,506,875.58
Salem						
	Principal Arterials	11.57	37.88	\$ 22,524.22	\$213,304.38	\$853,217.53
	Minor Arterials	9.04	25.59	\$ 22,524.22	\$144,098.71	\$576,394.84
	Collectors	10.72	22.05	\$ 13,224.70	\$72,901.16	\$291,604.65
	Locals	104.26	206.28	\$ 13,224.70	\$681,997.81	\$2,727,991.24
	Totals:	135.59	291.80		\$1,112,302.07	\$4,449,208.26
	Comb PA/MA	20.61	63.47	\$ 22,524.22	\$357,403.09	\$1,429,612.38
	Comb COL/LOC	114.98	228.33	\$ 13,224.70	\$754,898.97	\$3,019,595.89
	Totals:	135.59	291.80		\$1,112,302.07	\$4,449,208.26

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vinton						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.61	12.88	\$ 22,524.22	\$72,528.00	\$290,111.98
	Collectors	3.11	8.60	\$ 13,224.70	\$28,433.11	\$113,732.43
	Locals	33.44	66.57	\$ 13,224.70	\$220,092.08	\$880,368.32
	Totals:	40.16	88.05		\$321,053.18	\$1,284,212.72
	Comb PA/MA	3.61	12.88	\$ 22,524.22	\$72,528.00	\$290,111.98
	Comb COL/LOC	36.55	75.17	\$ 13,224.70	\$248,525.19	\$994,100.74
	Totals:	40.16	88.05		\$321,053.18	\$1,284,212.72
SALEM DISTRICT TOTALS						
	Principal Arterials	61.30	207.01	\$ 22,524.22	\$1,165,684.80	\$4,662,739.22
	Minor Arterials	134.79	382.72	\$ 22,524.22	\$2,155,117.57	\$8,620,470.28
	Collectors	128.53	277.17	\$ 13,224.70	\$916,372.57	\$3,665,490.27
	Locals	1021.34	2038.41	\$ 13,224.70	\$6,739,340.49	\$26,957,361.95
	Totals:	1345.96	2905.31		\$10,976,515.43	\$43,906,061.71
	Comb PA/MA	196.09	589.73	\$ 22,524.22	\$3,320,802.37	\$13,283,209.50
	Comb COL/LOC	1149.87	2315.58	\$ 13,224.70	\$7,655,713.05	\$30,622,852.22
	Totals:	1345.96	2905.31		\$10,976,515.43	\$43,906,061.71

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
LYNCHBURG DISTRICT						
Altavista						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.64	7.28	\$ 22,524.22	\$40,994.08	\$163,976.34
	Collectors	2.56	5.12	\$ 13,224.70	\$16,927.62	\$67,710.47
	Locals	20.49	40.51	\$ 13,224.70	\$133,933.16	\$535,732.62
	Totals:	26.69	52.91		\$191,854.86	\$767,419.43
	Comb PA/MA	3.64	7.28	\$ 22,524.22	\$40,994.08	\$163,976.34
	Comb COL/LOC	23.05	45.63	\$ 13,224.70	\$150,860.77	\$603,443.09
	Totals:	26.69	52.91		\$191,854.86	\$767,419.43
Danville						
	Principal Arterials	25.60	105.79	\$ 22,524.22	\$595,709.36	\$2,382,837.46
	Minor Arterials	33.13	99.02	\$ 22,524.22	\$557,587.12	\$2,230,348.47
	Collectors	35.04	72.44	\$ 13,224.70	\$239,499.33	\$957,997.31
	Locals	222.81	447.69	\$ 13,224.70	\$1,480,141.55	\$5,920,566.21
	Totals:	316.58	724.94		\$2,872,937.36	\$11,491,749.45
	Comb PA/MA	58.73	204.81	\$ 22,524.22	\$1,153,296.48	\$4,613,185.93
	Comb COL/LOC	257.85	520.13	\$ 13,224.70	\$1,719,640.88	\$6,878,563.52
	Totals:	316.58	724.94		\$2,872,937.36	\$11,491,749.45

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Farmville						
	Principal Arterials	2.39	8.18	\$ 22,524.22	\$46,062.03	\$184,248.14
	Minor Arterials	7.07	22.18	\$ 22,524.22	\$124,896.81	\$499,587.25
	Collectors	8.33	16.47	\$ 13,224.70	\$54,452.70	\$217,810.82
	Locals	33.01	65.53	\$ 13,224.70	\$216,653.66	\$866,614.63
	Totals:	50.80	112.36		\$442,065.21	\$1,768,260.83
	Comb PA/MA	9.46	30.36	\$ 22,524.22	\$170,958.85	\$683,835.38
	Comb COL/LOC	41.34	82.00	\$ 13,224.70	\$271,106.36	\$1,084,425.45
	Totals:	50.80	112.36		\$442,065.21	\$1,768,260.83
Lynchburg						
	Principal Arterials	30.10	76.88	\$ 22,524.22	\$432,915.55	\$1,731,662.20
	Minor Arterials	48.55	124.32	\$ 22,524.22	\$700,052.82	\$2,800,211.29
	Collectors	36.62	73.84	\$ 13,224.70	\$244,127.97	\$976,511.89
	Locals	266.84	534.22	\$ 13,224.70	\$1,766,224.89	\$7,064,899.55
	Totals:	382.11	809.26		\$3,143,321.23	\$12,573,284.93
	Comb PA/MA	78.65	201.20	\$ 22,524.22	\$1,132,968.37	\$4,531,873.49
	Comb COL/LOC	303.46	608.06	\$ 13,224.70	\$2,010,352.86	\$8,041,411.45
	Totals:	382.11	809.26		\$3,143,321.23	\$12,573,284.93

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
South Boston						
	Principal Arterials	1.12	4.48	\$ 22,524.22	\$25,227.13	\$100,908.52
	Minor Arterials	16.80	43.19	\$ 22,524.22	\$243,205.29	\$972,821.15
	Collectors	4.05	8.10	\$ 13,224.70	\$26,780.02	\$107,120.07
	Locals	42.36	84.48	\$ 13,224.70	\$279,305.68	\$1,117,222.71
	Totals:	64.33	140.25		\$574,518.11	\$2,298,072.45
	Comb PA/MA	17.92	47.67	\$ 22,524.22	\$268,432.42	\$1,073,729.67
	Comb COL/LOC	46.41	92.58	\$ 13,224.70	\$306,085.70	\$1,224,342.78
	Totals:	64.33	140.25		\$574,518.11	\$2,298,072.45
LYNCHBURG DISTRICT TOTALS						
	Principal Arterials	59.21	195.33	\$ 22,524.22	\$1,099,914.08	\$4,399,656.30
	Minor Arterials	109.19	295.99	\$ 22,524.22	\$1,666,736.12	\$6,666,944.50
	Collectors	86.60	175.97	\$ 13,224.70	\$581,787.64	\$2,327,150.56
	Locals	585.51	1172.43	\$ 13,224.70	\$3,876,258.93	\$15,505,035.72
	Totals:	840.51	1839.72		\$7,224,696.77	\$28,898,787.09
	Comb PA/MA	168.40	491.32	\$ 22,524.22	\$2,766,650.20	\$11,066,600.80
	Comb COL/LOC	672.11	1348.40	\$ 13,224.70	\$4,458,046.57	\$17,832,186.29
	Totals:	840.51	1839.72		\$7,224,696.77	\$28,898,787.09

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
RICHMOND DISTRICT						
Ashland						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	9.35	30.56	\$ 22,524.22	\$172,085.06	\$688,340.23
	Collectors	7.46	17.53	\$ 13,224.70	\$57,957.25	\$231,829.00
	Locals	31.93	65.11	\$ 13,224.70	\$215,265.06	\$861,060.26
	Totals:	48.74	113.20		\$445,307.37	\$1,781,229.48
	Comb PA/MA	9.35	30.56	\$ 22,524.22	\$172,085.06	\$688,340.23
	Comb COL/LOC	39.39	82.64	\$ 13,224.70	\$273,222.31	\$1,092,889.26
	Totals:	48.74	113.20		\$445,307.37	\$1,781,229.48
Blackstone						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	8.46	18.58	\$ 22,524.22	\$104,625.01	\$418,500.05
	Collectors	1.73	3.46	\$ 13,224.70	\$11,439.37	\$45,757.46
	Locals	26.33	51.76	\$ 13,224.70	\$171,127.63	\$684,510.50
	Totals:	36.52	73.80		\$287,192.00	\$1,148,768.01
	Comb PA/MA	8.46	18.58	\$ 22,524.22	\$104,625.01	\$418,500.05
	Comb COL/LOC	28.06	55.22	\$ 13,224.70	\$182,566.99	\$730,267.97
	Totals:	36.52	73.80		\$287,192.00	\$1,148,768.01
Chase City						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	0.88	1.76	\$ 22,524.22	\$9,910.66	\$39,642.63
	Collectors	2.79	5.58	\$ 13,224.70	\$18,448.46	\$73,793.83
	Locals	13.78	27.43	\$ 13,224.70	\$90,688.38	\$362,753.54
	Totals:	17.45	34.77		\$119,047.50	\$476,190.00
	Comb PA/MA	0.88	1.76	\$ 22,524.22	\$9,910.66	\$39,642.63
	Comb COL/LOC	16.57	33.01	\$ 13,224.70	\$109,136.84	\$436,547.37
	Totals:	17.45	34.77		\$119,047.50	\$476,190.00

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Colonial Heights						
	Principal Arterials	5.16	19.97	\$ 22,524.22	\$112,452.18	\$449,808.72
	Minor Arterials	3.24	10.76	\$ 22,524.22	\$60,590.16	\$242,360.63
	Collectors	7.37	18.21	\$ 13,224.70	\$60,205.45	\$240,821.80
	Locals	72.57	146.21	\$ 13,224.70	\$483,395.87	\$1,933,583.47
	Totals:	88.34	195.15		\$716,643.65	\$2,866,574.62
	Comb PA/MA	8.40	30.73	\$ 22,524.22	\$173,042.34	\$692,169.35
	Comb COL/LOC	79.94	164.42	\$ 13,224.70	\$543,601.32	\$2,174,405.27
	Totals:	88.34	195.15		\$716,643.65	\$2,866,574.62
Hopewell						
	Principal Arterials	6.42	24.40	\$ 22,524.22	\$137,397.75	\$549,591.02
	Minor Arterials	11.36	33.65	\$ 22,524.22	\$189,485.02	\$757,940.07
	Collectors	6.50	13.58	\$ 13,224.70	\$44,897.86	\$179,591.43
	Locals	102.52	205.02	\$ 13,224.70	\$677,832.03	\$2,711,328.12
	Totals:	126.80	276.65		\$1,049,612.66	\$4,198,450.64
	Comb PA/MA	17.78	58.05	\$ 22,524.22	\$326,882.77	\$1,307,531.09
	Comb COL/LOC	109.02	218.60	\$ 13,224.70	\$722,729.89	\$2,890,919.55
	Totals:	126.80	276.65		\$1,049,612.66	\$4,198,450.64

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Petersburg						
	Principal Arterials	17.00	59.56	\$ 22,524.22	\$335,385.67	\$1,341,542.67
	Minor Arterials	20.49	45.51	\$ 22,524.22	\$256,269.34	\$1,025,077.35
	Collectors	22.45	44.91	\$ 13,224.70	\$148,480.33	\$593,921.30
	Locals	124.80	246.38	\$ 13,224.70	\$814,575.43	\$3,258,301.73
	Totals:	184.74	396.36		\$1,554,710.76	\$6,218,843.05
	Comb PA/MA	37.49	105.07	\$ 22,524.22	\$591,655.00	\$2,366,620.02
	Comb COL/LOC	147.25	291.29	\$ 13,224.70	\$963,055.76	\$3,852,223.04
	Totals:	184.74	396.36		\$1,554,710.76	\$6,218,843.05
Richmond						
	Principal Arterials	57.53	243.76	\$ 22,524.22	\$1,372,626.09	\$5,490,504.38
	Minor Arterials	89.08	271.37	\$ 22,524.22	\$1,528,099.54	\$6,112,398.15
	Collectors	81.23	169.91	\$ 13,224.70	\$561,752.22	\$2,247,008.88
	Locals	592.83	1145.53	\$ 13,224.70	\$3,787,322.82	\$15,149,291.28
	Totals:	820.67	1830.57		\$7,249,800.67	\$28,999,202.69
	Comb PA/MA	146.61	515.13	\$ 22,524.22	\$2,900,725.63	\$11,602,902.53
	Comb COL/LOC	674.06	1315.44	\$ 13,224.70	\$4,349,075.04	\$17,396,300.16
	Totals:	820.67	1830.57		\$7,249,800.67	\$28,999,202.69

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
South Hill						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	13.09	27.27	\$ 22,524.22	\$153,558.88	\$614,235.54
	Collectors	5.11	10.22	\$ 13,224.70	\$33,789.11	\$135,156.44
	Locals	28.71	57.40	\$ 13,224.70	\$189,774.45	\$759,097.81
	Totals:	46.91	94.89		\$377,122.45	\$1,508,489.79
	Comb PA/MA	13.09	27.27	\$ 22,524.22	\$153,558.88	\$614,235.54
	Comb COL/LOC	33.82	67.62	\$ 13,224.70	\$223,563.56	\$894,254.25
	Totals:	46.91	94.89		\$377,122.45	\$1,508,489.79
RICHMOND DISTRICT TOTALS						
	Principal Arterials	86.11	347.69	\$ 22,524.22	\$1,957,861.70	\$7,831,446.78
	Minor Arterials	155.95	439.46	\$ 22,524.22	\$2,474,623.66	\$9,898,494.64
	Collectors	134.64	283.40	\$ 13,224.70	\$936,970.04	\$3,747,880.15
	Locals	993.47	1944.84	\$ 13,224.70	\$6,429,981.68	\$25,719,926.71
	Totals:	1370.17	3015.39		\$11,799,437.07	\$47,197,748.29
	Comb PA/MA	242.06	787.15	\$ 22,524.22	\$4,432,485.36	\$17,729,941.43
	Comb COL/LOC	1128.11	2228.24	\$ 13,224.70	\$7,366,951.72	\$29,467,806.86
	Totals:	1370.17	3015.39		\$11,799,437.07	\$47,197,748.29

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
HAMPTON ROADS DISTRICT						
Chesapeake						
	Principal Arterials	56.97	227.68	\$ 22,524.22	\$1,282,078.72	\$5,128,314.89
	Minor Arterials	96.29	294.09	\$ 22,524.22	\$1,656,037.12	\$6,624,148.48
	Collectors	133.57	283.19	\$ 13,224.70	\$936,275.74	\$3,745,102.96
	Locals	789.66	1597.91	\$ 13,224.70	\$5,282,970.33	\$21,131,881.34
	Totals:	1076.49	2402.87		\$9,157,361.92	\$36,629,447.66
	Comb PA/MA	153.26	521.77	\$ 22,524.22	\$2,938,115.84	\$11,752,463.37
	Comb COL/LOC	923.23	1881.10	\$ 13,224.70	\$6,219,246.07	\$24,876,984.30
	Totals:	1076.49	2402.87		\$9,157,361.92	\$36,629,447.66
Chincoteague						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	4.28	8.56	\$ 22,524.22	\$48,201.84	\$192,807.34
	Collectors	7.07	14.14	\$ 13,224.70	\$46,749.32	\$186,997.27
	Locals	13.43	26.29	\$ 13,224.70	\$86,919.34	\$347,677.38
	Totals:	24.78	48.99		\$181,870.50	\$727,481.99
	Comb PA/MA	4.28	8.56	\$ 22,524.22	\$48,201.84	\$192,807.34
	Comb COL/LOC	20.50	40.43	\$ 13,224.70	\$133,668.66	\$534,674.65
	Totals:	24.78	48.99		\$181,870.50	\$727,481.99

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Emporia						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	5.51	15.40	\$ 22,524.22	\$86,718.26	\$346,873.02
	Collectors	8.28	17.30	\$ 13,224.70	\$57,196.83	\$228,787.32
	Locals	22.57	46.48	\$ 13,224.70	\$153,671.02	\$614,684.08
	Totals:	36.36	79.18		\$297,586.11	\$1,190,344.42
	Comb PA/MA	5.51	15.40	\$ 22,524.22	\$86,718.26	\$346,873.02
	Comb COL/LOC	30.85	63.78	\$ 13,224.70	\$210,867.85	\$843,471.40
	Totals:	36.36	79.18		\$297,586.11	\$1,190,344.42
Franklin						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	7.70	23.37	\$ 22,524.22	\$131,597.77	\$526,391.07
	Collectors	10.42	22.58	\$ 13,224.70	\$74,653.43	\$298,613.74
	Locals	32.38	64.54	\$ 13,224.70	\$213,380.54	\$853,522.18
	Totals:	50.50	110.49		\$419,631.75	\$1,678,526.99
	Comb PA/MA	7.70	23.37	\$ 22,524.22	\$131,597.77	\$526,391.07
	Comb COL/LOC	42.80	87.12	\$ 13,224.70	\$288,033.98	\$1,152,135.92
	Totals:	50.50	110.49		\$419,631.75	\$1,678,526.99

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Hampton						
	Principal Arterials	17.47	89.79	\$ 22,524.22	\$505,612.48	\$2,022,449.90
	Minor Arterials	49.47	186.32	\$ 22,524.22	\$1,049,178.27	\$4,196,713.06
	Collectors	39.92	110.23	\$ 13,224.70	\$364,439.69	\$1,457,758.75
	Locals	366.77	745.89	\$ 13,224.70	\$2,466,042.98	\$9,864,171.93
	Totals:	473.63	1132.23		\$4,385,273.41	\$17,541,093.64
	Comb PA/MA	66.94	276.11	\$ 22,524.22	\$1,554,790.74	\$6,219,162.96
	Comb COL/LOC	406.69	856.12	\$ 13,224.70	\$2,830,482.67	\$11,321,930.68
	Totals:	473.63	1132.23		\$4,385,273.41	\$17,541,093.64
Newport News						
	Principal Arterials	50.37	231.77	\$ 22,524.22	\$1,305,109.74	\$5,220,438.96
	Minor Arterials	9.38	31.02	\$ 22,524.22	\$174,675.34	\$698,701.37
	Collectors	58.46	138.22	\$ 13,224.70	\$456,979.53	\$1,827,918.12
	Locals	389.05	793.24	\$ 13,224.70	\$2,622,590.38	\$10,490,361.50
	Totals:	507.26	1194.25		\$4,559,354.99	\$18,237,419.95
	Comb PA/MA	59.75	262.79	\$ 22,524.22	\$1,479,785.08	\$5,919,140.33
	Comb COL/LOC	447.51	931.46	\$ 13,224.70	\$3,079,569.91	\$12,318,279.62
	Totals:	507.26	1194.25		\$4,559,354.99	\$18,237,419.95
Norfolk						
	Principal Arterials	44.98	216.33	\$ 22,524.22	\$1,218,166.24	\$4,872,664.97
	Minor Arterials	62.78	230.83	\$ 22,524.22	\$1,299,816.55	\$5,199,266.19
	Collectors	61.25	136.80	\$ 13,224.70	\$452,284.76	\$1,809,139.04
	Locals	546.90	1076.36	\$ 13,224.70	\$3,558,634.68	\$14,234,538.74
	Totals:	715.91	1660.32		\$6,528,902.23	\$26,115,608.93
	Comb PA/MA	107.76	447.16	\$ 22,524.22	\$2,517,982.79	\$10,071,931.15
	Comb COL/LOC	608.15	1213.16	\$ 13,224.70	\$4,010,919.44	\$16,043,677.78
	Totals:	715.91	1660.32		\$6,528,902.23	\$26,115,608.93

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Poquoson						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	1.89	4.58	\$ 22,524.22	\$25,790.23	\$103,160.94
	Collectors	10.36	22.16	\$ 13,224.70	\$73,264.84	\$293,059.37
	Locals	42.99	85.45	\$ 13,224.70	\$282,512.67	\$1,130,050.67
	Totals:	55.24	112.19		\$381,567.74	\$1,526,270.97
	Comb PA/MA	1.89	4.58	\$ 22,524.22	\$25,790.23	\$103,160.94
	Comb COL/LOC	53.35	107.61	\$ 13,224.70	\$355,777.51	\$1,423,110.03
	Totals:	55.24	112.19		\$381,567.74	\$1,526,270.97
Portsmouth						
	Principal Arterials	11.54	50.52	\$ 22,524.22	\$284,480.93	\$1,137,923.70
	Minor Arterials	32.32	112.10	\$ 22,524.22	\$631,241.32	\$2,524,965.30
	Collectors	39.59	93.43	\$ 13,224.70	\$308,895.94	\$1,235,583.78
	Locals	315.03	625.57	\$ 13,224.70	\$2,068,243.99	\$8,272,975.95
	Totals:	398.48	881.62		\$3,292,862.18	\$13,171,448.73
	Comb PA/MA	43.86	162.62	\$ 22,524.22	\$915,722.25	\$3,662,889.00
	Comb COL/LOC	354.62	719.00	\$ 13,224.70	\$2,377,139.93	\$9,508,559.73
	Totals:	398.48	881.62		\$3,292,862.18	\$13,171,448.73
Smithfield						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	0.44	0.88	\$ 22,524.22	\$4,955.33	\$19,821.32
	Collectors	4.83	9.60	\$ 13,224.70	\$31,739.28	\$126,957.13
	Locals	43.90	87.97	\$ 13,224.70	\$290,844.23	\$1,163,376.91
	Totals:	49.17	98.45		\$327,538.84	\$1,310,155.35
	Comb PA/MA	0.44	0.88	\$ 22,524.22	\$4,955.33	\$19,821.32
	Comb COL/LOC	48.73	97.57	\$ 13,224.70	\$322,583.51	\$1,290,334.04
	Totals:	49.17	98.45		\$327,538.84	\$1,310,155.35

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Suffolk						
	Principal Arterials	69.00	238.09	\$ 22,524.22	\$1,340,698.01	\$5,362,792.04
	Minor Arterials	67.17	142.17	\$ 22,524.22	\$800,567.16	\$3,202,268.66
	Collectors	114.67	230.11	\$ 13,224.70	\$760,783.96	\$3,043,135.86
	Locals	522.87	1048.07	\$ 13,224.70	\$3,465,102.99	\$13,860,411.96
	Totals:	773.71	1658.44		\$6,367,152.13	\$25,468,608.51
	Comb PA/MA	136.17	380.26	\$ 22,524.22	\$2,141,265.17	\$8,565,060.70
	Comb COL/LOC	637.54	1278.18	\$ 13,224.70	\$4,225,886.95	\$16,903,547.81
	Totals:	773.71	1658.44		\$6,367,152.13	\$25,468,608.51
Virginia Beach						
	Principal Arterials	69.21	348.96	\$ 22,524.22	\$1,965,013.14	\$7,860,052.54
	Minor Arterials	106.73	379.92	\$ 22,524.22	\$2,139,350.62	\$8,557,402.46
	Collectors	153.54	355.02	\$ 13,224.70	\$1,173,758.30	\$4,695,033.21
	Locals	1179.17	2366.35	\$ 13,224.70	\$7,823,567.57	\$31,294,270.26
	Totals:	1508.65	3450.25		\$13,101,689.62	\$52,406,758.48
	Comb PA/MA	175.94	728.88	\$ 22,524.22	\$4,104,363.75	\$16,417,455.00
	Comb COL/LOC	1332.71	2721.37	\$ 13,224.70	\$8,997,325.87	\$35,989,303.47
	Totals:	1508.65	3450.25		\$13,101,689.62	\$52,406,758.48
Williamsburg						
	Principal Arterials	5.09	16.76	\$ 22,524.22	\$94,376.49	\$377,505.96
	Minor Arterials	8.47	22.94	\$ 22,524.22	\$129,176.41	\$516,705.65
	Collectors	6.01	12.83	\$ 13,224.70	\$42,418.23	\$169,672.91
	Locals	33.97	67.39	\$ 13,224.70	\$222,803.14	\$891,212.57
	Totals:	53.54	119.92		\$488,774.27	\$1,955,097.10
	Comb PA/MA	13.56	39.70	\$ 22,524.22	\$223,552.90	\$894,211.62
	Comb COL/LOC	39.98	80.22	\$ 13,224.70	\$265,221.37	\$1,060,885.48
	Totals:	53.54	119.92		\$488,774.27	\$1,955,097.10

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
HAMPTON ROADS DISTRICT TOTALS						
	Principal Arterials	324.63	1419.90	\$ 22,524.22	\$7,995,535.74	\$31,982,142.96
	Minor Arterials	452.43	1452.18	\$ 22,524.22	\$8,177,306.21	\$32,709,224.85
	Collectors	647.97	1445.61	\$ 13,224.70	\$4,779,439.86	\$19,117,759.43
	Locals	4298.69	8631.51	\$ 13,224.70	\$28,537,283.87	\$114,149,135.48
	Totals:	5723.72	12949.20		\$49,489,565.68	\$197,958,262.72
	Comb PA/MA	777.06	2872.08	\$ 22,524.22	\$16,172,841.95	\$64,691,367.81
	Comb COL/LOC	4946.66	10077.12	\$ 13,224.70	\$33,316,723.73	\$133,266,894.91
	Totals:	5723.72	12949.20		\$49,489,565.68	\$197,958,262.72
FREDERICKSBURG DISTRICT						
Colonial Beach						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	5.13	10.05	\$ 22,524.22	\$56,592.11	\$226,368.43
	Collectors	0.94	1.88	\$ 13,224.70	\$6,215.61	\$24,862.44
	Locals	20.07	38.99	\$ 13,224.70	\$128,907.77	\$515,631.08
	Totals:	26.14	50.92		\$191,715.49	\$766,861.95
	Comb PA/MA	5.13	10.05	\$ 22,524.22	\$56,592.11	\$226,368.43
	Comb COL/LOC	21.01	40.87	\$ 13,224.70	\$135,123.38	\$540,493.51
	Totals:	26.14	50.92		\$191,715.49	\$766,861.95

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Fredericksburg						
	Principal Arterials	6.22	24.88	\$ 22,524.22	\$140,100.66	\$560,402.65
	Minor Arterials	8.33	19.61	\$ 22,524.22	\$110,425.00	\$441,700.00
	Collectors	17.31	51.88	\$ 13,224.70	\$171,524.37	\$686,097.47
	Locals	57.00	116.59	\$ 13,224.70	\$385,466.96	\$1,541,867.84
	Totals:	88.86	212.96		\$807,516.99	\$3,230,067.95
	Comb PA/MA	14.55	44.49	\$ 22,524.22	\$250,525.66	\$1,002,102.64
	Comb COL/LOC	74.31	168.47	\$ 13,224.70	\$556,991.33	\$2,227,965.31
	Totals:	88.86	212.96		\$807,516.99	\$3,230,067.95
FREDERICKSBURG DISTRICT TOTALS						
	Principal Arterials	6.22	24.88	\$ 22,524.22	\$140,100.66	\$560,402.65
	Minor Arterials	13.46	29.66	\$ 22,524.22	\$167,017.11	\$668,068.43
	Collectors	18.25	53.76	\$ 13,224.70	\$177,739.98	\$710,959.90
	Locals	77.07	155.58	\$ 13,224.70	\$514,374.73	\$2,057,498.92
	Totals:	115.00	263.88		\$999,232.47	\$3,996,929.90
	Comb PA/MA	19.68	54.54	\$ 22,524.22	\$307,117.77	\$1,228,471.07
	Comb COL/LOC	95.32	209.34	\$ 13,224.70	\$692,114.71	\$2,768,458.82
	Totals:	115.00	263.88		\$999,232.47	\$3,996,929.90

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
CULPEPER DISTRICT						
Charlottesville						
	Principal Arterials	12.46	37.97	\$ 22,524.22	\$213,811.18	\$855,244.71
	Minor Arterials	11.83	27.46	\$ 22,524.22	\$154,628.78	\$618,515.14
	Collectors	17.83	35.44	\$ 13,224.70	\$117,170.85	\$468,683.39
	Locals	93.23	182.63	\$ 13,224.70	\$603,806.77	\$2,415,227.07
	Totals:	135.35	283.50		\$1,089,417.58	\$4,357,670.31
	Comb PA/MA	24.29	65.43	\$ 22,524.22	\$368,439.96	\$1,473,759.85
	Comb COL/LOC	111.06	218.07	\$ 13,224.70	\$720,977.61	\$2,883,910.46
	Totals:	135.35	283.50		\$1,089,417.58	\$4,357,670.31
Culpeper						
	Principal Arterials	6.22	16.06	\$ 22,524.22	\$90,434.75	\$361,739.01
	Minor Arterials	4.81	10.74	\$ 22,524.22	\$60,477.54	\$241,910.15
	Collectors	4.25	8.42	\$ 13,224.70	\$27,837.99	\$111,351.98
	Locals	52.38	105.79	\$ 13,224.70	\$349,760.27	\$1,399,041.08
	Totals:	67.66	141.01		\$528,510.55	\$2,114,042.21
	Comb PA/MA	11.03	26.80	\$ 22,524.22	\$150,912.29	\$603,649.15
	Comb COL/LOC	56.63	114.21	\$ 13,224.70	\$377,598.26	\$1,510,393.06
	Totals:	67.66	141.01		\$528,510.55	\$2,114,042.21

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Orange						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	9.74	22.40	\$ 22,524.22	\$126,135.64	\$504,542.58
	Collectors	0.00	0.00	\$ 13,224.70	\$0.00	\$0.00
	Locals	18.84	37.50	\$ 13,224.70	\$123,981.57	\$495,926.27
	Totals:	28.58	59.90		\$250,117.21	\$1,000,468.85
	Comb PA/MA	9.74	22.40	\$ 22,524.22	\$126,135.64	\$504,542.58
	Comb COL/LOC	18.84	37.50	\$ 13,224.70	\$123,981.57	\$495,926.27
	Totals:	28.58	59.90		\$250,117.21	\$1,000,468.85
Warrenton						
	Principal Arterials	3.10	12.54	\$ 22,524.22	\$70,613.44	\$282,453.75
	Minor Arterials	5.30	14.05	\$ 22,524.22	\$79,116.33	\$316,465.32
	Collectors	2.72	5.44	\$ 13,224.70	\$17,985.59	\$71,942.37
	Locals	29.44	61.12	\$ 13,224.70	\$202,073.43	\$808,293.70
	Totals:	40.56	93.15		\$369,788.78	\$1,479,155.14
	Comb PA/MA	8.40	26.59	\$ 22,524.22	\$149,729.77	\$598,919.07
	Comb COL/LOC	32.16	66.56	\$ 13,224.70	\$220,059.02	\$880,236.07
	Totals:	40.56	93.15		\$369,788.78	\$1,479,155.14
CULPEPER DISTRICT TOTALS						
	Principal Arterials	21.78	66.57	\$ 22,524.22	\$374,859.37	\$1,499,437.47
	Minor Arterials	31.68	74.65	\$ 22,524.22	\$420,358.29	\$1,681,433.18
	Collectors	24.80	49.30	\$ 13,224.70	\$162,994.43	\$651,977.74
	Locals	193.89	387.04	\$ 13,224.70	\$1,279,622.03	\$5,118,488.12
	Totals:	272.15	577.56		\$2,237,834.13	\$8,951,336.50
	Comb PA/MA	53.46	141.22	\$ 22,524.22	\$795,217.66	\$3,180,870.64
	Comb COL/LOC	218.69	436.34	\$ 13,224.70	\$1,442,616.46	\$5,770,465.86
	Totals:	272.15	577.56		\$2,237,834.13	\$8,951,336.50

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
STAUNTON DISTRICT						
Berryville						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	2.15	4.77	\$ 22,524.22	\$26,860.13	\$107,440.54
	Collectors	1.57	3.00	\$ 13,224.70	\$9,918.53	\$39,674.10
	Locals	13.54	26.88	\$ 13,224.70	\$88,869.99	\$355,479.95
	Totals:	17.26	34.65		\$125,648.65	\$502,594.59
	Comb PA/MA	2.15	4.77	\$ 22,524.22	\$26,860.13	\$107,440.54
	Comb COL/LOC	15.11	29.88	\$ 13,224.70	\$98,788.51	\$395,154.05
	Totals:	17.26	34.65		\$125,648.65	\$502,594.59
Bridgewater						
	Principal Arterials	3.11	7.08	\$ 22,524.22	\$39,867.87	\$159,471.49
	Minor Arterials	0.70	1.92	\$ 22,524.22	\$10,811.63	\$43,246.51
	Collectors	2.35	4.70	\$ 13,224.70	\$15,539.02	\$62,156.09
	Locals	20.12	40.24	\$ 13,224.70	\$133,040.49	\$532,161.95
	Totals:	26.28	53.94		\$199,259.01	\$797,036.04
	Comb PA/MA	3.81	9.00	\$ 22,524.22	\$50,679.50	\$202,718.00
	Comb COL/LOC	22.47	44.94	\$ 13,224.70	\$148,579.51	\$594,318.04
	Totals:	26.28	53.94		\$199,259.01	\$797,036.04
Broadway						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	2.48	4.96	\$ 22,524.22	\$27,930.04	\$111,720.14
	Collectors	0.10	0.20	\$ 13,224.70	\$661.24	\$2,644.94
	Locals	13.93	27.86	\$ 13,224.70	\$92,110.04	\$368,440.16
	Totals:	16.51	33.02		\$120,701.31	\$482,805.24
	Comb PA/MA	2.48	4.96	\$ 22,524.22	\$27,930.04	\$111,720.14
	Comb COL/LOC	14.03	28.06	\$ 13,224.70	\$92,771.27	\$371,085.10
	Totals:	16.51	33.02		\$120,701.31	\$482,805.24

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Buena Vista						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	5.60	11.78	\$ 22,524.22	\$66,333.83	\$265,335.34
	Collectors	6.14	12.28	\$ 13,224.70	\$40,599.83	\$162,399.32
	Locals	35.45	70.90	\$ 13,224.70	\$234,407.82	\$937,631.27
	Totals:	47.19	94.96		\$341,341.48	\$1,365,365.93
	Comb PA/MA	5.60	11.78	\$ 22,524.22	\$66,333.83	\$265,335.34
	Comb COL/LOC	41.59	83.18	\$ 13,224.70	\$275,007.65	\$1,100,030.60
	Totals:	47.19	94.96		\$341,341.48	\$1,365,365.93
Clifton Forge						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.30	5.68	\$ 22,524.22	\$31,984.40	\$127,937.58
	Collectors	3.38	6.69	\$ 13,224.70	\$22,118.31	\$88,473.25
	Locals	16.52	32.20	\$ 13,224.70	\$106,458.84	\$425,835.36
	Totals:	23.20	44.57		\$160,561.55	\$642,246.19
	Comb PA/MA	3.30	5.68	\$ 22,524.22	\$31,984.40	\$127,937.58
	Comb COL/LOC	19.90	38.89	\$ 13,224.70	\$128,577.15	\$514,308.61
	Totals:	23.20	44.57		\$160,561.55	\$642,246.19
Covington						
	Principal Arterials	3.04	8.28	\$ 22,524.22	\$46,625.14	\$186,500.56
	Minor Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Collectors	9.65	20.77	\$ 13,224.70	\$68,669.26	\$274,677.03
	Locals	28.75	56.46	\$ 13,224.70	\$186,666.65	\$746,666.60
	Totals:	41.44	85.51		\$301,961.05	\$1,207,844.19
	Comb PA/MA	3.04	8.28	\$ 22,524.22	\$46,625.14	\$186,500.56
	Comb COL/LOC	38.40	77.23	\$ 13,224.70	\$255,335.91	\$1,021,343.63
	Totals:	41.44	85.51		\$301,961.05	\$1,207,844.19

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Elkton						
	Principal Arterials	0.04	0.08	\$ 22,524.22	\$450.48	\$1,801.94
	Minor Arterials	1.67	3.34	\$ 22,524.22	\$18,807.73	\$75,230.90
	Collectors	1.71	3.42	\$ 13,224.70	\$11,307.12	\$45,228.48
	Locals	16.32	32.57	\$ 13,224.70	\$107,682.12	\$430,728.50
	Totals:	19.74	39.41		\$138,247.45	\$552,989.81
	Comb PA/MA	1.71	3.42	\$ 22,524.22	\$19,258.21	\$77,032.84
	Comb COL/LOC	18.03	35.99	\$ 13,224.70	\$118,989.24	\$475,956.97
	Totals:	19.74	39.41		\$138,247.45	\$552,989.81
Front Royal						
	Principal Arterials	4.19	13.17	\$ 22,524.22	\$74,161.00	\$296,644.01
	Minor Arterials	5.30	12.00	\$ 22,524.22	\$67,572.67	\$270,290.67
	Collectors	9.24	21.20	\$ 13,224.70	\$70,090.91	\$280,363.65
	Locals	48.82	97.37	\$ 13,224.70	\$321,922.27	\$1,287,689.10
	Totals:	67.55	143.74		\$533,746.86	\$2,134,987.42
	Comb PA/MA	9.49	25.17	\$ 22,524.22	\$141,733.67	\$566,934.67
	Comb COL/LOC	58.06	118.57	\$ 13,224.70	\$392,013.19	\$1,568,052.75
	Totals:	67.55	143.74		\$533,746.86	\$2,134,987.42
Grottoes						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	1.63	3.26	\$ 22,524.22	\$18,357.24	\$73,428.96
	Collectors	1.24	2.48	\$ 13,224.70	\$8,199.31	\$32,797.26
	Locals	19.64	38.70	\$ 13,224.70	\$127,948.98	\$511,795.91
	Totals:	22.51	44.44		\$154,505.53	\$618,022.13
	Comb PA/MA	1.63	3.26	\$ 22,524.22	\$18,357.24	\$73,428.96
	Comb COL/LOC	20.88	41.18	\$ 13,224.70	\$136,148.29	\$544,593.17
	Totals:	22.51	44.44		\$154,505.53	\$618,022.13

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Harrisonburg						
	Principal Arterials	9.79	38.66	\$ 22,524.22	\$217,696.61	\$870,786.43
	Minor Arterials	20.39	59.46	\$ 22,524.22	\$334,822.56	\$1,339,290.25
	Collectors	23.36	51.79	\$ 13,224.70	\$171,226.81	\$684,907.24
	Locals	89.31	183.63	\$ 13,224.70	\$607,112.94	\$2,428,451.77
	Totals:	142.85	333.54		\$1,330,858.92	\$5,323,435.69
	Comb PA/MA	30.18	98.12	\$ 22,524.22	\$552,519.17	\$2,210,076.67
	Comb COL/LOC	112.67	235.42	\$ 13,224.70	\$778,339.75	\$3,113,359.02
	Totals:	142.85	333.54		\$1,330,858.92	\$5,323,435.69
Lexington						
	Principal Arterials	2.15	4.79	\$ 22,524.22	\$26,972.76	\$107,891.02
	Minor Arterials	2.31	5.00	\$ 22,524.22	\$28,155.28	\$112,621.11
	Collectors	6.44	12.88	\$ 13,224.70	\$42,583.54	\$170,334.14
	Locals	16.91	33.52	\$ 13,224.70	\$110,822.99	\$443,291.96
	Totals:	27.81	56.19		\$208,534.56	\$834,138.24
	Comb PA/MA	4.46	9.79	\$ 22,524.22	\$55,128.03	\$220,512.13
	Comb COL/LOC	23.35	46.40	\$ 13,224.70	\$153,406.53	\$613,626.11
	Totals:	27.81	56.19		\$208,534.56	\$834,138.24
Luray						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	8.83	19.72	\$ 22,524.22	\$111,044.41	\$444,177.66
	Collectors	1.68	3.18	\$ 13,224.70	\$10,513.64	\$42,054.55
	Locals	27.94	55.04	\$ 13,224.70	\$181,971.88	\$727,887.52
	Totals:	38.45	77.94		\$303,529.93	\$1,214,119.73
	Comb PA/MA	8.83	19.72	\$ 22,524.22	\$111,044.41	\$444,177.66
	Comb COL/LOC	29.62	58.22	\$ 13,224.70	\$192,485.52	\$769,942.07
	Totals:	38.45	77.94		\$303,529.93	\$1,214,119.73

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Staunton						
	Principal Arterials	3.69	14.64	\$ 22,524.22	\$82,438.65	\$329,754.61
	Minor Arterials	19.91	48.28	\$ 22,524.22	\$271,867.36	\$1,087,469.44
	Collectors	19.66	40.95	\$ 13,224.70	\$135,387.87	\$541,551.49
	Locals	91.27	182.21	\$ 13,224.70	\$602,418.17	\$2,409,672.70
	Totals:	134.53	286.08		\$1,092,112.06	\$4,368,448.24
	Comb PA/MA	23.60	62.92	\$ 22,524.22	\$354,306.01	\$1,417,224.05
	Comb COL/LOC	110.93	223.16	\$ 13,224.70	\$737,806.05	\$2,951,224.19
	Totals:	134.53	286.08		\$1,092,112.06	\$4,368,448.24
Strasburg						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.38	6.76	\$ 22,524.22	\$38,065.94	\$152,263.74
	Collectors	1.58	3.03	\$ 13,224.70	\$10,017.71	\$40,070.84
	Locals	19.09	38.23	\$ 13,224.70	\$126,395.08	\$505,580.30
	Totals:	24.05	48.02		\$174,478.72	\$697,914.89
	Comb PA/MA	3.38	6.76	\$ 22,524.22	\$38,065.94	\$152,263.74
	Comb COL/LOC	20.67	41.26	\$ 13,224.70	\$136,412.79	\$545,651.15
	Totals:	24.05	48.02		\$174,478.72	\$697,914.89
Waynesboro						
	Principal Arterials	6.14	22.31	\$ 22,524.22	\$125,628.85	\$502,515.40
	Minor Arterials	12.25	30.19	\$ 22,524.22	\$170,001.57	\$680,006.27
	Collectors	19.16	39.08	\$ 13,224.70	\$129,205.32	\$516,821.30
	Locals	90.18	180.34	\$ 13,224.70	\$596,235.63	\$2,384,942.51
	Totals:	127.73	271.92		\$1,021,071.37	\$4,084,285.47
	Comb PA/MA	18.39	52.50	\$ 22,524.22	\$295,630.42	\$1,182,521.66
	Comb COL/LOC	109.34	219.42	\$ 13,224.70	\$725,440.95	\$2,901,763.81
	Totals:	127.73	271.92		\$1,021,071.37	\$4,084,285.47

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Winchester						
	Principal Arterials	11.81	34.52	\$ 22,524.22	\$194,384.04	\$777,536.15
	Minor Arterials	5.63	20.31	\$ 22,524.22	\$114,366.74	\$457,466.95
	Collectors	10.06	21.40	\$ 13,224.70	\$70,752.15	\$283,008.59
	Locals	73.44	146.49	\$ 13,224.70	\$484,321.60	\$1,937,286.39
	Totals:	100.94	222.72		\$863,824.52	\$3,455,298.08
	Comb PA/MA	17.44	54.83	\$ 22,524.22	\$308,750.77	\$1,235,003.10
	Comb COL/LOC	83.50	167.89	\$ 13,224.70	\$555,073.75	\$2,220,294.98
	Totals:	100.94	222.72		\$863,824.52	\$3,455,298.08
Woodstock						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	3.74	7.48	\$ 22,524.22	\$42,120.30	\$168,481.18
	Collectors	3.06	6.12	\$ 13,224.70	\$20,233.79	\$80,935.17
	Locals	22.24	45.72	\$ 13,224.70	\$151,158.33	\$604,633.31
	Totals:	29.04	59.32		\$213,512.42	\$854,049.66
	Comb PA/MA	3.74	7.48	\$ 22,524.22	\$42,120.30	\$168,481.18
	Comb COL/LOC	25.30	51.84	\$ 13,224.70	\$171,392.12	\$685,568.48
	Totals:	29.04	59.32		\$213,512.42	\$854,049.66
STAUNTON DISTRICT TOTALS						
	Principal Arterials	43.96	143.53	\$ 22,524.22	\$808,225.40	\$3,232,901.60
	Minor Arterials	99.27	244.91	\$ 22,524.22	\$1,379,101.81	\$5,516,407.23
	Collectors	120.38	253.17	\$ 13,224.70	\$837,024.36	\$3,348,097.45
	Locals	643.47	1288.36	\$ 13,224.70	\$4,259,543.82	\$17,038,175.27
	Totals:	907.08	1929.97		\$7,283,895.39	\$29,135,581.55
	Comb PA/MA	143.23	388.44	\$ 22,524.22	\$2,187,327.21	\$8,749,308.83
	Comb COL/LOC	763.85	1541.53	\$ 13,224.70	\$5,096,568.18	\$20,386,272.72
	Totals:	907.08	1929.97		\$7,283,895.39	\$29,135,581.55

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
NORTHERN VIRGINIA DISTRICT						
Alexandria						
	Principal Arterials	17.62	77.46	\$ 22,524.22	\$436,181.56	\$1,744,726.24
	Minor Arterials	27.43	98.88	\$ 22,524.22	\$556,798.77	\$2,227,195.08
	Collectors	23.78	56.06	\$ 13,224.70	\$185,344.18	\$741,376.72
	Locals	139.49	279.90	\$ 13,224.70	\$925,398.42	\$3,701,593.70
	Totals:	208.32	512.30		\$2,103,722.93	\$8,414,891.74
	Comb PA/MA	45.05	176.34	\$ 22,524.22	\$992,980.33	\$3,971,921.33
	Comb COL/LOC	163.27	335.96	\$ 13,224.70	\$1,110,742.60	\$4,442,970.41
	Totals:	208.32	512.30		\$2,103,722.93	\$8,414,891.74
Dumfries						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Collectors	2.20	5.20	\$ 13,224.70	\$17,192.11	\$68,768.44
	Locals	7.98	16.12	\$ 13,224.70	\$53,295.54	\$213,182.17
	Totals:	10.18	21.32		\$70,487.65	\$281,950.62
	Comb PA/MA	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Comb COL/LOC	10.18	21.32	\$ 13,224.70	\$70,487.65	\$281,950.62
	Totals:	10.18	21.32		\$70,487.65	\$281,950.62
Fairfax						
	Principal Arterials	9.71	44.44	\$ 22,524.22	\$250,244.11	\$1,000,976.43
	Minor Arterials	5.60	16.79	\$ 22,524.22	\$94,545.42	\$378,181.69
	Collectors	3.56	8.65	\$ 13,224.70	\$28,598.42	\$114,393.66
	Locals	53.01	106.54	\$ 13,224.70	\$352,239.90	\$1,408,959.60
	Totals:	71.88	176.42		\$725,627.85	\$2,902,511.38
	Comb PA/MA	15.31	61.23	\$ 22,524.22	\$344,789.53	\$1,379,158.12
	Comb COL/LOC	56.57	115.19	\$ 13,224.70	\$380,838.32	\$1,523,353.26
	Totals:	71.88	176.42		\$725,627.85	\$2,902,511.38

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Falls Church						
	Principal Arterials	3.74	14.96	\$ 22,524.22	\$84,240.59	\$336,962.36
	Minor Arterials	1.96	5.24	\$ 22,524.22	\$29,506.73	\$118,026.92
	Collectors	5.42	11.70	\$ 13,224.70	\$38,682.25	\$154,729.00
	Locals	22.11	44.14	\$ 13,224.70	\$145,934.57	\$583,738.28
	Totals:	33.23	76.04		\$298,364.14	\$1,193,456.57
	Comb PA/MA	5.70	20.20	\$ 22,524.22	\$113,747.32	\$454,989.29
	Comb COL/LOC	27.53	55.84	\$ 13,224.70	\$184,616.82	\$738,467.28
	Totals:	33.23	76.04		\$298,364.14	\$1,193,456.57
Herndon						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	10.83	41.24	\$ 22,524.22	\$232,224.73	\$928,898.92
	Collectors	2.33	7.57	\$ 13,224.70	\$25,027.75	\$100,110.98
	Locals	38.94	80.92	\$ 13,224.70	\$267,535.69	\$1,070,142.77
	Totals:	52.10	129.73		\$524,788.17	\$2,099,152.68
	Comb PA/MA	10.83	41.24	\$ 22,524.22	\$232,224.73	\$928,898.92
	Comb COL/LOC	41.27	88.49	\$ 13,224.70	\$292,563.44	\$1,170,253.76
	Totals:	52.10	129.73		\$524,788.17	\$2,099,152.68
Leesburg						
	Principal Arterials	3.37	13.89	\$ 22,524.22	\$78,215.36	\$312,861.44
	Minor Arterials	12.27	40.18	\$ 22,524.22	\$226,255.81	\$905,023.24
	Collectors	14.99	45.59	\$ 13,224.70	\$150,728.53	\$602,914.10
	Locals	79.65	167.07	\$ 13,224.70	\$552,362.68	\$2,209,450.73
	Totals:	110.28	266.73		\$1,007,562.38	\$4,030,249.52
	Comb PA/MA	15.64	54.07	\$ 22,524.22	\$304,471.17	\$1,217,884.69
	Comb COL/LOC	94.64	212.66	\$ 13,224.70	\$703,091.21	\$2,812,364.83
	Totals:	110.28	266.73		\$1,007,562.38	\$4,030,249.52

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Manassas						
	Principal Arterials	4.99	17.22	\$ 22,524.22	\$96,966.78	\$387,867.10
	Minor Arterials	18.33	67.57	\$ 22,524.22	\$380,490.42	\$1,521,961.69
	Collectors	8.94	19.76	\$ 13,224.70	\$65,330.02	\$261,320.08
	Locals	70.09	142.78	\$ 13,224.70	\$472,055.69	\$1,888,222.75
	Totals:	102.35	247.33		\$1,014,842.91	\$4,059,371.63
	Comb PA/MA	23.32	84.79	\$ 22,524.22	\$477,457.20	\$1,909,828.79
	Comb COL/LOC	79.03	162.54	\$ 13,224.70	\$537,385.71	\$2,149,542.84
	Totals:	102.35	247.33		\$1,014,842.91	\$4,059,371.63
Manassas Park						
	Principal Arterials	0.31	1.24	\$ 22,524.22	\$6,982.51	\$27,930.04
	Minor Arterials	1.46	5.84	\$ 22,524.22	\$32,885.36	\$131,541.46
	Collectors	2.84	6.46	\$ 13,224.70	\$21,357.89	\$85,431.57
	Locals	18.64	37.86	\$ 13,224.70	\$125,171.79	\$500,687.16
	Totals:	23.25	51.40		\$186,397.56	\$745,590.22
	Comb PA/MA	1.77	7.08	\$ 22,524.22	\$39,867.87	\$159,471.49
	Comb COL/LOC	21.48	44.32	\$ 13,224.70	\$146,529.68	\$586,118.73
	Totals:	23.25	51.40		\$186,397.56	\$745,590.22
Purcellville						
	Principal Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Minor Arterials	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Collectors	5.98	11.96	\$ 13,224.70	\$39,541.85	\$158,167.42
	Locals	20.80	42.51	\$ 13,224.70	\$140,545.51	\$562,182.02
	Totals:	26.78	54.47		\$180,087.36	\$720,349.44
	Comb PA/MA	0.00	0.00	\$ 22,524.22	\$0.00	\$0.00
	Comb COL/LOC	26.78	54.47	\$ 13,224.70	\$180,087.36	\$720,349.44
	Totals:	26.78	54.47		\$180,087.36	\$720,349.44

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vienna						
	Principal Arterials	2.40	9.60	\$ 22,524.22	\$54,058.13	\$216,232.53
	Minor Arterials	2.89	7.57	\$ 22,524.22	\$42,627.09	\$170,508.36
	Collectors	9.56	19.17	\$ 13,224.70	\$63,379.38	\$253,517.51
	Locals	48.47	96.82	\$ 13,224.70	\$320,103.88	\$1,280,415.51
	Totals:	63.32	133.16		\$480,168.48	\$1,920,673.92
	Comb PA/MA	5.29	17.17	\$ 22,524.22	\$96,685.22	\$386,740.89
	Comb COL/LOC	58.03	115.99	\$ 13,224.70	\$383,483.26	\$1,533,933.02
	Totals:	63.32	133.16		\$480,168.48	\$1,920,673.92
NOVA DISTRICT TOTALS						
	Principal Arterials	42.14	178.81	\$ 22,524.22	\$1,006,889.04	\$4,027,556.15
	Minor Arterials	80.77	283.31	\$ 22,524.22	\$1,595,334.34	\$6,381,337.36
	Collectors	79.60	192.12	\$ 13,224.70	\$635,182.37	\$2,540,729.48
	Locals	499.18	1014.66	\$ 13,224.70	\$3,354,643.68	\$13,418,574.71
	Totals:	701.69	1668.90		\$6,592,049.43	\$26,368,197.71
	Comb PA/MA	122.91	462.12	\$ 22,524.22	\$2,602,223.38	\$10,408,893.52
	Comb COL/LOC	578.78	1206.78	\$ 13,224.70	\$3,989,826.05	\$15,959,304.19
	Totals:	701.69	1668.90		\$6,592,049.43	\$26,368,197.71
STATEWIDE TOTAL BY FUNC/CLASS						
	Principal Arterials	656.67	2624.66	\$ 22,524.22	\$14,779,606.19	\$59,118,424.78
	Minor Arterials	1150.20	3381.18	\$ 22,524.22	\$19,039,612.32	\$76,158,449.28
	Collectors	1311.18	2874.34	\$ 13,224.70	\$9,503,071.48	\$38,012,285.92
	Locals	8706.46	17415.22	\$ 13,224.70	\$57,577,767.60	\$230,311,070.38
	Totals:	11824.51	26295.40		\$100,900,057.59	\$403,600,230.36
	Comb PA/MA	1806.87	6005.84	\$ 22,524.22	\$33,819,218.51	\$135,276,874.06
	Comb COL/LOC	10017.64	20289.56	\$ 13,224.70	\$67,080,839.08	\$268,323,356.31
	Totals:	11824.51	26295.40		\$100,900,057.59	\$403,600,230.36

Attachment B - FY22

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
CHESAPEAKE BRIDGE MAINTENANCE					\$250,000.00	\$1,000,000.00

TOTAL

\$404,600,230.36

VIRGINIA PORT AUTHORITY
PAYMENT IN LIEU OF TAXES

Norfolk	\$128,413.00	\$513,652.00
Portsmouth	\$96,970.25	\$387,881.00
Newport News	\$20,732.25	\$82,929.00
Warren	\$3,884.50	\$15,538.00
Total	\$250,000.00	\$1,000,000.00

ATTACHMENT C
PERMIT FEE REVENUES - URBAN LOCALITIES
FY 22

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	117.42	\$1,588.62	\$397.15
	Big Stone Gap	62.79	\$849.51	\$212.38
	Bluefield	78.5	\$1,062.05	\$265.51
	Bristol	274.44	\$3,713.00	\$928.25
	Lebanon	61.96	\$838.28	\$209.57
	Marion	91.5	\$1,237.94	\$309.48
	Norton	63.02	\$852.62	\$213.16
	Richlands	70.48	\$953.55	\$238.39
	Saltville	31.02	\$419.68	\$104.92
	Tazewell	69.93	\$946.11	\$236.53
	Wise	35.57	\$481.24	\$120.31
	Wytheville	188.84	\$2,554.88	\$638.72
District Total		1,145.47	\$ 15,497.48	\$ 3,874.37
Salem	Bedford	98.57	\$1,333.59	\$333.40
	Blacksburg	247.54	\$3,349.06	\$837.26
	Christiansburg	263.33	\$3,562.69	\$890.67
	Dublin	44.85	\$606.79	\$151.70
	Galax	130.08	\$1,759.90	\$439.97
	Martinsville	223.74	\$3,027.06	\$756.76
	Narrows	31.19	\$421.98	\$105.50
	Pearisburg	40.14	\$543.07	\$135.77
	Pulaski	140.4	\$1,899.52	\$474.88
	Radford	153.74	\$2,080.00	\$520.00
	Roanoke	1058.42	\$14,319.75	\$3,579.94
	Rocky Mount	93.46	\$1,264.45	\$316.11
	Salem	291.8	\$3,947.87	\$986.97
	Vinton	88.05	\$1,191.26	\$297.82
District Total		2,905.31	\$ 39,306.99	\$ 9,826.75
Lynchburg	Altavista	52.91	\$715.84	\$178.96
	Danville	724.94	\$9,807.98	\$2,451.99
	Farmville	112.36	\$1,520.16	\$380.04
	Lynchburg	809.26	\$10,948.77	\$2,737.19
	South Boston	140.25	\$1,897.49	\$474.37
District Total		1,839.72	\$ 24,890.24	\$ 6,222.56

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Richmond	Ashland	113.2	\$1,531.52	\$382.88
	Blackstone	73.8	\$998.47	\$249.62
	Chase City	34.77	\$470.42	\$117.60
	Colonial Heights	195.15	\$2,640.26	\$660.06
	Hopewell	276.65	\$3,742.90	\$935.72
	Petersburg	396.36	\$5,362.50	\$1,340.62
	Richmond	1830.57	\$24,766.45	\$6,191.61
	South Hill	94.89	\$1,283.80	\$320.95
District Total		3,015.39	\$ 40,796.31	\$ 10,199.08
Hampton Roads	Chesapeake	2402.87	\$32,509.30	\$8,127.33
	Chincoteague	48.99	\$662.80	\$165.70
	Emporia	79.18	\$1,071.25	\$267.81
	Franklin	110.49	\$1,494.86	\$373.71
	Hampton	1132.23	\$15,318.35	\$3,829.59
	Newport News	1194.25	\$16,157.44	\$4,039.36
	Norfolk	1660.32	\$22,463.07	\$5,615.77
	Poquoson	112.19	\$1,517.86	\$379.46
	Portsmouth	881.62	\$11,927.76	\$2,981.94
	Smithfield	98.45	\$1,331.97	\$332.99
	Suffolk	1658.44	\$22,437.64	\$5,609.41
	Virginia Beach	3450.25	\$46,679.68	\$11,669.92
	Williamsburg	119.92	\$1,622.44	\$405.61
District Total		12,949.20	\$ 175,194.43	\$ 43,798.61
Fredericksburg				
	Colonial Beach	50.92	\$688.92	\$172.23
	Fredericksburg	212.96	\$2,881.21	\$720.30
District Total		263.88	\$ 3,570.13	\$ 892.53
Culpeper	Charlottesville	283.5	\$3,835.57	\$958.89
	Culpeper	141.01	\$1,907.78	\$476.94
	Orange	59.9	\$810.41	\$202.60
	Warrenton	93.15	\$1,260.26	\$315.07
District Total		577.56	\$ 7,814.02	\$ 1,953.50

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Staunton	Berryville	34.65	\$468.79	\$117.20
	Bridgewater	53.94	\$729.77	\$182.44
	Broadway	33.02	\$446.74	\$111.68
	Buena Vista	94.96	\$1,284.75	\$321.19
	Clifton Forge	44.57	\$603.00	\$150.75
	Covington	85.51	\$1,156.90	\$289.22
	Elkton	39.41	\$533.19	\$133.30
	Front Royal	143.74	\$1,944.71	\$486.18
	Grottoes	44.44	\$601.24	\$150.31
	Harrisonburg	333.54	\$4,512.58	\$1,128.15
	Lexington	56.19	\$760.21	\$190.05
	Luray	77.94	\$1,054.48	\$263.62
	Staunton	286.08	\$3,870.48	\$967.62
	Strasburg	48.02	\$649.68	\$162.42
	Waynesboro	271.92	\$3,678.90	\$919.73
	Winchester	222.72	\$3,013.26	\$753.31
	Woodstock	59.32	\$802.56	\$200.64
District Total		1,929.97	\$ 26,111.26	\$ 6,527.82
Northern Virginia	Alexandria	512.3	\$6,931.09	\$1,732.77
	Dumfries	21.32	\$288.45	\$72.11
	Fairfax	176.42	\$2,386.85	\$596.71
	Falls Church	76.04	\$1,028.77	\$257.19
	Herndon	129.73	\$1,755.16	\$438.79
	Leesburg	266.73	\$3,608.69	\$902.17
	Manassas	247.33	\$3,346.22	\$836.55
	Manassas Park	51.4	\$695.41	\$173.85
	Purcellville	54.47	\$736.94	\$184.24
Vienna	133.16	\$1,801.57	\$450.39	
District Total		1,668.90	\$ 22,579.15	\$ 5,644.79
Urban Total		26,295.40	\$355,760.00	\$88,940.00



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By:

Seconded By:

Action:

Title: Arlington and Henrico Counties Maintenance Payments FY 2022

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that total payment and quarterly maintenance payments for Fiscal Year 2022 to Arlington and Henrico Counties are established as stated on Attachments A-1 and A-2.

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

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

####

CTB Decision Brief

Arlington and Henrico Counties Maintenance Payments for FY 2022

Issue: Section 33.2-366 of the *Code of Virginia* directs the Commonwealth Transportation Board (CTB) to make payments to counties that have withdrawn or elect to withdraw from the secondary state highway system under the provisions of § 11 of Chapter 415 of the Acts of Assembly of 1932 and that have not elected to return. Each year the Virginia Department of Transportation (VDOT) distributes maintenance payments to Arlington and Henrico counties, each of which meets the forgoing criteria. In addition, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is being distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the payments to Arlington and Henrico Counties calculated and proposed by VDOT for FY 2022 is sought.

Facts:

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

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

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

Results, if Approved: Approval will authorize VDOT to make fiscal year 2022 quarterly payments to specified localities and to also make distributions of overweight permit fee revenues to the counties, taking into consideration the newly adjusted street/mileage inventories for the counties.

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None.

ATTACHMENT A-1
ARLINGTON COUNTY
FY 2022
CONSTRUCTION AND MAINTENANCE ALLOCATION

MAINTENANCE PAYMENT

LANE MILES
1060.76

RATE
\$ 19,695.5276

TOTAL MAINTENANCE PAYMENT

\$20,892,227.91

QUARTERLY PAYMENT

\$5,223,056.98

ATTACHMENT A-2
HENRICO COUNTY
FY 2022
CONSTRUCTION AND MAINTENANCE ALLOCATION

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>
3557.24	\$ 14,331.5256

TOTAL MAINTENANCE PAYMENT	<u>\$50,980,676.09</u>
---------------------------	------------------------

QUARTERLY PAYMENT	\$12,745,169.02
-------------------	------------------------

ATTACHMENT B - FY22
PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	1060.76	\$ 14,351.50	\$ 3,587.87
	Henrico County	3557.24	\$ 48,127.50	\$ 12,031.88
County Total		4,618.00	\$ 62,479.00	\$ 15,619.75



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Date: June 23, 2021

MOTION

Made By: Seconded By: Action:

**Title: Revenue Sharing Reallocation
County of Prince William – Potomac Commuter Garage**

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”) prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation to any locality for the improvement, construction, reconstruction or maintenance of the highway systems within such locality; and

WHEREAS, the governing body of the County of Prince William elected to participate in this program in fiscal year 2018 and, with the Virginia Department of Transportation (VDOT), identified specific eligible project work to be financed from the special fund account; and

WHEREAS, the governing body of the County of Prince William has, by appropriate resolution, requested the Potomac Commuter Garage (UPC 111485) project to be established as a revenue sharing project; and

WHEREAS, the Potomac Commuter Garage (UPC 111485) project meets the criteria for eligibility to receive such funds; and

WHEREAS, funds previously allocated to the County of Prince William for the Widen Minnieville Road (UPC 103484) project remain unexpended after completion of the project, and may be reallocated by the CTB in accordance with the CTB’s Policy and Guidelines; and

WHEREAS, the governing body of the County of Prince William has, by appropriate resolution, requested that the funds set forth herein be transferred from the Widen Minnieville Road (UPC 103484) project to the Potomac Commuter Garage (UPC 111485) project for eligible work, as indicated herein; and

WHEREAS, this project work falls within the intent of § 33.2-357 of the *Va. Code*, and complies with the CTB’s Policy and Guidelines for the use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby establishes the Potomac Commuter Garage (UPC 111485) Project as a revenue sharing project and approves the transfer of these funds as indicated herein.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that establishment of and provision of funding for the Potomac Commuter Garage Project as a Revenue Sharing Project is contingent upon the garage’s continual use as a facility for commuter parking purposes for its useful life and that failure to use the facility for said purpose may require repayment of this funding.

**Reallocation of Funds Pursuant to
 § 33.2-357 of the *Code of Virginia***

Fiscal Year of Revenue Sharing Allocation	Locality Match	State Match	Original Project Number (UPC)	New Project Number (UPC)	Scope of Eligible Work for New Project
County of Prince William					
2018	\$3,000,000	\$3,000,000	103484	111485	Commuter parking garage.

#####

CTB Decision Brief

Revenue Sharing Reallocation – County of Prince William Potomac Commuter Garage

Issue: The County of Prince William has requested that an existing Six-Year Improvement Program project be approved as a revenue sharing project and that revenue sharing funds be reallocated to that project.

Facts: Section 33.2-357 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to make matching allocations to any city, town or county for highway projects. The CTB approves each project and scope of work, and the program funds are distributed and administered in accordance with policy and guidelines established by the CTB.

The revenue sharing program guidelines stipulate that surplus funds may be transferred from a completed revenue sharing project to an existing project in the Six-Year Improvement Program if approved by the CTB. In addition, such transfers require that the recipient project needs the funding in order to proceed to advertisement or award within the next twelve months. The current award date for the recipient project is December 2021, thereby meeting the prescribed guidelines requirement. The transfer request must also include a resolution from the locality establishing the project as a revenue sharing project.

The County of Prince William requests that the Virginia Department of Transportation (VDOT) reallocate funds from an existing revenue sharing project that was for the Widen Minnieville Road (UPC 103484) project to a project in the Six-Year Improvement Plan, Potomac Commuter Garage (UPC 111485), which currently is not being funded with revenue sharing funds. The Potomac Commuter Garage (UPC 111485) project is currently underfunded but will be able to meet the award date of December 2021 with these funds. The County of Prince William, by resolution, has established the Potomac Commuter Garage (UPC 111485) project as a revenue sharing project and has requested, by resolution, to have revenue sharing funds transferred from the Widen Minnieville Road (UPC 103484) project, which has been completed by the County and has a surplus of funding. This transfer will allow the Potomac Commuter Garage (UPC 111485) project award to occur. The transfer will not affect the overall allocation of the revenue sharing program. The existing Project Administration Agreement for the parking garage includes a requirement that the locality must continue to operate the facility as constructed. The VDOT NOVA District Office has obtained concurrence for this transfer from Ms. Mary Hynes, NOVA District CTB representative.

Recommendations: VDOT recommends that the Potomac Commuter Garage (UPC 111485) project in the Six-Year Improvement Plan be established as a revenue sharing project and the proposed reallocation be approved with the condition that the facility remain in use as a commuter parking garage.

Action Required by CTB: A resolution is presented for CTB approval to establish the Potomac Commuter Garage (UPC 111485) project as a revenue sharing project and document CTB approval of the reallocation. The resolution further includes the condition that the garage remain in use as a commuter parking garage.

Result, if Approved: Revenue Sharing Program funding will be reallocated in accordance with the Board of Supervisor's request to the CTB. The County of Prince William will be able to award the Potomac Commuter Garage (UPC 111485) project on schedule.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

MOTION: BAILEY

**April 6, 2021
Regular Meeting
Res. No. 21-192**

SECOND: CANDLAND

RE: DESIGNATE THE POTOMAC/NEABSCO MILLS COMMUTER GARAGE PROJECT, UPC 111485, AS A REVENUE SHARING PROJECT; AND BUDGET AND APPROPRIATE \$9,549,210 IN FEDERAL FUNDING, \$3,000,000 IN STATE REVENUE SHARING FUNDING; AND TRANSFER, BUDGET, AND APPROPRIATE \$3,000,000 IN NORTHERN VIRGINIA TRANSPORTATION AUTHORITY 30% FUNDING TO THE POTOMAC/NEABSCO MILLS COMMUTER GARAGE PROJECT – NEABSCO AND WOODBRIDGE MAGISTERIAL DISTRICTS

ACTION: APPROVED

WHEREAS, the Potomac/Neabsco Mills Commuter Garage Project (Project) includes the construction of a 1,400-space garage in the vicinity of the Neabsco Mills Road Widening Project. This Project was previously submitted to the Virginia Department of Transportation (VDOT) under the name Potomac Town Center Garage Project. The construction of the garage will serve as a park and ride facility for commuters, relieving capacity at the Route 1/ Route 234 and Prince William Parkway/Horner Road park and ride lots; and

WHEREAS, on November 21, 2017, via Resolution Number (Res. No.) 17-548, the Prince William Board of County Supervisors (Board) authorized the agreement that provided \$37,284,640 in reimbursable federal and state funding for the design and construction of the Project; and

WHEREAS, via Res. No 19-204, the Board authorized execution of an agreement for land acquisition which increased the total project cost to \$37,670,000 and authorized a new agreement to include funding for the design, right-of-way, and construction phases for the Project, of which, \$37,175,000 is reimbursable to the County. The reduction was due to an increase in VDOT's project expenditures; and

WHEREAS, the current engineering estimate for the Project is \$53,328,850, which includes VDOT expenses, and is more than the previous estimate of \$37,670,000; and

WHEREAS, the \$15,658,850 deficit can be eliminated with the addition of additional federal funds and state Revenue Sharing funds by designating the Project as a Revenue Sharing Project; and

WHEREAS, the Board supports this Project as a priority and desires to designate the Project as a Revenue Sharing Project and request that Revenue Sharing funding in the total amount of \$6,000,000 (including state and local match) be transferred from UPC 103484, Minnieville Road (Spriggs to Route 234) Improvement Project, to the Potomac/Neabsco Mills Commuter Garage Project, UPC 111485; and

April 6, 2021
Regular Meeting
Res. No. 21-192
Page Two

WHEREAS, the County's \$3,000,000 local match will be comprised of funding from completed or substantially complete projects with remaining NVTA 30% Funding. These projects are the Minnieville Road (Spriggs to Route 234), Route 1 (Neabsco to Featherstone), Prince William Parkway (Old Bridge to Minnieville), and Dumfries Road Path – North;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby designates the Potomac/Neabsco Mills Commuter Garage Project, UPC 111485, as a Revenue Sharing Project;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors hereby budgets and appropriates \$9,549,210 in federal funding, \$3,000,000 in state revenue sharing;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors hereby transfers, budgets, and appropriates \$3,000,000 in local Northern Virginia Transportation Authority 30% funding from the identified completed or substantially completed projects;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors hereby commits to fund its local share of the Project costs (as applicable) of all project(s) under the agreement with the Virginia Department of Transportation in accordance with the Project's financial documents;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors hereby authorizes the Director of Transportation, or his designee, to execute any document(s) that is necessary to affect the intent of this resolution and are approved as to form by the County Attorney's Office.

ATTACHMENT: Draft Appendix A Revision 1 - UPC 111485

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Lawson, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Director of Transportation

ATTEST:



Clerk to the Board

Appendix A - Revision 1

DRAFT - NOT FOR SIGNATURES

Date: 3/4/2021 Page 1 of 1

Project Number: PRGA-076-242 UPC: 111485 CFDA # 20.205 Locality: Prince William County

Project Location ZIP+4: 22191-7549	Locality DUNS # 3096740	Locality Address (incl ZIP+4): 5 County Complex Court, Suite 290 Prince William, VA 22192-9201
------------------------------------	-------------------------	--

Project Narrative	
Work Description:	Construct commuter parking garage and road improvements at Neabsco Mills Road / Potomac Center Blvd to support congestion mitigation in the surrounding road network and to relieve capacity needs at the Route 1 / Route 234 park & ride lot.
From:	Adjacent to Neabsco Mills Road Corridor
To:	Opitz Boulevard
Locality Project Manager Contact info:	Dagmawie Shikurye 703-792-5537 DShikurye@pwcgov.org
Department Project Coordinator Contact Info:	Derick Undan 703-259-3347 Rhoderick.Undan@VDOT.Virginia.gov

Project Estimates				
	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	\$3,252,250	\$85,000	\$49,496,600	\$52,833,850
Estimated VDOT Project Expenses	\$200,000	\$15,000	\$280,000	\$495,000
Estimated Total Project Costs	\$3,452,250	\$100,000	\$49,776,600	\$53,328,850

Project Cost and Reimbursement						
Phase	Estimated Project Costs	Funds type <i>(Choose from drop down box)</i>	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	\$1,000,000	Bonds	0%	\$0	\$1,000,000	
	\$2,452,250	RSTP	0%	\$0	\$2,452,250	
Total PE	\$3,452,250			\$0	\$3,452,250	\$3,252,250
Right of Way & Utilities	\$100,000	RSTP	0%	\$0	\$100,000	
				\$0	\$0	
Total RW	\$100,000			\$0	\$100,000	\$85,000
Construction	\$7,106,600	RSTP	0%	\$0	\$7,106,600	
	\$6,000,000	Revenue Sharing	50%	\$3,000,000	\$3,000,000	
	\$36,670,000	Smart Scale (HB2)	0%	\$0	\$36,670,000	
				\$0	\$0	
Total CN	\$49,776,600			\$3,000,000	\$46,776,600	\$46,496,600
Total Estimated Cost	\$53,328,850			\$3,000,000	\$50,328,850	\$49,833,850

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	\$50,328,850
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	\$49,833,850

Project Financing						
Smart Scale (HB2) HPP	Bonds	RSTP	Revenue Sharing State Match	Revenue Sharing Local Match		Aggregate Allocations
\$36,670,000	\$1,000,000	\$9,658,850	\$3,000,000	\$3,000,000		\$53,328,850

Program and Project Specific Funding Requirements	
<ul style="list-style-type: none"> This Project shall be administered in accordance with VDOT's Locally Administered Projects Manual and Revenue Sharing Program Guidelines. This Project shall be administered in accordance with VDOT's Guidance for Locally Administered Design-Build Projects Manual and any other applicable manuals. In accordance with Chapter 12.1.3 (Scoping Process Requirements) of the LAP Manual, the locality completed project scoping on 01/07/2021. This is a limited funds project. The LOCALITY shall be responsible for any additional funding in excess of \$50,328,850 Reimbursement for eligible expenditures shall not exceed funds allocated each year by the Commonwealth Transportation Board in the Six Year Improvement Program. Project estimate, schedule and commitment to funding are subject to the requirements established in the Commonwealth Transportation Board (CTB) Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, Code of Virginia, and VDOT's Instructional and Informational Memorandums. This Project shall be initiated and at least a portion of the Project's programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other Projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the CTB, the LOCALITY or Metropolitan Planning Organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the DEPARTMENT for all state and federal funds expended on the Project. This Project has been selected through the Smart Scale (HB2) application and selection process and will remain in the SYIP as a funding priority unless certain conditions set forth in the CTB Policy and Guidelines for Implementation of a Project Prioritization Process arise. Pursuant to the CTB Policy and Guidelines for Implementation of a Project Prioritization Process and the SMART SCALE Reevaluation Guide, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent SMART SCALE prioritization cycle to account for a cost increase on a previously selected Project. This Project is funded with federal-aid Regional Surface Transportation Program (RSTP) funds. These funds must be obligated within 12 months of allocation and expended within 36 months of the obligation. This Project has Revenue Sharing Program allocations. Per §33.2-357 the Project must progress in order to prevent these funds from being de-allocated. The LOCALITY will continue to operate and maintain the facility as constructed. Should the design features of the Project be altered by the LOCALITY subsequent to Project completion without approval of the DEPARTMENT, the LOCALITY inherently agrees, by execution of this agreement, to make restitution, either physically or monetarily, as required by the DEPARTMENT. All local funds included on this appendix have been formally committed by the local government's board or council resolution subject to appropriation. This Appendix A updates the project estimate and funding as requested by the LOCALITY and supersedes all previous versions signed by VDOT and the LOCALITY. 	

This attachment is certified and made an official attachment to this document by the parties to this agreement.

DRAFT - Not for Signatures

DRAFT - Not for Signatures

 Authorized Locality Official Date

 Typed or printed name of person signing

 Authorized VDOT Official Date

 Typed or printed name of person signing



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to
Botetourt Center at Greenfield, West Center Drive (deallocation),
Project ECON-011-827 – Botetourt County
And
Economic Development Access to
Botetourt Center at Greenfield
Project ECON-011-846 – Botetourt County

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

WHEREAS, on June 19, 2019, the Commonwealth Transportation Board allocated \$650,000 from the Economic Development, Airport and Rail Access Fund to provide access to

property within Botetourt Center at Greenfield in Botetourt County, Project ECON-011-827, subject to certain contingencies; and

WHEREAS, Botetourt County has acknowledged to VDOT that the approved project intended for the prospective business establishment is no longer being pursued under the Economic Development Access Program and has requested cancellation of the project; and

WHEREAS, it is deemed that the administration of the Economic Development Access Program can best be served by the return of these separately approved allocations to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, Botetourt County by formal resolution has requested Economic Development Access (EDA) Program funds to serve eligible property to be located within the Botetourt Center at Greenfield property, located off of International Parkway (Route 839) and said access is estimated to cost approximately \$789,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy, and its accompanying regulations at 24 VAC 30-271-20; and

NOW, THEREFORE, BE IT RESOLVED, that the action of the Commonwealth Transportation Board on June 19, 2019, allocating Economic Development, Airport and Rail Access funds for the access Project ECON-011-827, is hereby rescinded and the \$650,000 project allocation shall be returned to the Economic Development, Airport, and Rail Access Fund.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that \$644,500 (\$500,000 unmatched and \$144,500 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to eligible property within the Botetourt Center at Greenfield property, located off of International Parkway (Route 839), Project ECON-011-846, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Botetourt County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and

Resolution of the Board

Economic Development Access – Botetourt Center at Greenfield – Botetourt County

June 23, 2021

Page 3 of 3

- c. Provision by the LOCALITY of either i) documentation of a least \$3,222,500 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before June 23, 2026, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by June 23, 2026, at least \$3,222,500 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,222,500 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund in accordance with the CTB's Economic Development Access Fund Policy. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

####

CTB Decision Brief

Economic Development Access – Botetourt County Botetourt Center at Greenfield

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access (EDA) Fund Policy of the Commonwealth Transportation Board (CTB), Botetourt County has requested funds from the EDA Program to assist in improving road access to eligible property comprising Botetourt Center at Greenfield County.

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

The CTB's Economic Development Access Fund Policy (CTB Policy) sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to the CTB Policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT).

During the June 19, 2019 CTB action meeting, the CTB approved an allocation of EDA funds for a project at the Botetourt Center at Greenfield in Botetourt County. Since that allocation, the County has attracted a new business to the business park and this business has requested an alternate access road to the park. Because there have been minimal expenditures on the approved project, the County is requesting that the Board cancel the EDA allocation for Project ECON-011-827 in the amount of \$650,000 in order to pursue the new access road project.

The new access road request is to develop a section of the Botetourt Center at Greenfield comprising 2 parcels totaling 91.8 acres owned by the County, located off of International Parkway (Route 839) and 0.95 miles west of Route 220. The parcels do not currently have access to a public road system. The County proposes to construct a new roadway extending from International Parkway (Route 839), and continuing west for 820 feet to a cul-de-sac that will provide access to the 2 parcels. Botetourt County will administer design and construction of the proposed access road project. The plans will provide for a 24-foot wide asphalt roadway with shoulders and ditches, extending southwest from International Parkway (Route 839) within 80 feet of right of way to provide adequate access to the parcels. VDOT Salem District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of \$789,000. Botetourt County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$3,222,500 or provision of appropriate surety from the County will be required prior to funding authorization.

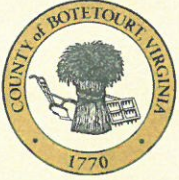
Recommendation: VDOT recommends \$644,500 (\$500,000 unmatched and \$144,500 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB's Economic Development Access Fund Policy specify that the CTB shall approve of the allocation of funds for the design of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Botetourt County will proceed with the Economic Development Access road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



Botetourt County, Virginia
Office of the County Administrator

57 S. Center Drive
Daleville, Virginia 24083
Phone (540) 928-2006
Fax (540) 473-8225

Board of Supervisors

Donald M. Scothorn
Chairman

Richard G. Bailey
Vice Chairman

Stephen P. Clinton

Billy W. Martin, Sr.

Amy S. White

The regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, April 27, 2021, at the Botetourt County Administration Center in Daleville, Virginia, beginning at 2:00 P.M.

PRESENT: Members: Dr. Donald M. Scothorn, Chairman
Dr. Richard G. Bailey, Vice-Chairman
Mr. Steve Clinton
Mrs. Amy S. White
Mr. Billy W. Martin, Sr.

ABSENT: Members: None

On motion by Mr. Martin, seconded by Mr. Clinton, and carried by the following recorded vote, the Board approved the following consent agenda item:

AYES: Mr. Clinton, Mrs. White, Mr. Martin, Dr. Bailey, Dr. Scothorn

NAYS: None

ABSENT: None

ABSTAINING: None

Approval of a resolution requesting the CTB to approve Economic Development Access Program funding for a new roadway to serve the Munters site in Botetourt Center at Greenfield

WHEREAS, the Botetourt County Board of Supervisors requests assistance in the development of County-owned property for the purpose of economic development located off of International Parkway (State Route 839), in Daleville, Virginia, within the Botetourt Center at Greenfield; and,

WHEREAS, this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial taxable investment and employment opportunities; and,

WHEREAS, the subject property has no access to an improved public street or highway and will require the construction of a new roadway to connect with International Parkway (State Route 839); and,

WHEREAS, the County of Botetourt hereby guarantees that the necessary environmental analysis, mitigation, fee simple right-of-way, and utility relocations or adjustments, if necessary, for this project will be provided at no cost to the Economic Development, Airport, and Rail Access Fund; and,

WHEREAS, the County of Botetourt acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation; and,

WHEREAS, the County of Botetourt hereby guarantees that all ineligible project costs and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED, THAT, the Botetourt County Board of Supervisors hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide an adequate road to this property; and,

BE IT FURTHER RESOLVED THAT: The Botetourt County Board of Supervisors hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible capital outlay credit as determined by VDoT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on Tax Map 88, Parcel (26) 2, consisting of 35.568 acres, within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and,

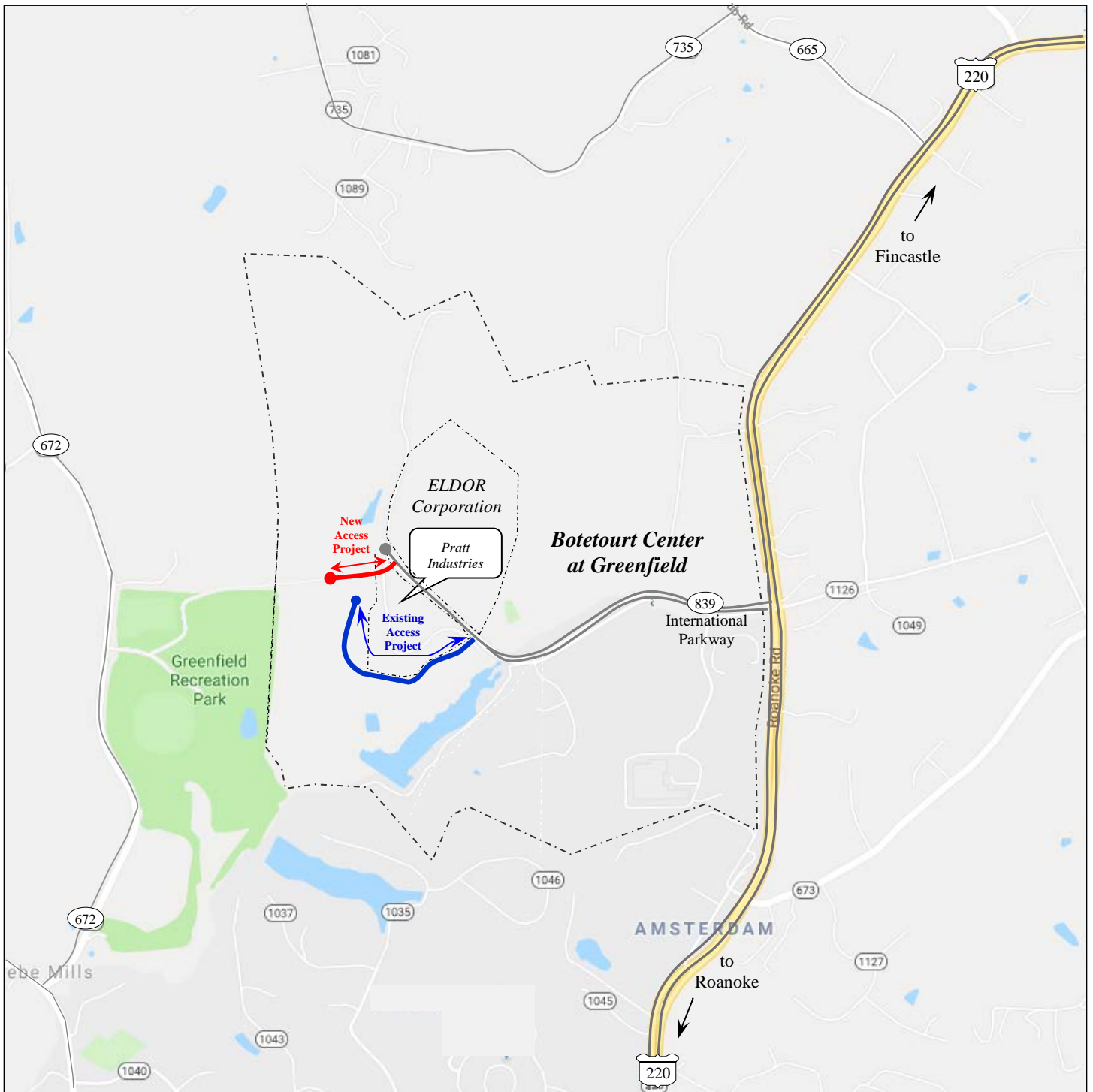
BE IT FURTHER RESOLVED THAT: The County Administrator and/or his designee(s) be authorized to act on behalf of the Botetourt County Board of Supervisors to execute any and all documents necessary to secure the funding sought through the Economic Development Access Program up to, but not exceeding, \$650,000 in State funds; and,

BE IT FURTHER RESOLVED THAT: The Botetourt County Board of Supervisors hereby requests that the new roadway so constructed will be added to and become a part of the Secondary System of State Highways pursuant to Section 33.2-1509, paragraph C., of the Code of Virginia.

A Copy TESTE:



Mr. Gary Larrowe
Botetourt County Administrator



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Botetourt Center at Greenfield
Project ECON-011-846
Botetourt County

Economic Development Site

Continued development of Botetourt Center at Greenfield to include 2 parcels totaling approximately 91.8 acres.

Access Facility

Project Length: 0.16 mile
 Pavement Width: 24 Feet
 Proposed R/W Width: 80 feet (minimum)
 Estimated Cost: \$789,000
 Proposed Allocation: \$644,500 (Bonded)
 (\$500,000 unmatched, \$144,500 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Shannon Hill Regional Business Park
Project ECON-054-801 – Louisa County**

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

WHEREAS, the Commonwealth Transportation Board’s Economic Development Access Fund Policy makes special provision for allocation for Major Employment and Investment (MEI) projects administered by the Virginia Economic Development Partnership including provision of a separate allocation for the design of plans for a qualifying project; and

Resolution of the Board

Economic Development Access – Shannon Hill Regional Business Park – Louisa County

June 23, 2021

Page 2 of 2

WHEREAS, Louisa County by formal resolution has requested Economic Development Access (EDA) Program funds to serve an eligible Major Employment and Investment project site in Louisa County, situated off Shannon Hill Road, and the design of said access is estimated to cost approximately \$787,223; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board's EDA Fund Policy, and its accompanying regulations at 24 VAC 30-271-20; and

NOW, THEREFORE, BE IT RESOLVED, that \$643,612 (\$500,000 unmatched and \$143,612 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide for the design only of adequate access to eligible property located within Shannon Hill Regional Business Park, Project ECON-054-801, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Louisa County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Plan design of this road construction project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$143,612, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

#####

CTB Decision Brief

Economic Development Access – Louisa County Shannon Hill Regional Business Park

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), Louisa County has requested funds from the EDA Program to assist in improving road access to eligible property comprising the Shannon Hill Regional Business Park in Louisa County.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity (VDSBSD) will be built under firm contract or are already constructed. In addition, the CTB's Economic Development Access Fund Policy makes special provision for allocations to localities for Major Employment and Investment (MEI) projects administered by the Virginia Economic Development Partnership (VEDP), where funding is available to localities for the plan design-only of proposed access road projects.

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

The VEDP has confirmed its support in the development of the Shannon Hill Regional Business Park (SHRBP) as a MEI site. The SHRBP site is situated on 700 acres, and has multiple parcels capable of supporting a high-impact regional economic development project with a capital investment of more than \$250 million and more than 400 new full-time jobs. In support of the industrial traffic volumes to access the Shannon Hill Regional Business Park, the project includes the design of roadway widening and reconstruction along Shannon Hill Road (Route 605), beginning in the south at the I-64 West Bound ramp and traveling northeast approximately 8,000-feet to the northeast corner of the site's frontage. The project includes the design of two (2) entrances, and turn lanes for both entrances, into SHRBP that will allow for development of the site. In addition, the design includes a 4-lane median divided access road that will extend approximately 3,500' into the site, to provide access for the MEI development.

Funding from the Economic Development Access Program is being requested by Louisa County to assist in the design of roadway improvements, and an access road to the eligible property. Louisa County intends to administer the design of the proposed access road project. The Louisa County Board of Supervisors agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of Economic Development Access funds. Louisa County will be responsible for financial arrangements to provide for the required EDA

Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project.

Recommendation: VDOT recommends \$643,612 (\$500,000 unmatched and \$143,612 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB's Economic Development Access Fund Policy specify that the CTB shall approve of the allocation of funds for the design of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Louisa County will proceed with the design for the Economic Development Access road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**BOARD OF SUPERVISORS
COUNTY OF LOUISA
RESOLUTION**

At a regular meeting of the Board of Supervisors of the County of Louisa held in the Louisa County Public Meeting Room at 5:00 PM on the 15th day of March 2021, at which the following members were present, the following resolution was adopted by a majority of all members of the Board of Supervisors, the vote being recorded in the minutes of the meeting as shown below:

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Fitzgerald A. Barnes, Patrick Henry District Supervisor
SECONDER:	Willie L. Gentry Jr., Cuckoo District Supervisor
AYES:	Barlow, Barnes, Gentry Jr., Purcell, Williams, Adams, Babyok

**A RESOLUTION REQUESTING ECONOMIC DEVELOPMENT ACCESS
GRANT FUNDING FROM THE COMMONWEALTH TRANSPORTATION
BOARD**

WHEREAS, the Louisa County Board of Supervisors desires to assist in the development of property located off Shannon Hill Road (Route 605) within the Shannon Hill Regional Business Park for the purpose of economic development in Louisa County; and

WHEREAS, this property is expected to be the site of new private capital investment in land, building, and manufacturing equipment which will provide substantial employment and has been designated as a Major Employment and Investment site by the Virginia Economic Development Partnership; and

WHEREAS, the existing public road network does not provide for adequate access to this property and an access road improvement project is necessary; and

WHEREAS, the County of Louisa hereby guarantees that the necessary environmental analysis, mitigation, fee simple rights-of-way and utility relocations or adjustments, if necessary, for this project will be provided at no cost to the Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Louisa acknowledges that no land disturbance activities may occur within the limits of the proposed access project prior to appropriate notification from the Department of Transportation as a condition of the use of the

Economic Development, Airport and Rail Access Fund; and

WHEREAS, the County of Louisa hereby acknowledges that the Virginia Department of Transportation's Economic Development Access (EDA) Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000, from the County of Louisa for estimated eligible project costs over \$500,000, up to \$800,000; and

WHEREAS, the County of Louisa will apply for up to \$650,000 from the Economic Development Access (EDA) Program; and

WHEREAS, the County of Louisa hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, will be provided from sources other than those administered by the Virginia Department of Transportation.

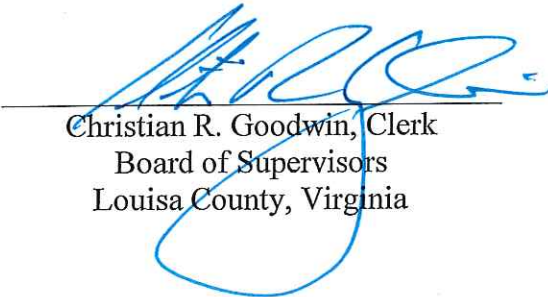
NOW, THEREFORE, BE IT RESOLVED, on this 15th day of March 2021, that the Louisa County Board of Supervisors hereby requests Economic Development Access Funding from the Commonwealth Transportation Board in support of this project.

BE IT FURTHER RESOLVED, that the Louisa County Board of Supervisors hereby requests the Commonwealth Transportation Board provide Economic Development Access Program funding for the design of adequate on-site and off-site access road enhancements to the Shannon Hill property; and

BE IT FURTHER RESOLVED, that the County of Louisa hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation, prior to the Department of Transportation's authorization of Economic Development Access funds; and

BE IT FURTHER RESOLVED, that the County Administrator and/or his designee(s) be authorized to act on behalf of the Board of Supervisors to execute any and all documents necessary to secure funding in the maximum amount eligible under the Economic Development Access Program.

A Copy, teste:



Christian R. Goodwin, Clerk
Board of Supervisors
Louisa County, Virginia

October 30, 2020

Mr. Andy Wade
Director of Economic Development, Louisa County
1 Woolfolk Avenue
Louisa, Virginia 23095

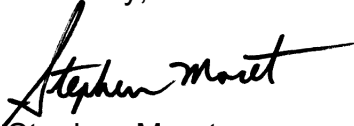
Re: MEI designation for Shannon Hill Regional Business Park

Dear Mr. Wade:

The Virginia Economic Development Partnership (VEDP) characterizes the Shannon Hill Regional Business Park as a Major Employment and Investment (MEI) project site. The property, with 700 total acres, has multiple parcels capable of supporting a high-impact regional economic development project with a capital investment of more than \$250 million and more than 400 new full-time jobs.

VEDP supports Louisa County's request for funding through the VDOT Economic Development Access Road Program.

Sincerely,



Stephen Moret
President & CEO



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Shannon Hill Regional Business Park
Project ECON-054-801
Louisa County

Economic Development Facility / Site

Design of roadway widening and reconstruction along Shannon Hill Rd. (Route 605), and an approximately 3500-ft long access road into the 700 Acre Major Employment and Investment (MEI) site.

Access Project

Plan Design-Only: 2.08 mile

Estimated Cost: \$787,223

Proposed Allocation: \$643,612 (bonded)
 (\$500,000 unmatched and \$143,612 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

00Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Approval of Annual Safety Performance Targets for Calendar Year 2022

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

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

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

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

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

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

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

WHEREAS, in June 2019, the Board reaffirmed its July 2018 direction to OIPI, in consultation with VDOT and DMV, to continue development and improvement of the data-driven and statistical modeling for establishing Safety Performance Targets and also directed OIPI, in consultation with VDOT and DMV, to develop a plan resulting in a net reduction in fatal and serious injury crashes; and

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

WHEREAS, in December 2019, the Board adopted the HSIP Project Prioritization Policy directing deployment of systemic safety improvements in support of the Board's desire to reduce serious injury, fatal, and non-motorized crashes; and

WHEREAS, OIPI working collaboratively with VDOT has for Calendar Year 2022 established proposed Safety Performance Targets using a data-driven methodology and, where

applicable, has coordinated with DMV and agreed on target setting methodologies to establish the proposed common Safety Performance Targets set out in Table A below, having complied with the safety target setting and reporting requirements set forth in 23 CFR §§ 490.207, 490.209, 490.213 and 924.15; and

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

WHEREAS, OIPI, in consultation with VDOT, recommends adoption of the proposed Calendar Year 2022 Safety Performance Targets set forth in Table A below:

Table A

Annual Safety Performance Measures	2022 Target
Number of Fatalities	861
Rate of Fatalities per 100 million VMT	0.995
Number of Serious Injuries	6,901
Rate of Serious Injuries per 100 million VMT	7.971
Number of Non-Motorized Fatalities and Serious Injuries	646

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the Safety Performance Targets set forth in Table A for calendar year 2022.

####

CTB Decision Brief

Approval of Annual Safety Performance Targets for Calendar Year 2022

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

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

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

Pursuant to 23 CFR §490.211(c), FHWA annually evaluates whether VDOT has met or made significant progress toward meeting Safety Performance Targets. FHWA bases its determination on a 5-year average of actual results compared to a 5-year average of the VDOT's Safety Performance Targets. In March 2021, VDOT received the results of the annual FHWA determination of significant progress, which found that Virginia met or made significant progress toward meeting its Calendar Year 2019 Safety Performance Targets.

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2022 in accordance with the

reporting requirements and pursuant to development and publication of the 2017-2021 Virginia Strategic Highway Safety Plan. The proposed targets for the five safety performance measures (Proposed Safety Performance Targets) are set forth below:

Annual Safety Performance Measures	2022 Target
Number of Fatalities ¹	861
Rate of Fatalities per 100 million VMT ¹	0.995
Number of Serious Injuries ¹	6,901
Rate of Serious Injuries per 100 million VMT	7.971
Number of Non-Motorized Fatalities and Serious Injuries	646

The target setting methodology for Calendar Year 2022 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to project future performance based on a number of data variables and expected crash reductions from completed projects. The models were calibrated against past annual performance, or actual annual numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries.

In June 2019, when presented with targets for Federal Safety Performance Measures for CY2020 reflecting increases in fatalities, the CTB directed OIPI, in consultation with VDOT and DMV, to develop a plan resulting in a net reduction in fatal and serious injury crashes. This effort led to the development of and adoption by the CTB of the Highway Safety Improvement Program (HSIP) Project Prioritization Policy (Policy) in December 2019. The Policy directs the deployment of systemic safety improvements in support of the Board's desire to reduce serious injury and fatal crashes.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Proposed Safety Performance Targets for Calendar Year 2022.

Result, if Approved: If approved, targets will be reported prior to the August 31 deadline.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

¹ Safety Performance Targets common to both VDOT and DMV



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Seconded By:

Action:

**Title: Limited Access Control Changes (LACCs)
Route 199 (Marquis Center Parkway)
York County**

WHEREAS, Route 199 (Marquis Center Parkway), State Highway Project 0199-099-101, RW-202, York County was designated as a “Limited Access Highway” by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on May 21, 1970; and

WHEREAS, in connection with State Highway Projects 0199-099-101, RW-202 and 0064-099-105, RW-201, the Commonwealth acquired certain limited access control easements from Ellis S. Bingley, Jr., et al., by Instrument dated October 12, 1973, recorded in Deed Book 260, Page 668, and concluded by Order dated May 7, 1975, both recorded in the Office of the Clerk of Circuit Court of the County of York; and

WHEREAS, EAH, LLC has requested two breaks in limited access control along Route 199 (Marquis Center Parkway) to construct two commercial entrances to serve as direct access to and from their planned commercial development, Marquis Crossing, onto the existing limited access right of way of Route 199 (Marquis Center Parkway), with the first access break being approximately 350 feet north of Water Country Parkway (Route 640) and directly across from Marquis Parkway (private road) and the second driveway access to Route 199 being located approximately 1,170 feet south of Penniman Road (Route 641) and directly across from the entrance to Water Country USA; and

WHEREAS, the requested breaks are from a point opposite 442+74.5 (proposed westbound lanecenterline) to a point opposite Station 444+99.5 (proposed westbound lane centerline), and from a point opposite 452+04 (proposed westbound lane centerline) to a point opposite Station 454+04 (proposed westbound lane centerline) for two separate connections to the westbound lane of Route 199, as shown on the attached Exhibit; and

WHEREAS, the County of York, by resolution, R19-138, adopted November 19, 2019, endorses the LACCs; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Chief Engineer has determined that the proposed breaks in the limited access control of Route 199 will have minimal impact on the operation of the Route 199 right of way and that the proposed LACCs are appropriate from a safety and traffic control standpoint based upon a global traffic analysis, dated November 2020, prepared by RK&K; and

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

WHEREAS, public notices of willingness to receive public comment were posted in the *Daily Press* newspaper on March 24, 2021, and April 1, 2021, and in the *New Journal & Guide* on March 25, 2021, and April 1, 2021, with no comments received; and

WHEREAS, the Federal Highway Administration has provided the requisite approval for the proposed LACCs; and

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

WHEREAS, the requestor has borne all the appropriate costs in accordance with 24 VAC 30-401-20; and

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

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

WHEREAS, the requestor will be required to obtain a land use permit from VDOT prior to any activity within the Route 199 limited access right of way.

Resolution of the Board
Limited Access Control Changes
Route 199 (Marquis Center Parkway)
York County
June 23, 2021
Page 3 of 3

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10, the CTB hereby finds and concurs with the determinations of VDOT, and approves said LACCs, as set forth herein, subject to the above referenced conditions.

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

#####

CTB Decision Brief
Route 199 (Marquis Center Parkway)
County of York
Limited Access Control Changes (LACCs)

Issues: EAH, LLC has requested two breaks in limited access control along Route 199 (Marquis Center Parkway) to construct two separate commercial entrances which will serve as direct access to and from their planned commercial development, Marquis Crossing, onto the existing limited access right of way of Route 199 (Marquis Center Parkway), with the first access break being approximately 350 feet north of Water Country parkway (Route 640) and directly across from Marquis Parkway (private road) and the second driveway access to Route 199 being located approximately 1,170 feet south of Penniman Road (Route 641) and directly across from the entrance to Water Country USA. These limited access control changes requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code*.

Facts:

- Route 199 (Marquis Center Parkway), State Highway Project 0199-099-101, RW-202, York County was designated as a limited access highway by State Highway Commission predecessor to the CTB, on May 21, 1970.
- In connection with State Highway Projects 0199-099-101, RW-202, and 0064-099-105, RW-201, the Commonwealth acquired certain limited access control easements from Ellis S. Bingley, Jr., et al., by Instrument dated October 12, 1973, recorded in Deed Book 260, Page 668, and concluded by Order dated May 7, 1975, both recorded in the Office of the Clerk of Circuit Court of the County of York.
- The proposed breaks are from a point opposite 442+74.5 (proposed westbound lane centerline) to a point opposite Station 444+99.5 (proposed westbound lane centerline), and from a point opposite 452+04 (proposed westbound lane centerline) to a point opposite Station 454+04 (proposed westbound lane centerline); for two separate connections to the westbound lane of Route 199, as shown on the attached Exhibit.
- The written determination of the Chief Engineer regarding this proposed project is attached for your consideration.
- The County of York, by resolution, R19-138, adopted November 19, 2019, endorses the LACC.
- VDOT's Chief Engineer has determined that the proposed breaks in the limited access control of Route 199 will have minimal impact on the operation of the Route 199 right of way and that the proposed LACCs are appropriate from a safety and traffic control standpoint based upon a global traffic analysis, dated November 2020, prepared by RK&K
- VDOT's Hampton Roads District has determined that the location of the proposed LACCs are not within an air quality maintenance or non-attainment area. In addition, the environmental impact analysis was reviewed and approved by the Hampton Roads District and there will be no adverse environmental impacts.
- Public notices of willingness to receive public comment were posted in the *Daily Press* newspaper on March 24, 2021, and April 1, 2021, and in the *New Journal & Guide* on March 25, 2021, and April 1, 2021, with no comments received.
- The Federal Highway Administration has provided the requisite approval for the proposed LACCs.
- Compensation shall be paid by the requestor in consideration of the LACCs and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee.
- The requestor has borne all appropriate costs in accordance with 24VAC 30-401-20.

CTB Decision Brief
Limited Access Control Changes
Route 199 (Marquis Center Parkway)
County of York
June 23, 2021
Page 2 of 2

- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.
- The requestor will be required to obtain a land Use permit from VDOT prior to any activity within the Route 199 limited access right of way.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
May 21, 1970**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond on May 21, 1970 at 10 a. m. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Fugate, Baughan, Chilton, Duckworth, Glass, Hairston, Landrith, and Weaver. Absent: Mr. Fitzpatrick.

On motion of Mr. Landrith, seconded by Mr. Hairston, minutes of the meeting of April 23, 1970 were approved.

Motion was made by Mr. Landrith, seconded by Mr. Hairston, that permits issued from April 23, 1970 to May 20, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Landrith, seconded by Mr. Hairston, cancellation of permits from April 23, 1970 to May 20, 1970, inclusive, as shown by records of the Department, was approved.

Mr. Blair Wakefield, Executive Director of the Virginia State Ports Authority, accompanied by Mr. John Anderson, appeared before the Commission relative to the granting of overweight permits by the Highway Commission for haulers involved in the movement of containerized cargoes. Mr. Fugate told Mr. Wakefield this matter would be referred to the Commission committee on permits and he would try to give a reply after the June meeting of the Commission.

5-21-70

Moved by Mr. Duckworth, seconded by Mr. Hairston,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a location public hearing was held in the Auditorium of the Berkely Jr. High School, in James City County, Virginia, on April 18, 1969, at 10 a. m., for the purpose of considering the proposed location of Route 199 from the intersection of Route 5 (Southwest of Williamsburg) to the intersection of Route 64 (Southeast of Williamsburg), referred to as the Williamsburg Artery, in the City of Williamsburg and James City and York Counties, State Projects 0199-137-101, 0199-047-101 and 0199-099-101, and

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

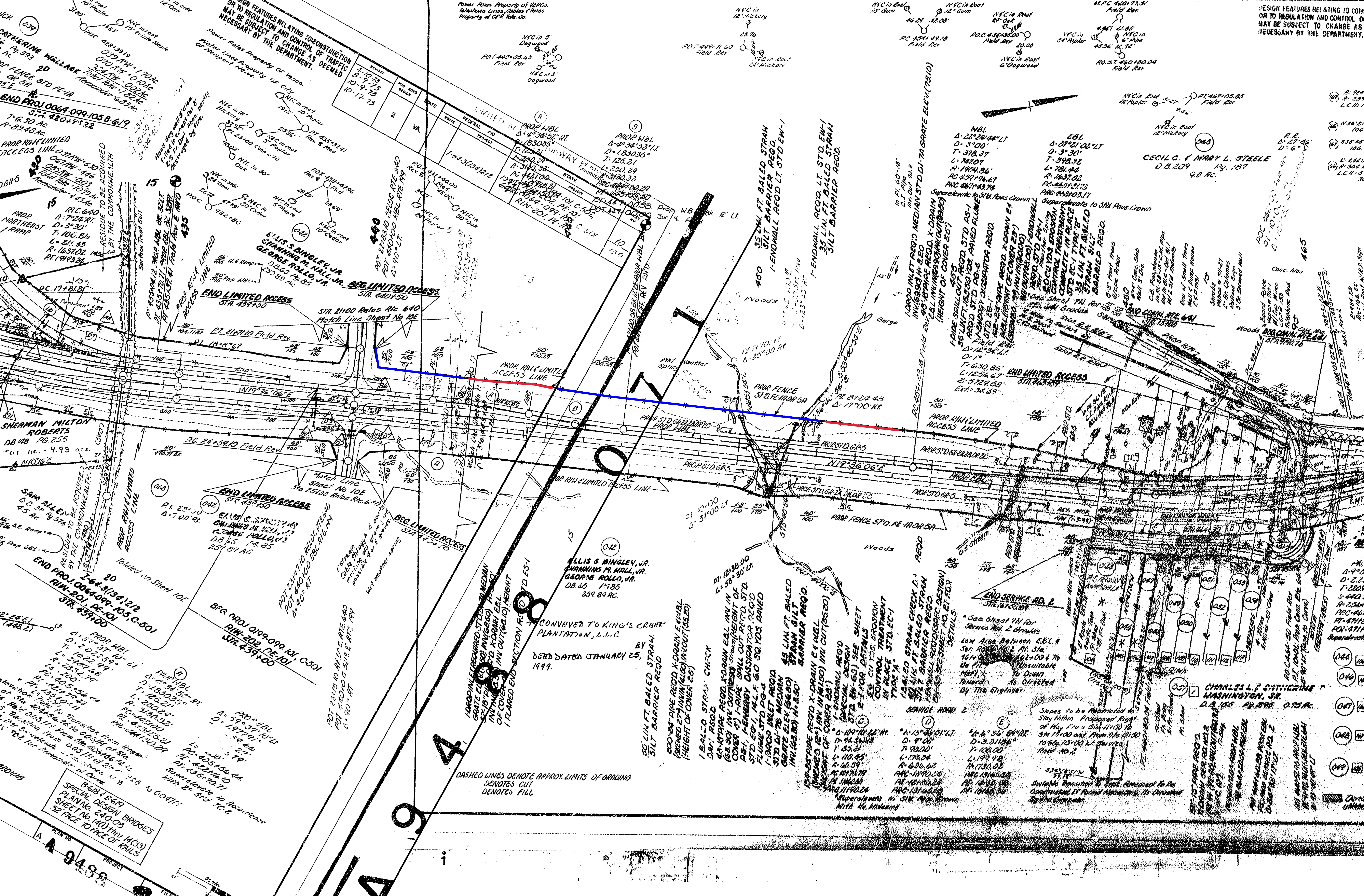
WHEREAS, the economic, social and environmental effects of the proposed improvement have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now, therefore,

BE IT RESOLVED, that the location of this project be approved in accordance with the general plan as proposed and presented at said location public hearing by the Department engineers. This proposed location of Route 199 (Williamsburg Artery) passes to the south of the City of Williamsburg.

BE IT FURTHER RESOLVED, that this project, here referred to as the Williamsburg Artery, be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and in accordance with the Highway Commission Policy for by-passes of cities and towns.

BE IT FURTHER RESOLVED, that pursuant to Section 33-26 of the 1950 Code of Virginia, as amended, the proposed new location herein approved and referred to as the Williamsburg Artery, generally by-passing the City of Williamsburg, in James City and York Counties, approximately 5.6 miles, be added to the Primary System of Highways and designated Virginia Route 199.

MOTION CARRIED.

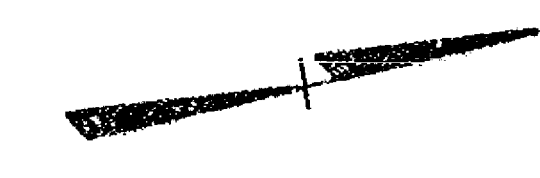


DESIGN FEATURES RELATING TO RECONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS NECESSARY BY THE DEPARTMENT.

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

REVISED	DATE	BY	REASON
1	4-10-73		
2	8-9-73		
3	10-9-73		
4	10-17-73		

PROJECT	NO.	DATE	BY
PROJ. 0064-099-105 B-619	1	4-10-73	
PROJ. 0064-099-105 C-501	1	8-9-73	
PROJ. 0064-099-105 D-101	1	10-9-73	
PROJ. 0064-099-105 E-101	1	10-17-73	



CECIL C. & MARY L. STEBLE
D.B. 209 Pg. 187
9.0 AC.

ELLIS S. BINGLEY, JR.
SHANNING M. HALL, JR.
GEORGE ROLLO, JR.
D.B. 65 1185
259.89 AC.

CONVEYED TO KING'S CREEK
PLANTATION, L.L.C.
DEED DATED JANUARY 25,
1999.

DASHED LINES DENOTE APPROX. LIMITS OF BRIDGING
DOTTED LINES DENOTES CUT
SOLID LINES DENOTES FILL

SPECIAL DESIGN BRIDGES
PLANNING No. 240-08
SHEET No. 140 THRU 14(3)
52 PAGE 10 PAGE OF PALS

CHARLES L. & CATHERINE WASHINGTON, SR.
D.B. 155 Pg. 598 0.75 AC.

Slopes to be Restricted to
Stay Within Proposed Right
of Way From Sta. 114+50 To
Sta. 115+00 and From Sta. 119+20
To Sta. 121+00 at 1:1 Slope
Perk. No. 2

See Sheet 7N for
Service Rd. 2 Grades
Low Area Between C.B.L. 1
Ser. Roadway & R.I. Sta.
161+00 to 161+00 & To
Be Filled with Suitable
Material to Drain
Toward As Directed
By The Engineer

1-8' x 10' STRAIN CHECK
24" REGRD
60" PIPE REGRD FOR AN EAL IN IN
(63.50) IN OUT (63.50) IN OUT (63.50)
HEIGHT OF COVER 20"
1-10" EMERGENCY DRAINAGE REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
FLUME STD. 20" I.D.
1-10" INLET REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
GATE ELEV. (63.50) IN OUT (63.50)
INF. (63.50) H. 2.50'

50' LIN. FT. BALED STRAIN
SILT BARRIER REGRD
200' PIPE REGRD X-DRAIN E. PAVL
(ASHEWED 27" IN IN (45.00) IN OUT (45.00)
HEIGHT OF COVER 20"

1-60' STRAIN CHECK
24" REGRD
60" PIPE REGRD FOR AN EAL IN IN
(63.50) IN OUT (63.50) IN OUT (63.50)
HEIGHT OF COVER 20"
1-10" EMERGENCY DRAINAGE REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
FLUME STD. 20" I.D.
1-10" INLET REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
GATE ELEV. (63.50) IN OUT (63.50)
INF. (63.50) H. 2.50'

1-60' STRAIN CHECK
24" REGRD
60" PIPE REGRD FOR AN EAL IN IN
(63.50) IN OUT (63.50) IN OUT (63.50)
HEIGHT OF COVER 20"
1-10" EMERGENCY DRAINAGE REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
FLUME STD. 20" I.D.
1-10" INLET REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
GATE ELEV. (63.50) IN OUT (63.50)
INF. (63.50) H. 2.50'

1-60' STRAIN CHECK
24" REGRD
60" PIPE REGRD FOR AN EAL IN IN
(63.50) IN OUT (63.50) IN OUT (63.50)
HEIGHT OF COVER 20"
1-10" EMERGENCY DRAINAGE REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
FLUME STD. 20" I.D.
1-10" INLET REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
GATE ELEV. (63.50) IN OUT (63.50)
INF. (63.50) H. 2.50'

1-60' STRAIN CHECK
24" REGRD
60" PIPE REGRD FOR AN EAL IN IN
(63.50) IN OUT (63.50) IN OUT (63.50)
HEIGHT OF COVER 20"
1-10" EMERGENCY DRAINAGE REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
FLUME STD. 20" I.D.
1-10" INLET REGRD
STD. 20" I.D. 60 SQ. YDS. PAVED
GATE ELEV. (63.50) IN OUT (63.50)
INF. (63.50) H. 2.50'

BOARD OF SUPERVISORS
COUNTY OF YORK
YORKTOWN, VIRGINIA

Resolution

At a regular meeting of the York County Board of Supervisors held in York Hall,
Yorktown, Virginia, on the 19th day of November, 2019:

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

On motion of Mrs. Noll, which carried 5:0, the following resolution was adopted:

A RESOLUTION TO SUPPORT THE REQUEST OF EAH, LLC TO OBTAIN APPROVAL FROM THE COMMONWEALTH TRANSPORTATION BOARD FOR A BREAK IN THE LIMITED ACCESS RESTRICTION ON THE WESTBOUND LANES OF ROUTE 199 (MARQUIS CENTER PARKWAY) BETWEEN WATER COUNTRY PARKWAY AND PENNIMAN ROAD

WHEREAS, EAH, LLC has approached the York County Board of Supervisors to seek the Board's support of a request to the Commonwealth Transportation Board for authorization of a break in the limited access status of Route 199 (Marquis Center Parkway); and

WHEREAS, EAH, LLC desires to develop the 32-acre parcel for which access is requested, located at 200 Water Country Parkway and further identified as Assessor's Parcel No. 11-16-4, for commercial use in accordance with its existing Economic Opportunity zoning and Comprehensive Plan designation; and

WHEREAS, EAH, LLC has provided a conceptual plan of development for the property depicting a driveway access to Route 199 located approximately 350 feet north of Water Country Parkway (Route 640) and directly across from Marquis Parkway (private road) and a second driveway access to Route 199 located approximately 1,170 feet south of Penniman Road (Route 641) and directly across from the entrance to Water Country USA; and

WHEREAS, the only other access options available to the property would be from Penniman Road and/or Water Country Parkway, both of which are significantly less attractive for commercial development in terms of their traffic volumes, visibility, and general configuration; and


WHEREAS, detailed analysis of this segment of Route 199 has demonstrated that the proposed access can be accommodated on Route 199 with no significant deterioration of the carrying capacity or safety of this road segment; and

WHEREAS, the Board of Supervisors has carefully considered the developer's proposal and determined that it is a request worthy of support;

NOW, THEREFORE, BE IT RESOLVED by the York County Board of Supervisors this the 19th day of November, 2019, that it does hereby endorse the request of EAH, LLC to obtain authorization from the Commonwealth Transportation Board for a limited access break that would allow the installation of a driveway to Route 199 located approximately 350 feet east of Water Country Parkway (Route 640) and directly across from Marquis Parkway (private road) and a second driveway to Route 199 located approximately 1,170 feet south of Penniman Road (Route 641) and directly across from the entrance to Water Country USA as depicted on the site concept plan titled "MARQUIS CROSSING CONCEPTUAL LAYOUT – OPTION A" prepared by AES Consulting Engineers and dated July 25, 2019.

BE IT FURTHER RESOLVED that the Board's endorsement of this request is made with the understanding that any and all necessary improvements within the Route 199 right-of-way will be undertaken solely at the expense of EAH, LLC and in accordance with all requirements and standards prescribed and established by the Commonwealth Transportation Board and the Virginia Department of Transportation.

A Copy Teste:


Mary E. Simmons
Deputy Clerk

OFFER TO PURCHASE AND ADJACENT LANDOWNER'S AFFIDAVIT

Route: 199, Project: 0199-099-101, RW-202 and 0064-099-105, RW-201, County: York
Former Property of Ellis S. Bingley, Jr., et al.
PMI #: 8942
Date: May 5, 2021

Brief legal description of Virginia Department of Transportation Easements:

Being as shown in RED on Sheets 10 and 11 of the plans for Route 199, State Highway Project 0199-099-101, RW-202 and 0064-099-105, RW-201 and lying along the west proposed right of way and limited access line of Route 199 from a point opposite Station 442+74.5 (Proposed WBL centerline) to a point opposite Station 444+99.5 (Proposed WBL centerline); and from a point opposite Station 452+04 (Proposed WBL centerline) to a point opposite Station 454+04 (Proposed WBL centerline); and being a part of the same easements acquired from Ellis S. Bingley, Jr., et al., by Instrument dated October 12, 1973, recorded in Deed Book 260, Page 668, and concluded by Order dated May 7, 1975, both recorded in the Office of the Clerk of the Circuit Court of York County, Virginia. ("Easements")

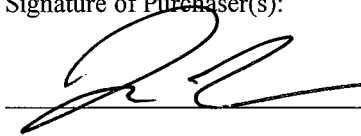
I/We do AGREE to purchase the Easement described above for \$209,000.00 and do SWEAR and AFFIRM that EAH LLC ("Purchaser(s)") is the Owner(s) of record of the land immediately adjacent to the described Easement.

This Offer is conditionally accepted by the Virginia Department of Transportation subject to Notice of Offer Acceptance, to be provided in writing, by the State Director of Right of Way and Utilities or his/her designee and approval of the Limited Access Control Changes (Breaks) by the Commonwealth Transportation Board.

Purchaser(s) understand the Easements are sold "as is", and will be conveyed by quitclaim deed. Purchaser(s) understand that a formal closing will take place within 60 days of receipt of executed Offer To Purchase And Adjacent Landowner's Affidavit at which time Purchaser(s) will be required to pay for recording of the deed and any tax or fee associated with the recordation of the property transfer.

The deed for the Easements being conveyed is to be titled in the exact manner the adjoining land is titled in the local courthouse records (Purchaser's deed is attached.)

Signature of Purchaser(s):


Managing Member

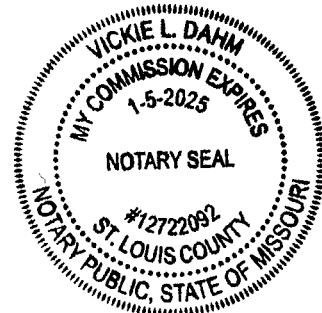
State of MO

County/City/Town of St. Louis

The foregoing instrument was acknowledged before me this 17 day of May, 2021, by Vickie L. Dahm.

Affix Stamp for Notary ID and Commission Expiration Date: 1/5/2025

Vickie R. Dahm
Notary Public





COMMONWEALTH of VIRGINIA

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

Stephen C. Brich, P.E.
COMMISSIONER

June 1, 2021

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary H. Hynes
The Honorable Alison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for Route 199 (Marquis Center Parkway)

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from EAH, LLC for two breaks in the limited access control along Route 199 to construct two commercial entrances to serve as direct access to and from their planned commercial development, Marquis Crossing, onto the existing limited access right of way of Route 199. The Department's staff has determined there will be minimal impact on the operation to Route 199 and that the proposed LACCs are appropriate from a design, safety and traffic control standpoint.

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

Sincerely,

DocuSigned by:

Bart Thrasher

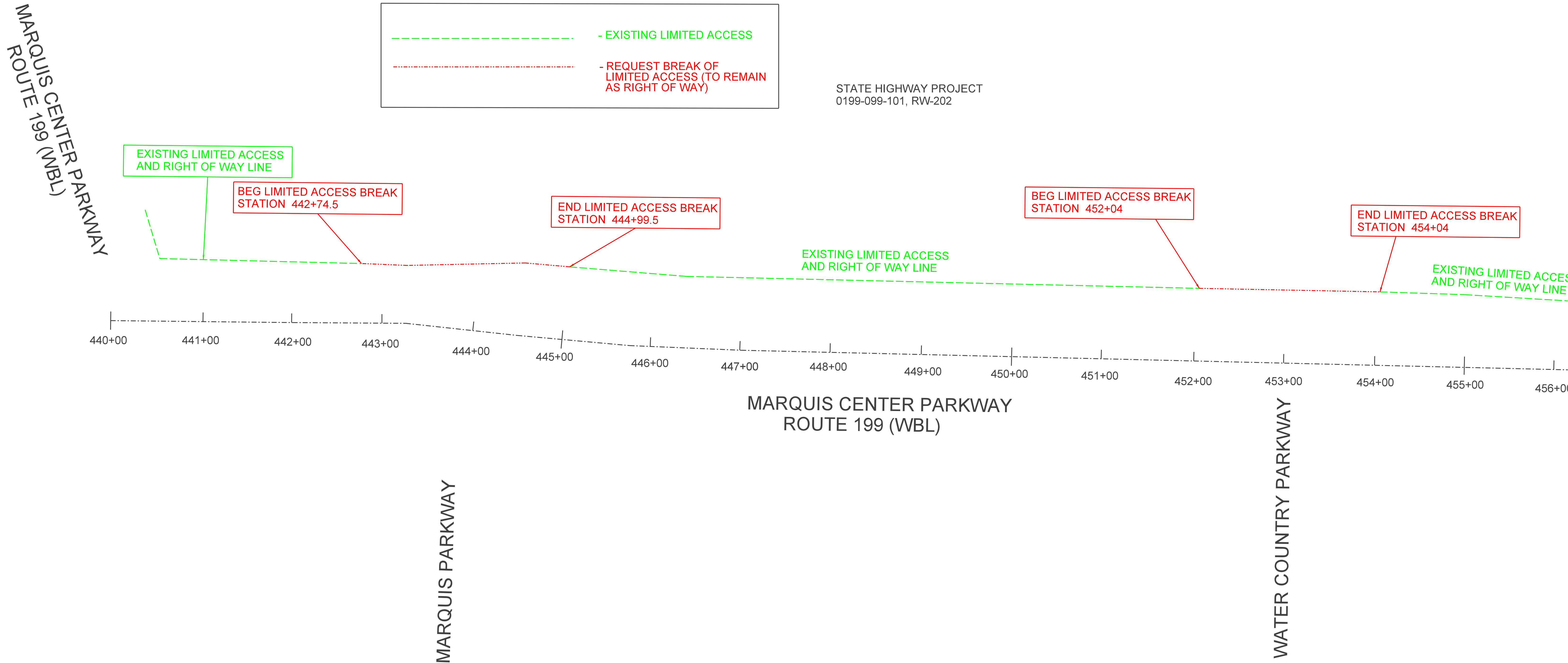
835FFE03071B4F5...

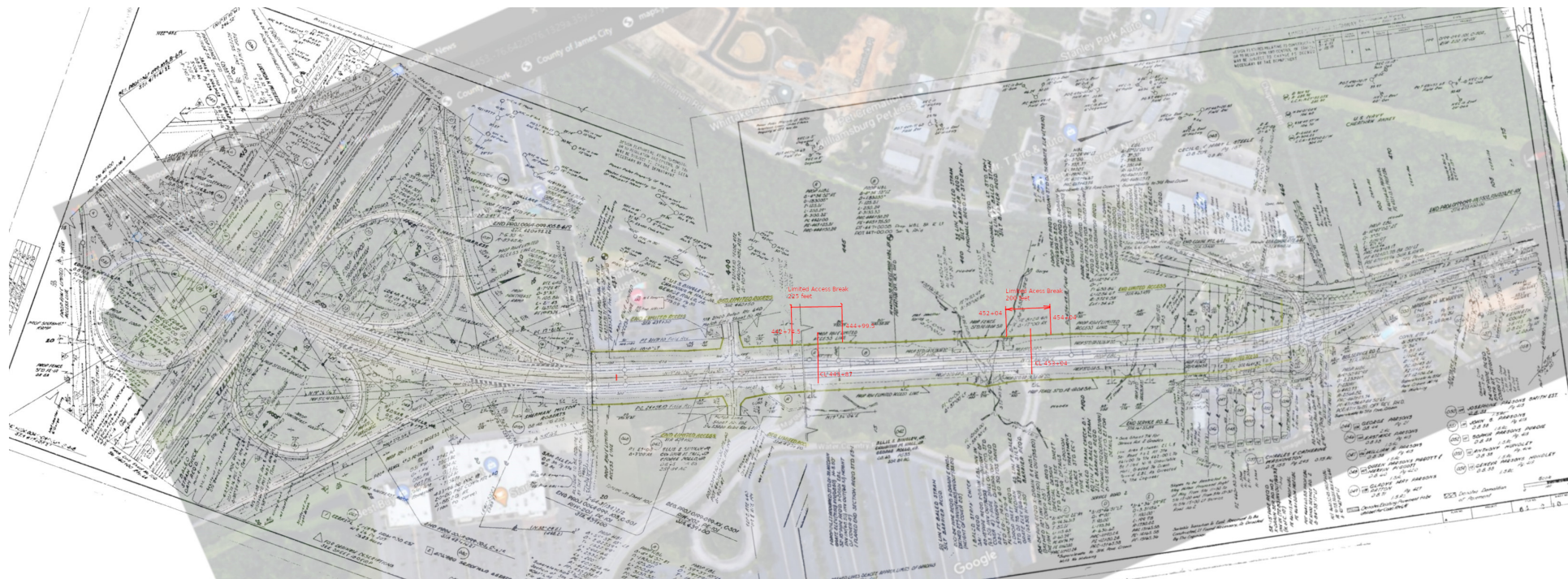
Barton A. Thrasher, P.E.
Chief Engineer

LIMITED ACCESS BREAK EXHIBIT

NOTES

1. THE LOCATION OF THE EXISTING AND PROPOSED LIMITED ACCESS LINES ALONG MARQUIS CENTER PARKWAY ROUTE 199 ARE TIED BY STATION TO THE EXISTING WESTBOUND CENTERLINE ALIGNMENT PER STATE HIGHWAY PROJECT 0199-099-101, RW-202.
2. THIS EXHIBIT SHOWS THE LOCATION OF THE EXISTING LIMITED ACCESS LINE AS DELINEATED ON SHEETS 10 AND 11 OF THE STATE HIGHWAY PROJECT 0199-099-101, RW-202.





**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

June 23, 2021

MOTION

Made By: Seconded by:

Action:

Title: Policy for the Implementation of the Transit Ridership Incentive Program

WHEREAS, Section §33.2-1526.3 of the *Code of Virginia* was passed by the Virginia General Assembly in the 2020 legislative session to establish the Transit Ridership Incentive Program (TRIP) as part of the Omnibus Transportation Bill; and

WHEREAS, TRIP was created to promote improved regional transit service in urbanized areas of the Commonwealth (with an urban population in excess of 100,000) and to reduce barriers to transit use for low-income individuals; and

WHEREAS, shortly after the conclusion of the 2020 General Assembly, the coronavirus pandemic introduced a plethora of unprecedented operational challenges to Virginia transit providers, impacted patterns of commuting, and accentuated the need for equitable transit access; and

WHEREAS, the Department of Rail and Public Transportation has consulted with the Virginia Transit Association and other stakeholders to gather input to develop the TRIP policy;

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board (Board) hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Regional Connectivity funding pursuant to §33.2-1526.3 of the *Code of Virginia*.

1. For the purposes of review and prioritization, TRIP regional connectivity projects will be classified into the following four eligible project types:
 - The improvement and expansion of routes with regional significance
 - The implementation of integrated fare collection
 - The development and implementation of regional subsidy models
 - The creation of bus-only lanes on routes of regional significance
2. The following entities are eligible for TRIP regional connectivity funding:
 - Small and Large Urban transit agencies that serve regions with urbanized populations in excess of 100,000
 - Transportation District Commissions

- Public Service Corporations
 - Local governments
 - Private nonprofit transit providers
3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP regional connectivity funding can be applied to a project for a maximum of five years with the state share decreasing over time. Projects may be eligible for funding beyond the initial five year commitment based on performance and availability of funding.
 4. Candidate TRIP projects should be supported by planning, either at the regional or corridor level, that documents the regional travel demand and establishes an operational approach to serve regional travel needs, including congestion mitigation.
 5. Projects will be evaluated using a technical assessment that gauges a project’s ability to meet the legislatively defined goals of TRIP. The table below depicts the scoring criteria and their associated weights that will be used for prioritization.

Scoring Category	Measure	Measure Weight
Congestion Mitigation	<ul style="list-style-type: none"> ● Change in system-wide and peak period transit ridership attributed to the project 	60%
Regional Connectivity and Regional Collaboration	<ul style="list-style-type: none"> ● Increase in regional connectivity to community and employment centers attributed to the project. ● Project’s ability to heighten access to other modes of transportation ● All involved localities’ involvement and commitment to the deployment of the project 	30%
Cost Per Passenger	<ul style="list-style-type: none"> ● Cost of the project related to the predicted ridership increase attributed to the project 	10%
Total Score:		100%

6. Per subdivision C of §33.2-1526.3 of the *Code of Virginia*, the regional connectivity funds will be distributed based on a five-year rolling average, ensuring that each region receives their proportionate share over the five-year period.
7. Agencies awarded TRIP regional connectivity funding will report quarterly on project progress toward attaining established project goals and performance metrics.
8. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

NOW THEREFORE BE IT FURTHER RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy to govern the structure, scoring, and prioritization of projects for Zero Fare and Low Income TRIP funding pursuant to §33.2-1526.3 of the *Code of Virginia*.

1. For the purposes of review and prioritization, TRIP zero fare and low income projects will be classified into the following three eligible types:

- The provision of subsidized or fully free passes to low-income populations
- The elimination of fares on high-capacity corridors, establishing 'zero fare zones' (net fares, less the cost of fare collection)
- The deployment of an entirely zero fare system (net fare, less the cost of fare collection)

2. The following entities are eligible for TRIP Zero Fare and Low Income funding:

- Transportation District Commissions
- Public Service Corporations
- Local governments
- Private nonprofit transit providers

Applications focused on the provision of zero-fare corridors or zero-fare systems should be submitted by the organization providing the service.

3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP zero fare and low income funding can be applied to a project for a maximum of three years. For multi-year projects, the state's contribution would decrease and the local share would increase over the funding period.

4. Successfully enacting system-wide zero fare operations relies on a strong financial commitment from the service provider and its community. To ensure the success of these projects, all system-wide zero fare applicants must commit to an additional year of operation beyond the project agreement with DRPT where the funding recipient provides one hundred percent (100%) of project expenses.

5. Projects prioritized for funding should be supported by planning, either at the regional or corridor level, which documents an evaluation of zero-fare policies and establishes an approach to meet community needs through the implementation of new fare policies.

6. The table below depicts the scoring criteria and their associated weights that will be used for reviewing TRIP zero fare and low income project types.

Scoring Criteria	Measure	Measure Weight
Impact on Ridership	<ul style="list-style-type: none"> • Predicted change in system wide transit ridership attributed to the project 	40%
Applicant Commitment	<ul style="list-style-type: none"> • The identification of community partnerships • support from involved localities • options for continued funding upon expiration of TRIP funds • duration of funding and willingness to participate in a step down funding structure 	20%
Implications for Equity and Accessibility	<ul style="list-style-type: none"> • Provision of planning documentation and/or existing research that identified areas of high need • metric of low income • description of how this project will benefit marginalized communities and areas of high need 	20%
Project Schedule and Readiness	<ul style="list-style-type: none"> • Description of project's ability to be quickly implemented with relatively low startup costs 	20%
Total Score:		100%

7. In order to appropriately measure the performance of selected projects and to ensure proper reporting, funding recipients will report quarterly on project progress to DRPT.
8. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy set forth herein, they shall be brought to the Board for review and approval in addition to the five-year requirement to meet with the Board and revise the guidelines.

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

NOW THEREFORE BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every five years, in consultation with transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.

DRAFT - For Public Comment

CTB Decision Brief

Policy for the Implementation of the Transit Ridership Incentive Program

Issue: HB 1414 was passed during the 2020 General Assembly Session. This legislation provided dedicated funding to the creation of the Transit Ridership Incentive Program. This program has two distinct goals: 1) improving the regional connectivity of urban areas with population in excess of 100,000 and 2) increasing the ridership and accessibility of transit throughout the Commonwealth, specifically for low income populations. This policy provides the framework for the implementation of the program including eligibility requirements and evaluation criteria.

Facts: Section 33.2-1526.1 established that six percent of the Commonwealth Mass Transit Fund must be allocated to the Transit Ridership Incentive Program. Section 33.2-1526.3 of the *Code of Virginia* stipulates that the Department of Rail and Public Transportation shall develop guidelines for the program, pursuant to the regulations provided in the legislation and subject to the approval of the Commonwealth Transportation Board.

In March 2020, the COVID-19 pandemic introduced new challenges to transit operators throughout the Commonwealth. FY 21 TRIP funds were distributed to support more immediate operational needs, due to newfound costs and the loss fare collection revenue. This deferment of the program start date permitted DRPT to conduct an expansive outreach process, despite COVID-19 challenges, to inform the development of policy materials. A webinar was held on November 18, 2020 and a Request for Ideas (RFI) was distributed to all of DRPT's funding recipients. This RFI gathered information on potential concepts for funding, gauged agency interest, and was accompanied by an interactive webinar to outline the program parameters and the purpose of the RFI. Two focus groups, one focusing on regional connectivity and the other focusing on zero fare and low income projects, were held after the collection of RFI responses. These discussions with stakeholders, coupled with the RFI responses, framed the development of this policy.

The CTB was briefed on this effort in May, and the policy has been available for public comment for a period of at least 30 days.

Recommendation: DRPT recommends that the CTB approve the Policy for the Implementation of the Transit Ridership Incentive Program (TRIP)

Action Required by CTB: Approve the Policy for the Implementation of the Transit Ridership Incentive Program (TRIP) which will allow DRPT to move forward to solicit applications for FY22 funding.

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Seconded By: Action:

**Title: Approval of Round Two I-395/I-95 Commuter Choice Program of Projects
and Inclusion into FY 2022 – FY 2027 Six Year Improvement Program**

WHEREAS, on December 6, 2017, the Commonwealth Transportation Board (CTB) approved a Memorandum of Agreement (MOA) among the CTB, the Virginia Department of Transportation (“VDOT”), the Virginia Department of Rail and Public Transportation (“DRPT”), the Northern Virginia Transportation Commission (“NVTC”) and the Potomac and Rappahannock Transportation Commission (“PRTC”) regarding the Annual Transit Investment (“ATI”) from the I-395 High Occupancy Toll (“HOT”) lanes to be paid to the Commonwealth by 95 Express Lanes, LLC (“the Concessionaire”) (the “Project”) ; and

WHEREAS, the Improvement Goals of the Project are to maximize person throughput in the Corridor and implement multimodal improvements through the following: (i) improve mobility along the Corridor; (ii) support new, diverse travel choices, and, (iii) enhance transportation safety and reliability, each of which will benefit the users of the portion of I-395 beginning at Turkeycock Run in Fairfax County, Virginia and ending at the Potomac River in Arlington County, Virginia (the “Corridor” or the “Facility”); and

WHEREAS, the Project will facilitate implementation of recommendations from DRPT’s August 2017 I-95/I-395 Transit/Transportation Demand Management Study Final Report and projects in the region’s constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility (“Multimodal Projects”) as described in the aforesaid DRPT report; and

WHEREAS, the MOA delegates to NVTC and PRTC the authority to select and administer the implementation of Multimodal Projects designed specifically to attain the Improvement Goals to be financed from the ATI paid to the Commonwealth by the Concessionaire from toll revenues attributable to the Facility; and

WHEREAS, such Multimodal Projects shall be selected by NVTC and PRTC in accordance with a process established pursuant to the MOA and the “Agreement Between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds” that was executed on January 28, 2019, (the “Distribution Agreement”); and

WHEREAS, the CTB shall approve the Multimodal Projects selected by NVTC and PRTC and shall allocate ATI funds for them, provided the Multimodal Projects meet the Project Criteria specified in the MOA and are selected in accordance with the selection process described in the MOA and the “Distribution Agreement”; and

WHEREAS, all future I-395/I-95 Commuter Choice Programs of Projects will be approved as a part of the Six Year Improvement Program presented to the CTB for approval in June of each year; and

WHEREAS, both NVTC and PRTC approved a program of Multimodal Projects, attached hereto, in the amount of \$22,730,986 at their respective meetings on June 3, 2021; and

WHEREAS, DRPT recommends that the CTB approve the program of Multimodal Projects, attached hereto, and allocate funding for the Multimodal Projects in the Six Year Improvement Program for FY 2022-FY 2027.

NOW THEREFORE, BE IT RESOLVED that the Board approves the I-395/I-95 Commuter Choice Program Multimodal Projects, attached hereto, that have been previously approved by NVTC and PRTC; and

BE IT FURTHER RESOLVED that the Board allocates \$22,730,986 in funding for the I-395/I-95 Commuter Choice Program Multimodal Projects in the Six Year Improvement Program for FY 2022-FY 2027.

#####

CTB Decision Brief

Approval of Round 2 I-395/I-95 Commuter Choice Program of Projects and Inclusion into FY 2022-2027 Six-Year Improvement Program

Issue: In accordance with the January 2019 “Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes” (the “MOA”) among the CTB, VDOT, DRPT, the Northern Virginia Transportation Commission (“NVTC”) and the Potomac and Rappahannock Transportation Commission (“PRTC”), on May 6, 2021, the governing boards for both NVTC and PRTC approved a Round 2 program of multimodal projects for the I-395/I-95 Commuter Choice Program (the “Program of Projects”). The Program of Projects requires CTB approval for inclusion into the Six Year Improvement Program (“SYIP”) for FY 2022-2027. DRPT and NVTC staff briefed the CTB on the multimodal program development process at the CTB workshop on May 17, 2021. The total cost of the proposed Program of Projects is \$22,730,986 and includes 13 projects to be implemented by six separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC and PRTC on May 6, 2021 is attached.

Facts: The MOA among the CTB, VDOT, DRPT, NVTC and PRTC relating to the development and implementation of the I-395/I-95 Commuter Choice Program was approved by the CTB on December 6, 2017, and fully executed as of January 28, 2019. The MOA delegates to NVTC and PRTC the authority to select and administer the implementation of multimodal projects that are specifically designed to meet the “Project Criteria” specified in the MOA and that are to be financed from a portion of the toll revenues from the facility that is to be paid to the Commonwealth by the I-395/I-95 concessionaire as an Annual Transit Investment (“ATI”). The MOA outlines the process to be used by NVTC and PRTC for selecting multimodal projects to be funded with ATI revenues and it requires the CTB to give final approval to the program of multimodal projects by allocating funding for the projects in the SYIP. Between Fall 2020 and Winter 2021, NVTC and PRTC jointly issued a call for projects, received and evaluated project applications, developed the proposed program of multimodal projects (with input and guidance from DRPT), received public input and, on June 3, 2021, the governing boards for both entities approved a program of multimodal projects for funding. The total cost of the proposed Program of Projects is \$22,730,986 and includes 13 projects to be implemented by six separate entities as well as NVTC program administration costs.

Recommendation: DRPT recommends that the CTB approve the proposed I-395/I-95 Commuter Choice Program of Projects and include funding for the projects in the SYIP for FY 2022-2027. DRPT staff provided input and guidance to NVTC and PRTC throughout the development of the proposed Program of Projects and coordinated a legal review of the program with the Office of the Attorney General. DRPT is satisfied that the proposed I-395/I-95 Commuter Choice Program of Projects was developed in compliance with the MOA and that the selected multimodal projects satisfy the “Project Criteria” specified in the MOA.

Action Required by CTB: Approval of the attached resolution to allocate \$22,730,986 in funding for the 13 identified multimodal projects and NVTC program administration costs in the SYIP for FY 2022-2027.

Options: Approve, Deny or Defer.

Round Two I-395/I-95 Commuter Choice Program of Projects (Multimodal Projects) for inclusion in FY 2022-2027 SYIP

Multimodal Program Project Description	Applicant	Funding
Renewal Enhanced OmniRide Bus Service from Dale City to Ballston	OmniRide	\$ 291,831
New Park and Ride Lot in Massaponax	Spotsylvania County	\$ 1,100,000
Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	Fairfax County	\$ 1,386,000
Renewal of Bus Service from Staffordboro to the Pentagon	OmniRide	\$ 704,773
Renewal of Bus Service from Staffordboro to Downtown D.C.	OmniRide	\$ 968,308
Enhanced Bus Service from Van Dorn Metro to the Pentagon	DASH	\$ 5,734,000
Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	OmniRide	\$ 541,169
Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	OmniRide	\$ 434,776
New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	FRED Transit	\$ 1,218,800
Enhanced Bus Service from Mark Center to Potomac Yard	DASH	\$ 3,650,000
TDM Strategy—I-395/95 Corridor Vanpool Monthly Incentive	OmniRide	\$ 604,800
Enhanced Bus Service for Route 371: Lorton to Franconia-Springfield Metro Station	Fairfax County	\$ 2,496,529
Horner Road Park and Ride Lot Expansion	Prince William County	\$ 2,800,000
I-395/I-95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	NVTC	\$ 800,000
Total Funding Request		\$ 22,730,986



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 16

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Adoption of the Interstate Operations and Enhancement Program Policy

WHEREAS, pursuant to Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly* and as codified in §§ 33.2-372 and through amendments to §§ 33.2-232 and 33.2-358 of the *Code of Virginia*, the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth; and

WHEREAS, pursuant to §33.2-214 of the *Code of Virginia*, the Board shall only include a project or program wholly or partially funded with funds from the Program in the Six-Year Improvement Program (SYIP) if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the SYIP is sufficient to complete the project or program; and

WHEREAS, pursuant to §33.2-232, the Commissioner of Highways (Commissioner) must provide to the Governor, the General Assembly, and the Board by November 1 of each even-numbered year, a report that includes, among other things, the status of the Program, including the allocation of revenues for the Program, the current and projected performance of each interstate highway corridor, and the anticipated benefits of funded strategies, capital improvements, and services by the interstate highway; and

WHEREAS, §33.2-358, provides for allocation to the Program twenty percent of funds available for construction after allocations for highway maintenance and other specified allocations; and

WHEREAS, §33.2-372, permits the Board to use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353 or an interstate corridor plan approved by the Board through operational and transportation demand management strategies and other transportation improvements, strategies, or services; and

WHEREAS, §33.2-372, requires the Board, with the assistance of the Office of Intermodal Planning and Investment, to establish a process to evaluate and prioritize potential strategies and improvements, with priority given first to operational and transportation demand management strategies that improve reliability and safety of travel; and

WHEREAS, §33.2-372, prohibits the Board from using funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies; and

WHEREAS, §33.2-372, requires the Board to distribute to the Interstate 81 Corridor Improvement Fund established pursuant to §33.2-3601, an amount equal to the revenues provided to the Program multiplied by the ratio of the vehicle miles traveled on Interstate 81 by vehicles classified as Class 6 or higher by the Federal Highway Administration (FHWA) to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372, requires the Board to distribute to the Northern Virginia Transportation Authority Fund established pursuant to §33.2-2509 an amount equal to the revenues provided to the Program multiplied by the ratio of vehicle miles traveled on interstate highways in Planning District 8 by vehicles classified as Class 6 or higher by the FHWA to the total vehicles miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372 requires the Board to ensure, for any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, that the total long-term expenditure for each interstate highway be approximately equal to the proportion of the total revenue deposited in the Fund attributable to each interstate highway based on such interstate highway's proportional share of interstate vehicle-miles traveled by vehicles classified as Class 6 or higher; and

WHEREAS, §33.2-372 does not provide explicit direction relating to the funds available in the Program that exceed the required distributions to the Interstate 81 Corridor Improvement Fund, the Northern Virginia Transportation Authority Fund, and any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, but rather, provides that such funds shall be allocated at the discretion of the Board for strategies and improvements that improve safety, reliability and travel flow along any interstate corridor in the Commonwealth; and.

WHEREAS, the Board, at its May 2021 Workshop, was presented with a proposed Interstate Operations and Enhancement Program Policy (Policy), developed by a study team, comprised of representatives of OIPI, the Virginia Department of Transportation, Department of Motor Vehicles, Department of State Police, Department of Rail and Public Transportation, and Virginia Port Authority, (IOEP Study Team) which is attached hereto as Attachment A; and

WHEREAS, the proposed Interstate Operations and Enhancement Program Policy is consistent with the Interstate Operations and Enhancement Program requirements set forth in §33.2-372; and

WHEREAS, the IOEP Study Team has also made recommendations relating to funding operation, maintenance and transit service operating costs associated with the IOEP improvements and Program as well as Board consideration of multimodal and express lane options when evaluating expansion of interstate highways.

NOW, THEREFORE, BE IT RESOLVED, the Board hereby approves the Interstate Operations and Enhancement Program Policy, attached hereto as Attachment A, for use in developing and funding interstate improvement plans under the Interstate Operations and Enhancement Program and in accord with §33.2-372.

BE IT FURTHER RESOLVED, operating and maintenance costs for the initial operational improvements identified for the Interstate Operations and Enhancement Program may be covered for a period not to exceed six years, at which point the Highway Maintenance and Operations Program will assume those costs.

BE IT FURTHER RESOLVED, transit service operating costs will be covered for a period of three years, with the Board having the discretion at the end of the three-year period to provide operating assistance for three additional years on high performing routes where the anticipated funding for this service is unavailable to enable the service to continue.

BE IT FURTHER RESOLVED, operating and maintenance costs for new operations improvements and transit operating costs for new transit capital projects will be covered for a period of three years in subsequent interstate corridor improvement plans.

BE IT FURTHER RESOLVED, when considering the expansion of interstate highways, the Board shall evaluate the extent and time period for which new lanes will provide improved travel flow and if such new general purpose lanes are expected to remain or become congested within a period of 30 years, then implementation of multimodal options or express lanes should be given priority over new general purpose lanes.

BE IT FURTHER RESOLVED, within twelve months of this adoption of this resolution that the Office of Intermodal Planning and Investment, in coordination with the Department of Transportation and the Department of Rail and Public Transportation, shall develop a methodology to evaluate the implications of proposed improvements for achieving the Commonwealth's objectives related to greenhouse gas reductions from the transportation sector.

BE IT FURTHER RESOLVED, that upon the development of the measure by the Office of Intermodal Planning and Investment, in coordination with the Department of Transportation and the Department of Rail and Public Transportation, the Interstate Operations and Enhancement Policy shall be revised to include such measure in the prioritization process included in the Policy.

Resolution of the Board

Adoption of the Interstate Operations and Enhancement Program Policy

June 23, 2021

Page 4 of 4

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to make such modifications to the Interstate Operations and Enhancement Program Policy as provided in Attachment A as deemed appropriate, provided any such modifications shall not conflict with §33.2-372 nor this resolution, and further, to take all actions necessary to finalize and implement the Program.

###

CTB Decision Brief

Adoption of the Interstate Operations and Enhancement Program Policy

Issue: Section 33.2-372 of the *Code of Virginia*, enacted by the Virginia General Assembly pursuant to Chapters 1230 and 1275 of the 2020 Session directs the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. Board approval of the proposed Policy to govern development and funding of interstate corridor improvement plans under the Program is sought.

Facts:

- Pursuant to §33.2-214, the Board shall only include a project or program wholly or partially funded with funds from the Program in the Six-Year Improvement Program (SYIP) if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the SYIP is sufficient to complete the project or program.
- Pursuant to §33.2-232, the Commissioner of Highways (Commissioner) must provide to the Governor, the General Assembly, and the Board, by November 1 of each even-numbered year, a report that includes, among other things, the status of the Program, including the allocation of revenues for the Program, the current and projected performance of each interstate highway corridor, and the anticipated benefits of funded strategies, capital improvements, and services by the interstate highway.
- Section 33.2-358 provides for allocation to the Program twenty percent of funds available for construction after allocations for highway maintenance and other specified allocations.
- Section 33.2-372:
 - permits the Board to use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353, or an interstate corridor plan approved by the Board through operational and transportation demand management strategies and other transportation improvements, strategies, or services;
 - requires the Board, with the assistance of the Office of Intermodal Planning and Investment (OIPI), to establish a process to evaluate and prioritize potential strategies and improvements, with priority given first to operational and transportation demand management strategies that improve reliability and safety of travel;
 - prohibits the Board from using funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies;
 - requires the Board to distribute to the Interstate 81 Corridor Improvement Fund established pursuant to §33.2-3601, an amount equal to the revenues provided to the Program multiplied by the ratio of the vehicle miles traveled on Interstate 81 by vehicles classified as Class 6 or higher by the Federal Highway Administration

(FHWA) to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher;

- requires the Board to distribute to the Northern Virginia Transportation Authority Fund established pursuant to §33.2-2509 an amount equal to the revenues provided to the Program multiplied by the ratio of vehicle miles traveled on interstate highways in Planning District 8 by vehicles classified as Class 6 or higher by the FHWA to the total vehicles miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and
 - requires the Board to ensure, for any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, that the total long-term expenditure for each interstate highway be approximately equal to the proportion of the total revenue deposited in the Fund attributable to each interstate highway based on such interstate highway's proportional share of interstate vehicle-miles traveled by vehicles classified as Class 6 or higher.
- A study team, comprised of representatives of OIPI, the Virginia Department of Transportation, Department of Motor Vehicles, Department of State Police, Department of Rail and Public Transportation, and Virginia Port Authority (IOEP Study Team), developed interstate corridor improvement plans for those interstate corridors with more than 10 percent of total vehicle miles traveled by FHWA class 6 vehicles and above, utilizing performance measures and a prioritization methodology for funding that is now proposed for adoption as a policy by the Board.
 - These corridors (I-81, I-95 and I-64) receive dedicated funding from the Interstate Operations and Enhancement Program.
 - The remaining interstate corridors have also been analyzed using the same performance measures and methodology for developing targeted solutions.
 - The Policy set forth in Attachment A memorializes and sets out the proposed performance measures and prioritization methodology for developing and funding interstate corridor improvement plans for the Interstate Operations and Enhancement Program that comport with the requirements set forth in §33.2-372.
 - In developing the Policy, the IOEP Study Team also made the following determinations:
 - IOEP funding should be used to cover operations and maintenance costs for the interstate operational improvements identified- this will ensure that ongoing operational improvements such as the Safety Service Patrol and towing programs are able establish operations and demonstrate benefits to travel reliability. The initial operations and maintenance costs for operational improvements should be covered for a period not to exceed six years, at which point the Highway Maintenance and Operations Program should assume these costs. This will enable the Highway Maintenance and Operations Fund revenues to recover. In subsequent updates of interstate plans, the operations and maintenance costs should be covered for a period of three years.
 - IOEP funding should be used to cover transit service operating costs for a period of three years. This will enable transit service to become established and to

demonstrate anticipated benefits to delay reduction and travel reliability. It is anticipated that transit providers will be able to assume the transit operating costs following the initial three year period. The Board should have the discretion at the end of the three-year period to provide operating assistance for three additional years on high performing routes where the anticipated funding for this service is unavailable to enable the service to continue.

- When considering the expansion of interstate highways, the Board should evaluate the extent and time period for which new lanes will provide improved traffic flow and if such new general purpose lanes are expected to remain or become congested within a period of 30 years, then implementation of multimodal options or express lanes should be given priority over new general purpose lanes. For segments of the interstate system that experience high demand and capacity issues, multimodal options in combination with express lanes would provide reliable travel options for the public.
- It has also been recommended that OIPI, in coordination with VDOT and DRPT, develop a methodology to evaluate the implications of proposed improvements for achieving the Commonwealth's objectives related to greenhouse gas reductions from the transportation sector for use in future prioritization of potential strategies and improvements.

Recommendations: The study team recommends approval of the Interstate Operations and Enhancement Program Policy attached hereto as Attachment A.

The IOEP Study Team also recommends:

--Use of IOEP funding to cover operations and maintenance costs for the interstate operational improvements for an initial period not to exceed six years. In subsequent updates of interstate plans, the operations and maintenance costs should be covered for a period of three years.

--Use of IOEP funding to cover transit service operating costs for a period of three years, with Board discretion at the end of the three year period to provide operating assistance for three additional years on high performing routes where the anticipated funding for this service is unavailable to enable the service to continue.

--When considering the expansion of interstate highways, the Board should evaluate the extent and time period for which new lanes will provide improved traffic flow, and if such new general purpose lanes are expected to remain or become congested within a period of 30 years, then implementation of multimodal options or express lanes should be given priority over new general purpose lanes.

It has also been recommended that OIPI, in coordination with VDOT and DRPT, develop a methodology to evaluate the implications of proposed improvements for achieving the Commonwealth's objectives related to greenhouse gas reductions from the transportation sector for use in future prioritization of potential strategies and improvements.

Action Required by the CTB: The Board will be presented with a resolution for a formal vote to approve the Interstate Operations and Enhancement Program Policy and the additional recommendations of the IOEP Study Team.

Result, if Approved: If approved, the Policy will be used to develop a recommended improvements package for the Interstate Operations and Enhancement Program to be included in the VDOT Fiscal Year 2022 to Fiscal Year 2027 Six-Year Improvement Program.

Options: Approve, Deny, or Defer

Public Comments/Reactions: None

Attachment A

Interstate Operations and Enhancement Program Policy

Program Overview

In Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly*, as codified in §33.2-372 and through amendments to §§ 33.2-232 and 33.2-358 of the Code of Virginia, the General Assembly of Virginia directed the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth.

Funding Allocation

Section § 33.2-358 of the Code of Virginia provide for the allocation of twenty percent of funds available for construction after Revenue Sharing take-down to the Program.

The Board will use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to § 33.2-353 of the *Code of Virginia* or an interstate corridor plan approved by the Board for the following:

1. Operational and transportation demand management (TDM) strategies and
2. Other transportation improvements, strategies, or services.

The Board may not use funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies.

The funds available in the Program that exceed the required distributions to the Interstate 81 Corridor Improvement Fund, the Northern Virginia Transportation Authority Fund, and interstate highways with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, shall be allocated at the discretion of the Board for eligible activities that improve safety, reliability and travel flow along any interstate in the Commonwealth.

Planning Process

A corridor improvement plan will be developed for each interstate with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, as they receive dedicated funding (I-81, I-95, and I-64). The remaining interstate corridors will be analyzed for operational upgrades and to determine where there are transportation demand management and other transportation improvement needs that either meet a VTrans need, or rise to the level of need on those interstate corridors receiving dedicated funding.

The Office of Intermodal Planning and Investment shall develop corridor improvement plans for each corridor with dedicated funding and analyze performance for all other interstates. Initial plans shall be updated no later than 2025 and every four years thereafter. At a minimum, the corridor improvement plans will analyze each corridor to identify areas with congestion, safety and reliability issues. Plans will focus on the areas with the most significant issues, up to the top 25% of locations, and include the development of operational strategies, transportation demand management strategies (including multimodal improvements), and other improvements. The operational strategies will be evaluated using a return on investment (ROI) methodology. The transportation demand management strategies and other transportation improvements will be evaluated using a

methodology that employs some of the elements of SMART SCALE, including consideration of benefits relative to cost.

Prioritization of Strategies and Improvements

The Board, with assistance from OIPI, is required to establish a process to evaluate and prioritize potential strategies and improvements, with first priority given to operational strategies, followed by transportation demand management strategies (including multimodal improvements), and then other transportation improvements, all of which improve reliability and safety of travel.

Operations projects tied to top 25% performance measure locations will be prioritized using ROI and regional input and are funded first. The SMARTSCALE-like evaluation of TDM strategies and other transportation improvements will follow the methodology that what was used for the Interstate 81 Corridor Improvement Plan. The following weights will be used for scoring:

- 40% for Person Hours of Delay Reduction
- 40% for Reduction of Fatal and Severe Injury Crashes
- 20% for Accessibility to Jobs

These measures are a subset of those used in SMART SCALE, and represent the measures that correlate with the Interstate Operations and Enhancement Program goals defined in §33.2-372 of improving the safety, reliability and travel flow along interstate corridors. This scoring methodology will result in lists of projects, by interstate (for those interstates with dedicated funding) and for all interstates combined, that are prioritized based on their benefits and costs. Available funding will be allocated to the projects based on the prioritization ranking, subject to the Board's discretion. The timing of such allocation will take into consideration constructability, environmental impacts and other potential project risks, and the Board's discretion.

Example Funding Scenario

An example funding scenario for the Program in Fiscal Year (FY) 2022 to FY 2027 is provided below.

1. Fund I-81 Corridor Improvement Fund and NVTAFund at prescribed levels (gray rows in **Table 1**)
2. Fund operational improvements on I-95, and I-64 from each corridor's dedicated funding, and then fund operational improvements on I-664, I-66, I-77, I-85, and I-295 from the discretionary funds (orange row in **Table 1**) out of their respective funding categories.
3. Fund TDM and then other transportation improvements on I-95 and I-64 using each corridor's dedicated funding (blue and green rows in **Table 1**). Fund according to priority until a recommendation is reached that cannot be fully funded. At that point, stop and set aside the remaining balance on each corridor.
4. Fund TDM and then other transportation improvements along all interstates using remaining funds (yellow row in **Table 1**). Fund according to priority until a recommendation is reached that cannot be fully funded. At that point, stop and set aside the remaining balance.
5. Remaining balances from steps 3 and 4 above will be for use in accounting for inflation (based on year of expenditure) and funding additional priorities identified in the interstate corridor improvement plans at the Board's discretion.

TABLE 1. EXAMPLE FUNDING SCENARIO

Total Available Funding	\$1,303,874,567		
I-81 Corridor Improvement Fund (43.7%)	\$640,069,147		
NVTA Fund (8.4%)	\$98,710,762		
Interstate Operations and Enhancement Program Remaining Funds	\$565,094,658		
Operational Improvements (I-95)	\$98,933,441		
Operational Improvements (I-64)	\$14,965,604		
Operational Improvements (All interstates)	\$13,146,726		
	Available	Allocated	Remaining
Interstate 95 Fund	\$95,268,445	\$88,871,324	\$6,397,121
Interstate 64 Fund	\$122,951,380	\$95,473,982	\$27,477,398
All Interstate Improvements Fund	\$219,829,062	\$216,578,427	\$3,250,635
Total	\$438,048,888	\$400,923,733	\$37,125,155



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #17

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: “William H. Pritchett Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Pittsylvania County Board of Supervisors has requested, by resolution dated April 20, 2021, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and dedicated service William H. Pritchett to his Country and community, name the bridge on U.S. Route 29 Business North, over U.S. Route 29, Pittsylvania County as the “William H. Pritchett Memorial Bridge”; and

WHEREAS, Pittsylvania County, by its April 20, 2021 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

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

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on U.S. Route 29 Business North, over U.S. Route 29, Pittsylvania County as the “William H. Pritchett Memorial Bridge”; and

Resolution of the Board

Bridge Naming: "William H. Pritchett Memorial Bridge"

June 23, 2021

Page 2 of 2

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

####

CTB Decision Brief

Bridge Naming: “William H. Pritchett Memorial Bridge”

Issue: Commemorative naming of the bridge on U.S. Route 29 Business North, over U.S. Route 29, Pittsylvania County as the “William H. Pritchett Memorial Bridge”.

Facts: Pittsylvania County enacted a resolution on April 20, 2021 to honor the life and service of William H. Pritchett to his country and community. Mr. Pritchett was born in 1927, graduated from Langston High School, went on to attend Danville Community College and earned an Associates Degree in Business from Christian Brothers College in Memphis, TN. He was also married to his wife Lillie for 63 years and they had a son, Cedric.

He honorably served his country for two years as a member of the United States Army and was the District Manager at Universal Life Insurance Company until he retired in 1993.

He began his career with the County in 1992 where he was elected the Board’s first African American representative and the first elected official of the County’s newly formed Banister District which was the County’s first majority minority District. He served with distinction on the Board for 20 years and retired in 2011 having served as the Board’s Chairman in 1996 and Vice-Chairman on seven different occasions.

He tirelessly gave his time and effort on the Finance, Solid Waste, Personnel, Property and Building and many other committees and sub-committees. He served on the Pittsylvania County Social Services Board, the Community Services Board, the Community Action Agency and many other County organizations. He was a longtime member of Bethel Baptist Church where he served as a Sunday School Superintendent for over 40 years and provided inspired leadership as Deacon Board Chair.

Mr. Pritchett died on May 7, 2016 at the age of 88 after a full life of dedication, service and leadership to his community.

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

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

Result if Approved: The bridge on U.S. Route 29 Business North, over U.S. Route 29, Pittsylvania County will be named as the “William H. Pritchett Memorial Bridge”. In accordance with law and by resolution, Pittsylvania County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2021-04-04**

**SUPPORT FOR NAMING THE BUSINESS U.S. 29 NORTH BRIDGE IN BLAIRS,
VIRGINIA, THE “WILLIAM H. PRITCHETT MEMORIAL BRIDGE”**

VIRGINIA: At the Regular Meeting of the Pittsylvania County Board of Supervisors (“Board”) held on April 20, 2021, the following Resolution was presented and adopted:

WHEREAS, the Board is committed to recognizing and celebrating Pittsylvania County, Virginia’s (“County”) historical heritage and contributions made thereto by its citizens; and

WHEREAS, William H. Pritchett (“Pritchett”), a former Banister resident and a respected County leader and community supporter, was born on September 3, 1927, died at the age of eighty-eight (88) on May 7, 2016; and

WHEREAS, Pritchett was married to his wife, Lillie, for sixty-three (63) years and had a son, Cedric; and

WHEREAS, Pritchett graduated from Langston High School, attended Danville Community College, and earned an Associate Degree in Business from Christian Brothers College in Memphis, Tennessee; and

WHEREAS, Pritchett honorably served his Country as a member of the United States Army for two (2) years; and

WHEREAS, Pritchett was the District Manager at Universal Life Insurance Company until he retired in 1993; and

WHEREAS, Pritchett began his exemplary career with the County in 1992, when he was elected the Board’s first African American representative, and the first elected official of the County’s newly formed Banister District, the County’s first majority minority District; and

WHEREAS, Pritchett served with distinction on the Board for (20) years representing the interest of all the citizens in both the Banister District and the County; and

WHEREAS, Pritchett, retired from the Board in 2011, having served as the Board’s Chairman in 1996 and Board Vice-Chairman on seven (7) different occasions; and

WHEREAS, Pritchett tirelessly gave his time and effort to improve service to the County on the following Board subcommittees: Finance, Solid Waste, Personnel, Property and Building, Legislative, Computer Telecommunications, Fire and Rescue Policy Board, and the Board/School Board Liaison Committee, and the Joint Sites and Facilities Committee; and

WHEREAS, Pritchett also served numerous years on the Pittsylvania County Social Services Board, the Pittsylvania County Community Services Board, the Pittsylvania County

Community Action Agency, the Pittsylvania County Planning Commission, the Danville-Pittsylvania Regional Industrial Facilities Authority Board, and the Danville-Pittsylvania County Small Business Development Center; and

WHEREAS, Pritchett also served as a leader in organizing the West Piedmont Work Force Investment Board, and served for over ten (10) years as Chairman of the Local Elected Officials Consortium; and

WHEREAS, a longtime member of Bethel Baptist Church, Pritchett served as a Sunday School Superintendent for over forty (40) years and provided inspired leadership as Deacon Board Chair; and

WHEREAS, Pritchett was honored for his many contributions to the County on October 29, 2011, at a retirement celebration that drew over two-hundred and fifty (250) attendees and featured speakers from the community who praised his many contributions; and

WHEREAS, Pritchett, through his dedication and leadership, also contributed to major developments in County education, economic development, recreation, and community development; and

WHEREAS, § 33.2-213 of the Code of Virginia, 1950, as amended, authorizes the Commonwealth Transportation Board (“CTB”) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways and bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

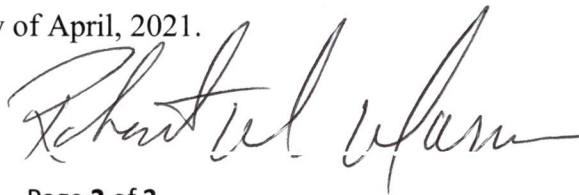
WHEREAS, the same Virginia Code Section further provides that the Virginia Department of Transportation (“VDOT”) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board fully and enthusiastically supports the naming of the Business 29 North Bridge in Blairs, Virginia, the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “William H. Pritchett Memorial Bridge;” and

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


BE IT FINALLY RESOLVED that a copy of this Resolution be forwarded to the Pritchett family, appropriate local VDOT officials, and the CTB for consideration.

Given under my hand this 20th day of April, 2021.





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



David M. Smitherman (Clerk)
Pittsylvania County Board of Supervisors

Approved as to Form:



J. Vaden Hunt, Esq.
Pittsylvania County Attorney

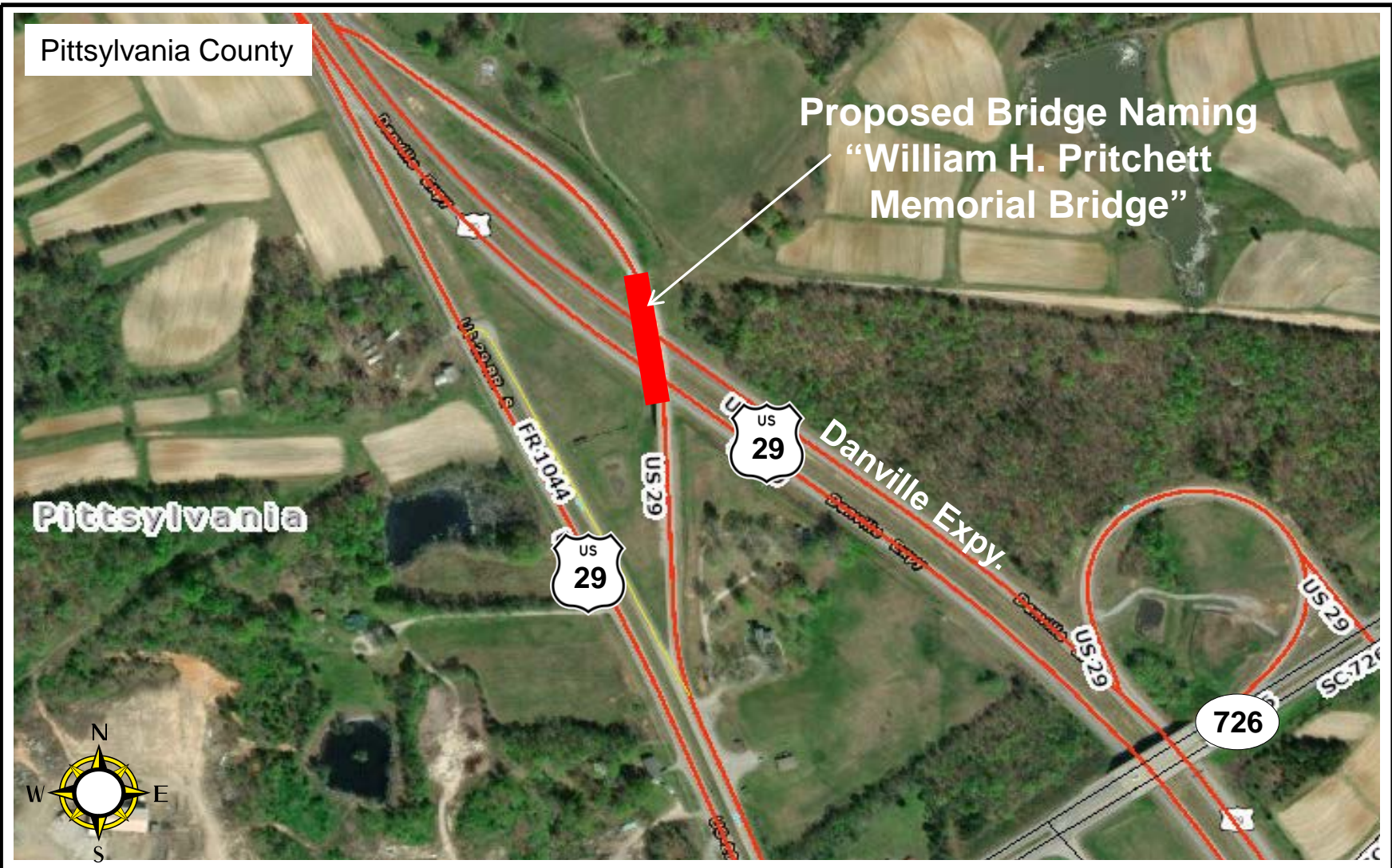
Vote

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

Ayes 7

Nays 0

Abstentions 0



Pittsylvania County

Proposed Bridge Naming
"William H. Pritchett
Memorial Bridge"

Pittsylvania

Danville Expy.



726



Maintenance Division

CTB MEETING: June 23, 2021

Pittsylvania County

Proposed Bridge Naming:

"William H. Pritchett Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #18

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: "Sergeant Major Walter L. Shumate Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Tazewell County Board of Supervisors has requested, by resolution dated May 4, 2021, that the Commonwealth Transportation Board (CTB), to honor and memorialize the dedicated life and service to his Country and fellow soldiers of Sergeant Major Walter L. Shumate, name the bridge on Route 747, Old River Road, across from Pocahontas High School and over Laurel Fork Creek, Tazewell County as the "Sergeant Major Walter L. Shumate Memorial Bridge"; and

WHEREAS, Tazewell County, by its May 4, 2021 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

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

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 747, Old River Road, across from Pocahontas High School and over Laurel Fork Creek, Tazewell County as the "Sergeant Major Walter L. Shumate Memorial Bridge"; and

Resolution of the Board

Bridge Naming: "Sergeant Major Walter L. Shumate Memorial Bridge"

June 23, 2021

Page 2 of 2

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

####

CTB Decision Brief

Bridge Naming: “Sergeant Major Walter L. Shumate Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 747, Old River Road, across from Pocahontas High School and over Laurel Fork Creek, Tazewell County as the “Sergeant Major Walter L. Shumate Memorial Bridge”.

Facts: Tazewell County enacted a resolution on May 4, 2021 to honor the life of dedication and service to his Country and fellow soldiers of Sergeant Major Walter L. Shumate of Pocahontas, Virginia. Mr. Shumate was born in Pocahontas, Virginia in 1934 and began his military career in February 1952 contributing three decades of service to his Country including service in the Korean War and seven tours in Vietnam.

An original member of the Army’s legendary Delta Force, Sergeant Major Shumate held numerous positions during his distinguished career in the Army, including positions as an Airborne Infantryman, and Airborne Jumpmaster School instructor, a Squad Leader, a Recon Team Leader in Project Delta, an instructor of the HALO Committee, an Underwater Operations Course instructor, an Operations Sergeant of a SCUBA Team, a Company Sergeant Major and as a Selection and Training instructor for 1st SFOD-D where he participated in Operation Eagle Claw.

He was the driving force behind gaining approval from the U. S. Navy to allow the Army to utilize their facilities in Key West, Florida in support of Special Forces dive training. This accomplishment led Shumate to the design and implementation of a program that is known today as the Special Forces Underwater Operations Course. Having served in Delta Force for eleven years after his retirement until his death in 1993, the Free Ascent Dive Tower at the Special Forces Underwater Operations School was named in his honor.

Sergeant Major Shumate’s long list of awards and decorations include a Defense Distinguished Service Medal, Legion of Merit, Bronze Star, Republic of Vietnam Cross of Gallantry with Palm, Korean Campaign Medal with three Bronze Stars, United Nations Service Medal, Vietnamese Campaign Medal, Master Parachutist Badge, Combat Infantry & Expert Infantry Badges, Combat Diver Badge, Master Freefall Badge and the Special Forces and Ranger Tabs.

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

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

Result if Approved: The bridge on Route 747, Old River Road, across from Pocahontas High School and over Laurel Fork Creek, Tazewell County will be known as the “Sergeant Major Walter L. Shumate Memorial Bridge”. In accordance with law and by resolution, Tazewell County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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

SERGEANT MAJOR WALTER L. SHUMATE MEMORIAL BRIDGE RESOLUTION

Bridge Naming across from Pocahontas High School on Route 747 "Old River Road", in Tazewell County as the "Sergeant Major Walter L. Shumate Memorial Bridge".

WHEREAS, Walter L. Shumate was born in Pocahontas, Virginia in 1934 and began his military career in February 1952 dedicating himself and his life to freedom and duty contributing three decades of service to his country including service in the Korean War and seven tours in Vietnam; and

WHEREAS, an original member of the Army's legendary Delta Force, Sergeant Major Shumate held numerous positions during his distinguished career in the Army, including positions as an Airborne Infantryman, an Airborne Jumpmaster School instructor, a Squad Leader, a Recon Team Leader in Project Delta, an instructor of the HALO Committee, a Underwater Operations Course instructor, an Operations Sergeant of a SCUBA Team, a Company Sergeant Major, and as a Selection & Training instructor for 1st SFOD-D where he participated in Operation Eagle Claw; and

WHEREAS, Sergeant Major Shumate was the driving force behind gaining approval from the U.S. Navy to allow the Army to utilize their facilities in Key West, Florida in support of Special Forces dive training. This accomplishment led Shumate to the design and implementation of a program that is known today as the Special Forces Underwater Operations Course; and

WHEREAS, Sergeant Major Shumate's long list of awards and decorations includes a Defense Distinguished Service Medal, Legion of Merit, Bronze Star, Republic of Vietnam Cross of Gallantry with Palm, Korean Campaign Medal with three Bronze Stars, United Nations Service Medal, Vietnamese Campaign Medal, Master Parachutist Badge, Combat Infantry & Expert Infantry Badges, Combat Diver Badge, Master Freefall Badge, and the Special Forces & Ranger Tabs; and

WHEREAS, Sergeant Major Shumate retired in 1982 and continued to serve in Delta Force as a civilian until his death in March 1993. In 1994 the Free Accent Dive Tower at the Special Forces Underwater Operations School was named in his honor; and

WHEREAS, Sergeant Major Shumate's true legacy lies in the profound effect he had on the countless troops he taught and mentored throughout his career. A man of great dedication, bravery, and sense of duty, Sergeant Major Shumate served his country and his community with uncommon courage and integrity; and

WHEREAS, The Board of Supervisors of Tazewell County Virginia wishes to memorialize the life and contributions of Sergeant Major Walter L. Shumate; and

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

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Tazewell County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge across from Pocahontas High School on Route 747, "Old River Road", in Tazewell County as the "Sergeant Major Walter L. Shumate Memorial Bridge";

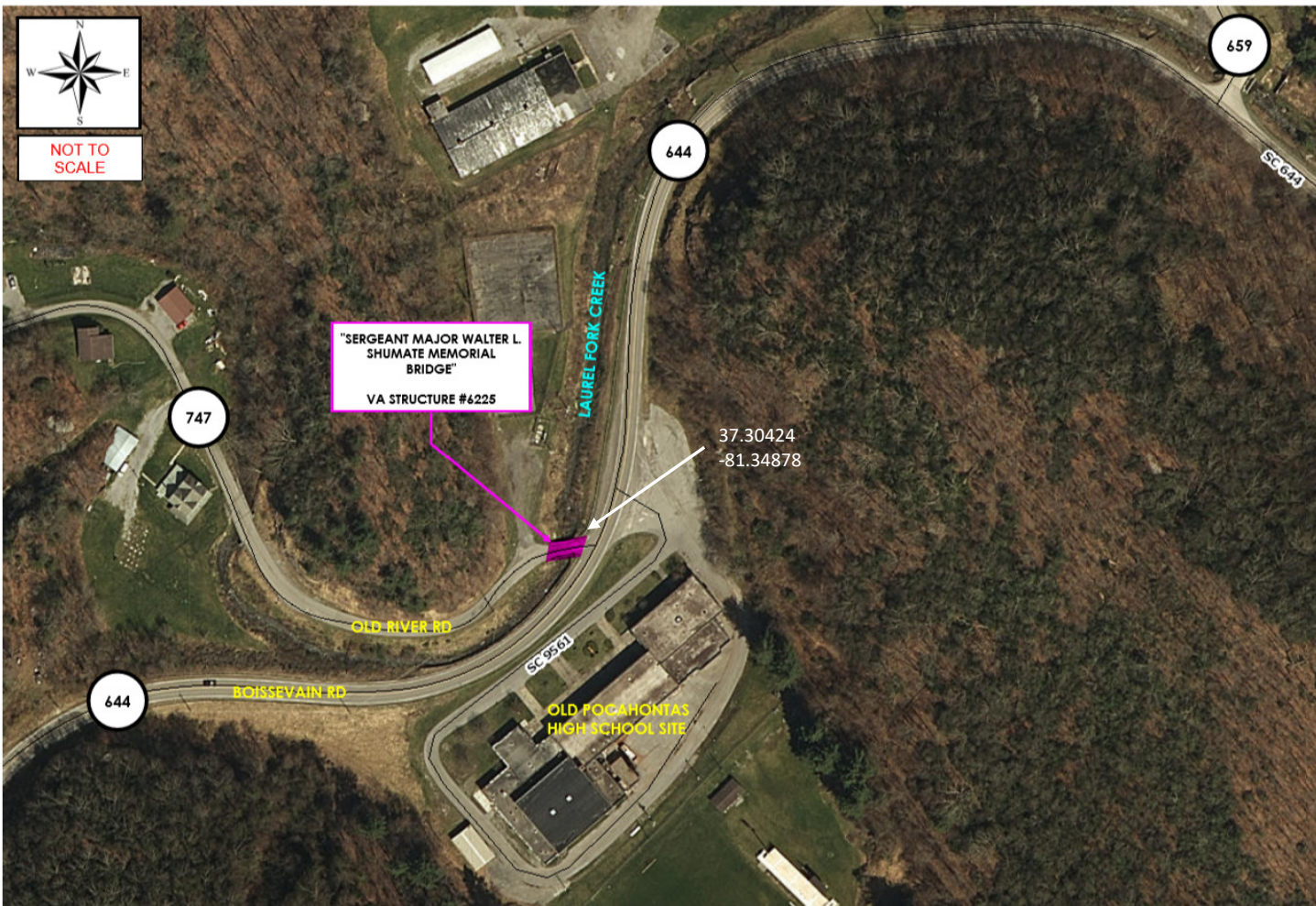
BE IT FURTHER RESOLVED, that Tazewell County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

IN WITNESS WHEREOF, the Board of Supervisors have caused this Resolution to be duly executed on its behalf by its Chairman and attested by its Clerk.

IT IS RESOLVED this the 4th day of May 2021.

 Thomas A. Lester, Jr.; Its Chair





NOT TO SCALE

"SERGEANT MAJOR WALTER L. SHUMATE MEMORIAL BRIDGE"
VA STRUCTURE #6225

37.30424
-81.34878

TAZEWELL COUNTY (092) BRIDGE NAMING
"SERGEANT MAJOR WALTER L. SHUMATE MEMORIAL BRIDGE"
ROUTE 747, OLD RIVER ROAD
VA BRIDGE STRUCTURE #6225
BRIDGE OVER LAUREL FORK CREEK





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #19

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: “K9 Cara Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Augusta County Board of Supervisors has requested, by resolution dated April 14, 2021, that the Commonwealth Transportation Board (CTB), to honor and memorialize the service and sacrifice of K9 Cara, name the bridge on Route 640, Old White Bridge Road, over CSX railroad, Augusta County as the “K9 Cara Memorial Bridge”; and

WHEREAS, Augusta County, by its April 14, 2021 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

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

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 640, Old White Bridge Road, over CSX railroad, Augusta County as the “K9 Cara Memorial Bridge”; and

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

Resolution of the Board
Bridge Naming: "K9 Cara Memorial Bridge"
June 23, 2021
Page 2 of 2

####

CTB Decision Brief

Bridge Naming: “K9 Cara Memorial Bridge”

Issue: Commemorative naming of bridge on Route 640, Old White Bridge Road, over CSX railroad in Augusta County as the “K9 Cara Memorial Bridge.”

Facts: Augusta County enacted a resolution on April 14, 2021 to honor the life and service of K9 Cara. Members of the Augusta County Sheriff’s Office, along with the Skyline Drug Task Force, were involved in a vehicle pursuit on White Bridge Road in Augusta County. The suspect was believed to have tossed a gun out of the car during the pursuit. K9 Cara, a certified explosives detection dog from the Staunton Sheriff’s Office, was assisting in an effort to find the gun. As K9 Cara searched for the gun, she fell from the bridge over CSX Railroad on White Hill Road to the ground approximately 50 feet below. The injuries K9 Cara sustained in this fall ultimately took her life in the line of duty. In its April 14, 2021 resolution, the Augusta County Board of Supervisors expressed its gratitude for K9 Cara and her outstanding work.

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

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

Result if Approved: The bridge on Route 640, Old White Bridge Road, over the CSX railroad, Augusta County will be designated as the “K9 Cara Memorial Bridge.” In accordance with law and by resolution, Augusta County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

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

COUNTY OF AUGUSTA, VA.

BOARD OF SUPERVISORS

JEFF SLAVEN
North River

GERALD W. GARBER
Middle River

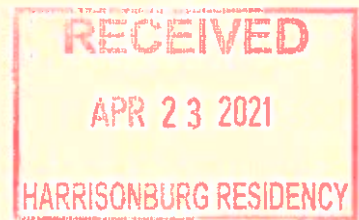
PAM L. CARTER
Pastures

BUTCH WELLS
Beverley Manor

SCOTT SEATON
Wayne

MICHAEL L. SHULL
Riverheads

STEVE MORELLI
South River



TIMOTHY K. FITZGERALD – COUNTY ADMINISTRATOR

AUGUSTA COUNTY GOVERNMENT CENTER

P.O. BOX 590, VERONA, VA 24482-0590

(540) 245-5610 FAX (540) 245-5621

coadmin@co.augusta.va.us

April 15, 2021
21-023

Mr. Don Komara, Residency Administrator
Virginia Department of Transportation
3536 North Valley Pike
Harrisonburg, VA 22802

Dear Mr. Komara,

On December 21, 2020 the Augusta County Sheriff's Office, along with the Skyline Drug Task Force, were involved in a vehicle pursuit on White Bridge Road in Augusta County. The suspect was believed to toss a gun out of the car during the pursuit. K9 CARA from the Staunton Sheriff's Office was assisting in an effort to find the gun. During her work, K9 Cara unfortunately fell fifty feet from the bridge over the CSX Railroad on White Hill Road. The injuries sustained from this fall ultimately took her life in the line of duty.

The Augusta County Board of Supervisors is forever grateful for K9 Cara and her outstanding work. As such, the Board requests that the Commonwealth Transportation Board recognize K9 Cara for her efforts and officially name Bridge Number 6064 on Old White Bridge Road in Augusta County the K9 Cara Memorial Bridge. Augusta County agrees to cover all cost related to the installation of signage in regards to this request.

Thank you in advance for your consideration of this request. If further information is needed please advise.

Sincerely,

Timothy K. Fitzgerald, ICMA-CM
Augusta County Administrator



Resolution

Bridge Naming on Route 640, Old White Bridge Road, over the CSX railroad" in Augusta County as the K9 Cara Memorial Bridge.

WHEREAS, On December 21, 2020 the Augusta County Sheriff's Office, along with the Skyline Drug Task Force, were involved in a vehicle pursuit on Old White Bridge Road in Augusta County; and

WHEREAS, The suspect was believed to toss a gun out of the car during the pursuit. K9 CARA from the Staunton Sheriff's Office was assisting in an effort to find the gun; and

WHEREAS, During her work, K9 Cara unfortunately fell fifty feet from the bridge over the CSX Railroad on Old White Bridge Road. The injuries sustained from this fall ultimately took her life in the line of duty; and

WHEREAS, The Augusta County Board of Supervisors is forever grateful for K9 Cara and her outstanding work; and

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

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located; and

NOW, THEREFORE, BE IT RESOLVED, that Augusta County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Route 640 Old White Bridge road, over the CSX railroad, bridge number 6064 in Augusta County as the K9 Cara Memorial Bridge; and;

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

Adopted: April 14, 2021


Chairman, Augusta County Board of Supervisors

Augusta County



Proposed Bridge Naming
"K9 Cara Memorial Bridge"

Old White Bridge Road

640

795

Augusta

Old White Bridge Rd

Nicolson Dr
SC-1025

1020

Raleigh St

Wellington Pl
SC-1025



Augusta County

Proposed Bridge Naming:
"K9 Cara Memorial Bridge"



Maintenance Division

CTB MEETING: June 23, 2021



K9 Cara

Staunton Sheriff's Office, Virginia

End of Watch: Monday, December 21, 2020

[ADD TO MY HEROES](#)





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 20

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 23, 2021

MOTION

Made By: Seconded By: Action:

Title: Authority to Award Surveying Services for Delineation of Right of Way for the Buckingham Branch Rail Corridor between Clifton Forge, VA and Doswell, VA

WHEREAS, Section 33.2-209 of the Code grants the Commonwealth Transportation Board (“CTB”) the power and duty to let all contracts to be administered by the Department of Rail and Public Transportation (“DRPT”) for all activities related to passenger and freight rail in excess of \$5M; and

WHEREAS, DRPT has entered into an agreement with CSX Transportation, Inc. (“CSXT”) to acquire rail track and Right of Way (“ROW”) and desires to obtain surveying services for the ROW delineation including the Buckingham Branch Corridor; and

WHEREAS, DRPT issued a solicitation for surveying services for the ROW for the Buckingham Branch rail corridor; and

WHEREAS, DRPT desires to award a contract to Rice Associates, Inc. with a term beginning the date of the award and ending at the completion of the project; and

WHEREAS, the desired contract will procure services of a consultant capable of rendering a comprehensive surveying oversight related to the ROW delineation for the Buckingham Branch rail corridor; and

WHEREAS, the desired contract includes detail to establish land surveying and mapping from a contractor with specific experience in performing property boundary surveys and rail profile surveys for property located in a corridor with active freight and passenger rail; and

Resolution of the Board
Authority to Award Surveying Services for Delineation of Right of Way
Buckingham Branch Rail Corridor between Clifton Forge, VA and Doswell, VA
June 23, 2021
Page 2 of 2

WHEREAS, DRPT will assign this contract to the Virginia Passenger Rail Authority (“VPRA”) once it is mobilized;

WHEREAS, DRPT recommends that the CTB approve DRPT to complete its procurement for the ROW delineation of the Buckingham Branch Rail Corridor;

NOW THEREFORE, BE IT RESOLVED that the Board authorizes DRPT to complete its procurement on behalf of the Authority and award a resulting contract for the ROW delineation for the Buckingham Branch rail corridor.

####

CTB Decision Brief

Authorization to Award Surveying Services for Delineation of Right Of Way for the Buckingham Branch Rail Corridor between Clifton Forge, VA and Doswell, VA **June 23, 2021**

Issue: DRPT has been conducting a procurement for surveying services to support the delineation of Right Of Way (ROW) for the Buckingham Branch rail corridor. DRPT seeks approval to award a contract greater than \$5M. The contract will be assigned to the Virginia Passenger Rail Authority (“VPRA”) once it is mobilized.

Facts: In December of 2019 the Governor and Secretary Valentine announced an agreement with CSXT to purchase track and ROW, including 164 miles of existing CSXT ROW and 179 miles of existing railroad track on the Buckingham Branch rail corridor from Clifton Forge, VA to Doswell, VA, and that agreement was finalized April 14, 2021. In 2020 the CTB allocated funds for projects to be administered by DRPT including additional passenger rail expansion through the Commonwealth.

To complete the acquisition from CSXT, surveys of the Buckingham Branch rail corridor are required to field verify and accurately depict property boundary lines for the corridor. The survey work will take years to complete. The Project includes the field verification and documentation of the existing Buckingham Branch rail corridor ROW and railroad tracks, the definition of the railroad ROW that will be purchased from CSXT, the preparation of ROW strip maps, and preparation of related documents in support of the above referenced agreement between the Commonwealth and CSXT.

The RFP for this work was prepared and procurement conducted between February 2020 and June 2021. In response to the RFP, there were eight respondents. This procurement covers surveying services estimated at a cost of \$6,246,653.77. Although this is a procurement greater than \$5,000,000, it does not trigger High Risk Review pursuant to Va Code § 2.2-4303.01 because it is not being procured by two or more state bodies, the term and renewals are not greater than 5 years, and DRPT has procured similar services within the last 5 years.

Recommendation: DRPT recommends approval of the attached resolution.

Action Required by CTB: Approval of the attached resolution.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 21

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD June 23, 2021

MOTION

Made By: Seconded By:

Action:

Title: Affirmation and Ratification of Commissioner's Award and Execution of the Interstate 64 Hampton Roads Express Lanes Network Tolling System and Services Contract.

WHEREAS, pursuant to § 33.2-209 of the Code of Virginia, the CTB has authority to award contracts for "...construction, maintenance, and improvement of the highways comprising systems of state highways...in excess of \$5 million..."; and

WHEREAS, on May 19, 2021 the CTB passed a resolution (i) authorizing and delegating the CTB's authority to the Commissioner of Highways to award and execute the Interstate 64 Hampton Roads Express Lanes (HREL) Tolling System and Services Contract (Contract), as well as all other documents necessary to effectuate award of the Contract, provided the necessary tasks and activities related to award are appropriately completed; (ii) further authorizing the Commissioner of Highways to exercise any and all options under the Contract; and (iii) directing the Commissioner of Highways to present the final Contract at the next CTB meeting for the CTB's affirmation; and

WHEREAS, VDOT received proposals from three offerors for the HREL Tolling System and Services and VDOT staff appropriately reviewed and evaluated the proposals in accordance with state law; and

Resolution of the Board

Affirmation and Ratification of Commissioner's Award and Execution of the Interstate 64 Hampton Roads Express Lanes Network Tolling System and Services Contract.

June 23, 2021

Page 2 of 2

WHEREAS, on May 19, 2021, the CTB was briefed on the Contract terms, being advised that the Contract would provide for an initial 3-year period with the opportunity for three successive three-year renewals for a total of nine years and would provide for initial implementation of the HREL Tolling System and Services on Segment 2, with options for certain enhancements as well as implementation of the HREL Tolling System and Services on additional segments; and.

WHEREAS, on June 18, 2021 after completion of negotiations and other activities necessary for award, the Commissioner of Highways executed the Contract, pursuant to the delegation issued by the CTB on May 19, 2021, with Conduent State and Local Solutions, Inc. for the HREL Tolling System and Services.

NOW, THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board that the CTB hereby affirms and ratifies the Commissioner of Highways' award and execution of the Contract for the HREL Tolling System and Services, and reiterates its authorization for the Commissioner of Highways to exercise any and all options under the Contract.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 19, 2021

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Yates

Action: Motion Carried, Unanimously

Title: Interstate 64 Hampton Roads Express Lanes Network Tolling System and Services Contract Award and TFRA Funding Authorizations

WHEREAS, the Virginia Department of Transportation (VDOT) has made briefings to the Commonwealth Transportation Board (CTB), Hampton Roads Transportation Accountability Commission (HRTAC), and Hampton Roads Transportation Planning Organization (HRTPO), demonstrating the operational benefits of the Hampton Roads Express Lane (HREL) Network providing for continuous HOT lanes travel on Interstate 64 in Hampton Roads between the interchange of Interstate 64 and Jefferson Avenue in Newport News and the interchange of Interstates 64, 264, and 664 in the Bowers Hill section of Chesapeake; and

WHEREAS, on May 21, 2020, the HRTPO identified and adopted the Regional Express Lanes Network, consistent with the HREL Network concept, “as a component of the Regional Priority Projects... identified by the HRTPO in its 2040 Long Range Transportation Plan to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads”, recommending the HRTAC pursue funding, development, and implementation for the network; and

WHEREAS, on May 28, 2020, HRTAC voted to endorse inclusion of the HREL Network in the FY21-FY26 Plan of Finance – Six Year Operating and Capital Program and at their June 18, 2020 meeting approved the HRTAC Debt Management Plan to fund the HREL Network; and

WHEREAS, the CTB and HRTAC developed and adopted the HREL Network concept of operation and VDOT, the CTB and HRTAC have entered into the Master Agreement for

Development and Tolling of Hampton Roads Express Lanes Network (MTA), dated August 18, 2020, to address both development and tolling of the HREL Network; and

WHEREAS, pursuant to Article 4 of the MTA, VDOT is responsible to perform certain tolling duties and functions before the Transition Date (the date after which HRTAC will be responsible for tolling operation and maintenance duties) and among those duties, VDOT may contract for the provision of such services in a manner consistent with its past practice, subject to certain conditions; and

WHEREAS, in accord with the MTA, VDOT issued a request for proposals (RFP) on October 6, 2020 seeking proposals from qualified firms for the purpose of establishing a contract to provide for design, integration, implementation, on-going maintenance and operation of a system for the dynamic tolling on, and that meets VDOT's business and system requirements for, the I-64 Hampton Roads Express Lanes (HREL Tolling System and Services) and in response, received three proposals; and

WHEREAS, after evaluating the proposals and engaging in negotiations, VDOT has determined, based on the evaluation factors included in the RFP, that one offeror, who is fully qualified to deliver the HREL Tolling System and Services and whose proposal provides good value, should be awarded the contract for the HREL Tolling System and Services (Contract); and

WHEREAS, VDOT, after completion of mandatory reviews by the Virginia Information Technologies Agency and the Office of the Attorney General, issued a Notice of Intent to Award the Contract on May 17, 2021; and

WHEREAS, pursuant to § 33.2-209 of the *Code of Virginia*, the CTB has authority to award contracts for "...construction, maintenance, and improvement of the highways comprising systems of state highways...in excess of \$5 million..."; and

WHEREAS, in order to ensure the timely delivery of the HREL Tolling System and Services necessary for operation and tolling of all or a portion of the HREL Network on the intended commencement date, it is necessary that the Contract be awarded and executed without delay and prior to the June 2021 CTB meeting; and

WHEREAS, on September 20, 2017, the CTB advanced an amount of up to \$10,000,000 from the Toll Facility Revolving Account (TFRA) and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Segment 2 of what is now the HREL Network, and directed that requests for additional funding from the TFRA or other sources for tolling infrastructure and related services be presented to the CTB for its approval; and

WHEREAS, on January 15, 2020, the CTB authorized an additional amount of up to \$28,000,000 to be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads; and

WHEREAS, VDOT has determined that of the \$10,000,000 allocated pursuant to the September 20, 2017 TFRA Allocation, and the \$28,000,000 allocated in the January 15, 2020 TFRA Allocation, \$12,786,320 has not been expended and remains available to fund the work for the design, construction, installation, implementation, operation and/or maintenance of the HREL Tolling System and Services.

NOW, THEREFORE BE IT RESOLVED, by the CTB that, due to the potential delay in operation and tolling of all or a portion of the HREL Network if award of the Contract for the HREL Tolling System and Services is delayed until the June 2021 CTB meeting, the Commissioner of Highways is hereby authorized and delegated the CTB's authority to award the Contract and to execute the Contract, as well as all other documents necessary to effectuate award of the Contract, provided the necessary tasks and activities related to award of the Contract are appropriately completed.

BE IT FURTHER RESOLVED, that the Commissioner of Highways is further authorized to exercise any and all options under the Contract.

BE IT FURTHER RESOLVED, that the Commissioner of Highways shall present the final Contract at the next CTB meeting for the CTB's affirmation.

BE IT FURTHER RESOLVED by the CTB, pursuant to 33.2-1529, that the unexpended portion of the \$10,000,000 allocated pursuant to the September 20, 2017 TFRA Allocation, and the unexpended portion of the \$28,000,000 allocated pursuant to the January 15, 2020 TFRA Allocation, (collectively, \$12,786,320), is authorized and allocated to pay costs of the work performed pursuant to the HREL Tolling System and Services Contract.

BE IT FURTHER RESOLVED by the CTB that the toll revenues collected from the HREL Network will be used in accord with § 33.2-309, including the reimbursement of funding advanced from the Toll Facilities Revolving Account authorized herein in accord with § 33.2-1529 of the *Code of Virginia*.

#####

CTB Decision Brief

Interstate 64 Hampton Roads Express Lanes Network Tolling System and Services Contract Award and TFRA Funding Authorizations

Issue: The Virginia Department of Transportation (VDOT) has initiated steps to develop and implement a dynamic tolling system for the Hampton Roads Express Lane Network in accord with the Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network (MTA), dated August 18, 2020 and entered into by VDOT, the Commonwealth Transportation Board (CTB) and the Hampton Roads Transportation Accountability Commission (HRTAC). Delegation of CTB authority is sought pursuant to §33.2-209 of the *Code of Virginia* for the Commissioner of Highways to award and execute a contract with a private entity for development and implementation of the tolling system for the HREL Network. In addition, VDOT seeks authorization to use previously allocated Toll Facilities Revolving Account funds to pay the costs of developing and implementing the tolling system pursuant to said contract.

Facts:

HREL Tolling System and Services Contract

- VDOT has made briefings to the CTB, HRTAC, and Hampton Roads Transportation Planning Organization (HRTPO), demonstrating the operational benefits of the HREL Network providing for continuous HOT lanes travel on Interstate 64 in Hampton Roads between the interchange of Interstate 64 and Jefferson Avenue in Newport News and the interchange of Interstates 64, 264, and 664 in the Bowers Hill section of Chesapeake.
- On May 21, 2020, the HRTPO identified and adopted the Regional Express Lanes Network, consistent with the HREL Network concept, “as a component of the Regional Priority Projects... identified by the HRTPO in its 2040 Long Range Transportation Plan to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads”, recommending the HRTAC pursue funding, development, and implementation for the network.
- On May 28, 2020, HRTAC voted to endorse inclusion of the HREL Network in the FY21-FY26 Plan of Finance – Six Year Operating and Capital Program and at their June 18, 2020 meeting approved the HRTAC Debt Management Plan to fund the HREL Network.
- The CTB and HRTAC developed and adopted the HREL Network concept of operation and VDOT, the CTB and HRTAC have entered into the MTA to address both development and tolling of the HREL Network.
- Pursuant to Article 4 of the MTA, VDOT is responsible to perform certain tolling duties and functions before the Transition Date (the date upon which HRTAC will assume tolling responsibilities for all or a portion of the HREL Network). Among those duties, the MTA provides that VDOT may contract for the provision of such services in a manner consistent with its past practice, provided that VDOT:
 - consults with HRTAC
 - provides HRTAC the opportunity to review and comment on solicitation documents and contracts prior to execution, and

- uses commercially reasonable efforts to ensure such contracts contain: (i) provisions that allow VDOT to unilaterally assign the contract to HRTAC, and (ii) commercially reasonable termination provisions including, without limitation, VDOT's right to terminate for convenience without undue termination compensation payable to the contractor.
- In accord with the MTA and the Virginia Public Procurement Act, VDOT issued a request for proposals (RFP) on October 6, 2020 seeking proposals from qualified firms for the purpose of establishing a contract to provide for design, integration, implementation, on-going maintenance and operations of a system for the dynamic tolling on, and that meets VDOT's business and system requirements for, the I-64 Hampton Roads Express Lanes (HREL Tolling System and Services).
- In response to the RFP, VDOT received three proposals and after evaluating the proposals and engaging in negotiations, VDOT has determined, based on the evaluation factors included in the RFP, that there is an offeror fully qualified to deliver the HREL Tolling System and Services, that the offeror's proposal provides good value, and that the offeror should be awarded the contract for the HREL Tolling System and Services (Contract).
- The proposed Contract would be for an initial 3-year period with the opportunity for three successive three-year renewals for a total of nine years and would provide for initial implementation of the HREL Tolling System and Services on Segment 2, with options for certain enhancements as well as implementation of the HREL Tolling System and Services on additional segments.
- VDOT, upon completion of mandatory reviews by the Virginia Information Technologies Agency and the Office of the Attorney General, issued a Notice of Intent to Award the Contract on May 17, 2021.
- Pursuant to § 33.2-209 of the *Code of Virginia*, the CTB has authority to award contracts for "...construction, maintenance, and improvement of the highways comprising systems of state highways...in excess of \$5 million...".
- To ensure that tolling will be implemented when Segment 2 of the HREL commences operation, it is imperative for work under the Contract to commence promptly, and for the Contract to be awarded and executed prior to the June 2021 CTB meeting. Thus, VDOT is requesting that the Commissioner be delegated the CTB's authority to award the HREL Tolling System and Services Contract, and to execute said Contract, provided all necessary tasks and activities related to award of the Contract are appropriately completed.

Toll Facilities Revolving Account Allocation

- On September 20, 2017, the CTB advanced an amount of up to \$10,000,000 from the Toll Facility Revolving Account (TFRA) and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Segment 2 of what is now the HREL Network, and directed that requests for additional funding from the TFRA or other

sources for tolling infrastructure and related services be presented to the CTB for its approval.

- On January 15, 2020, the CTB authorized an additional amount of up to \$28,000,000 to be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads, and directed that the advance funding provided by the TFRA be repaid with toll revenues from the network of Express Lanes contemplated, or any portion thereof, or such other funds as may be identified and made available by the CTB.
- VDOT has determined that, of the \$10,000,000 allocated pursuant to the September 20, 2017 TFRA Allocation, and the \$28,000,000 allocated in the January 15, 2020 TFRA Allocation, \$12,786,320 has not been expended and remains available to fund work performed under the Contract to design, construct, install, implement, operate and/or maintain the HREL Tolling System and Services. Accordingly, VDOT is requesting authorization to use funds remaining from the September 20, 2017 and the January 15, 2020 TFRA Allocations to fund the HREL Tolling System and Services Contract.
- It is anticipated that once tolling commences on Segment 2, tolling revenues will be used to pay the costs associated with operation and maintenance of the Tolling System and repay the TFRA funding.

Recommendations: VDOT recommends that the Commissioner of Highways be delegated the CTB's authority to award the Contract and to execute the Contract and all other documents necessary to effectuate the award of the Contract, with a requirement to report to the CTB on the Contract for the CTB's affirmation of the award at its June 2021 meeting. VDOT also recommends that the Commissioner be authorized to exercise any and all options pursuant to the Contract, including but not limited to options for development and implementation of tolling on additional segments of the HREL Network. Finally, VDOT recommends that, pursuant to §33.2-1529, the CTB authorize use of remaining TFRA funds from the September 20, 2017 TFRA Allocation and the January 15, 2020 TFRA Allocation (\$12,786,320) to fund the HREL Tolling System and Services Contract.

Action Required by the CTB: The CTB will be presented with a resolution for a formal vote to (i) authorize the Commissioner of Highways to award and execute the HREL Tolling System and Services Contract, to execute all other documents necessary to effectuate the award of the Contract, (provided all necessary tasks and activities related to award of the Contract are appropriately completed), and to exercise any and all options under the Contract, including options to develop and implement tolling on additional segments of the HREL Network, (ii) direct the Commissioner to report back to the CTB in June regarding the Contract and for CTB affirmation of the award, and (iii) authorize use of previously allocated but unexpended TFRA funding from the September 20, 2017 and January 15, 2020 TFRA Allocations to pay for work performed pursuant to the HREL Tolling System and Services Contract.

Result, if Approved: The Contract will be awarded and VDOT will begin work related to design, construction, installation, implementation, operation and/or maintenance of the HREL Tolling System and Services.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A

June 2021 CTB Meeting

F21

I495-029-078, C501, B630

Fairfax County

The purpose of this project is to improve safety and connectivity for bicyclists and pedestrians in the vicinity of Route 123 (Dolley Madison Boulevard) and the I-495 (Capital Beltway) interchange in the Tysons area of Fairfax County. The project will construct a shared-use path from the intersection of Provincial Drive and Old Meadow Road east of I-495 to an existing shared-use path at a location near the intersection of Tysons One Place and Fashion Boulevard on the west side of I-495. A section of the shared-use path will be constructed along the west side of Old Meadow Road. The project includes the construction of a bicycle and pedestrian bridge over I-495.

Fixed Completion Date: August 17, 2022

June 2021 CTB Meeting

DESIGN-BUILD PROJECT

Project Name: Boundary Channel Drive at I-395 Interchange
Project #: 6587-000-R89, P101, R201, C501
UPC: 116394
Contract #: C00116394DB109
Location: Arlington County, Northern Virginia District

The Project is located in Arlington County, Virginia. The project limits on Boundary Channel Drive begin at 0.06 miles west of the Connector Road and extend to Long Bridge Drive for approximately 0.43 miles. The Project will reduce Boundary Channel Drive from four lanes to two lanes, and the two crossroad ramp terminals along Boundary Channel Drive will be converted into roundabouts. Additionally, the Project will construct a sidewalk along the eastbound side of Boundary Channel Drive and a shared-use path along the westbound side, with a trail connection that will tie into the Mount Vernon Trail to the north within National Park Service (NPS) property. The proposed project objectives include operational and safety improvements along I-395, Boundary Channel Drive, and Long Bridge Drive. Additionally, the connection between the Mount Vernon Trail, Long Bridge Park, Long Bridge Aquatics & Fitness Center (currently under construction), and Crystal City (via Long Bridge Drive and Boundary Channel Drive) is viewed as an integral part of the local transportation system that must be preserved and enhanced by the proposed improvements at this interchange.

The project will include, among other things, design and construction of roadways; survey; environmental; geotechnical; drainage; erosion and sediment control; traffic control devices, including overhead sign structures, pedestrian/bicycle crossing signals at interchange ramps and counters long shared use path; transportation management plan; signing and pavement marking; right-of-way, specifically Limited Access Line Changes; utility relocations within Project limits; public involvement/relations and stakeholder coordination; quality assurance and quality control; landscaping; lighting; construction engineering and inspection; and overall Project management.

This procurement used the Two Phase Lowest Price method.

Funding Source: State (Revenue sharing), NVTVA, and County funds

Final Completion Date: November 21, 2023

SHORTLISTED OFFERORS:

Name	Bid Price
Shirley Contracting Company, LLC / Dewberry Engineers Inc.	\$14,132,465.00
Allan Myer.VA, Inc./ Wallace Montgomery & Associates, LLP	\$14,367,777.00
Wagman Heavy Civil, Inc./ Rinker Design Associates, P.C.	\$21,214,447.25

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
D90	116961	FROM: MM 0.30	ALLAN MYERS VA, INC.	2	\$5,396,777.00	\$5,522,374.79	Within
	PM4S-964-F21, P401	TO: MM 7.86	GLEN ALLEN				
	PM04(498)	PRINCE GEORGE	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		SGR - 2021 PLANT MIX					
F21	104005	FROM: PROVINCIAL DRIVE	SHIRLEY CONTRACTING COMPANY, LLC	4	\$6,322,164.00	\$7,036,958.30	Within
	I495-029-078, C501, B630	TO: TYSONS ONE PLACE	LORTON				
	CM-495-5 (096)	FAIRFAX	VA				
	Construction Funds	NORTHERN VIRGINIA DISTRICT					
		HOT LANES BICYCLE /PEDESTRIAN FACILITIES - PHASE II					

2 Recommended for AWARD \$11,718,941.00

BID RESULTS FOR THE CTB

June 23, 2021

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC-116394	Boundary Channel Drive at I-395 Interchange	AWARD	Shirley Contracting Company, LLC Lorton, VA	3	\$14,132,465.00	\$15,967,000	Higher
6587-000-R89	Arlington County, Northern Virginia District						
Contract #C00116394DB109							
Design, ROW, Construction & QA/QC	The project limits on Boundary Channel Drive begin at 0.06 miles west of the Connector Road and extend to Long Bridge Drive for approximately 0.43 miles. The Project will reduce Boundary Channel Drive from four lanes to two lanes, and the two crossroad ramp terminals along Boundary Channel Drive will be converted into roundabouts. Additionally, the Project will construct a sidewalk along the eastbound side of Boundary Channel Drive and a shared-use path along the westbound side, with a trail connection that will tie into the Mount Vernon Trail to the north within National Park Service (NPS) property. The proposed project objectives include operational and safety improvements along I-395, Boundary Channel Drive, and Long Bridge Drive.						

Recommended for Award: \$14,132,465.00



VIRGINIA FREEDOM OF INFORMATION ADVISORY COUNCIL
COMMONWEALTH OF VIRGINIA

**ELECTRONIC MEETINGS
PUBLIC COMMENT FORM**

WE NEED YOUR HELP--Please give us your feedback regarding how meetings using electronic communications technology compare to traditional meetings where everyone is present in the same room at the same time.

1. Name of the public body holding the meeting: _____

2. Date of the meeting: _____

3. What are your overall thoughts or comments about this meeting? _____

4. Where did you attend this meeting -- main meeting location OR from a remote location? (circle one)

5. Technology used for the meeting (audio only or audio/visual, devices and/or software used--please be as specific as possible--for example, speakerphone, iPad, Skype, WebEx, Telepresence, etc.):

6. Were you able to hear everyone who spoke at the meeting (members of the body and members of the public)?

Poor					Excellent
1	2	3	4	5	

COMMENT _____

7. How easy was it for you to obtain agenda materials for this meeting?

Easy					Difficult
1	2	3	4	5	

COMMENT _____

8. Could you hear/understand what the speakers said or did static, interruption, or any other technological problems interfere?

Easy					Difficult
1	2	3	4	5	

COMMENT _____

9. If the meeting used audio/visual technology, were you able to see all of the people who spoke?

Poorly					Clearly
1	2	3	4	5	

COMMENT _____

10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?

Poorly
1 2 3 4 5
Clearly

COMMENT _____

11. Were the members as attentive and did they participate as much as you would have expected?

Less
1 2 3 4 5
More

COMMENT _____

12. Were there differences you noticed in how the members interacted?

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

13. Did you feel the technology was a help or a hindrance?

Hindered
1 2 3 4 5
Helped

COMMENT _____

14. How would you rate the overall quality of this meeting?

Poor
1 2 3 4 5
Excellent

COMMENT _____

THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:

Virginia Freedom of Information Advisory Council
General Assembly Building, Second Floor
201 North 9th Street, Richmond, Virginia 23219
foiacouncil@dls.virginia.gov/Fax: 804-371-8705/Tele: 866-448-4100