



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

June 24, 2025, 12:00 p.m.

Or upon adjournment of the June 24, 2025, Workshop Session.

Public Comments:

Approval of Minutes:

May 21, 2025

MAINTENANCE DIVISION:

Presenting: Kevin Gregg
Chief, Maintenance and Operations

1. Action on Commemorative naming, at the request of Pittsylvania County, of the bridge on State Route 40, East Gretna Road, over George's Creek, Pittsylvania County, as the "Haile Shelton Memorial Bridge" located within the Lynchburg District.
2. Action on Commemorative naming, at the request of Lee County, of the section of Alternate U.S. Route 58, from its beginning in the Town of Jonesville northeast to the Lee County/Wise County line, as the "Lloyd C. "Sonny" Martin Memorial Highway" located within the Bristol District.
3. Action on Commemorative naming, at the request of Southampton County, of the bridge on Route 647, River Road, over the Assamoosick Swamp, Southampton County, as the "Jordan Walter Whitehead, Jr. Memorial Bridge" located within the Hampton Roads District.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

4. Action on Limited Access Control Changes (LACCs) for the North Sycamore Street Improvements Project at I-66, Arlington County located within the Northern Virginia District.

FINANCIAL PLANNING DIVISION:

Presenting: Laura Farmer
Chief Financial Officer

5. Action on Approval of Federal Transportation Grant Anticipation Revenue Notes (GARVEE) Memorandum of Understanding (MOU).

ANNUAL BUDGETS:

Presenting: Laura Farmer
Chief Financial Officer
VDOT

Presenting: Deanna Oware
Chief Financial Officer
DRPT

6. Action on Fiscal Year 2026 Annual Budgets, Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.

LOCAL ASSISTANCE DIVISION:

Presenting: Angel Deem
Chief of Policy

7. Action on FY2026 Arlington and Henrico Counties Maintenance Payments.
8. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2026.

OFFICE OF THE SECRETARY OF TRANSPORTATION:

Presenting: John Lawson
Deputy Secretary of Transportation

9. Action on Governor's TPOF Project Funding.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Brooke Jackson
SMART SCALE Program Manager

10. Action on Adoption of SMART SCALE Round 6 Consensus Recommendation -Follow up from May

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

11. Action on FY25-30 Six-Year Improvement Program Transfers for April 19, 2025, through May 16, 2025, including Greater than Threshold Highway Construction District Grant Transfers.
12. Action on Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2026 – 2031.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

13. Bids

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: "Haile Shelton 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 15, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of Haile Shelton, name the bridge on State Route 40, East Gretna Road, over George's Creek, Pittsylvania County, as the "Haile Shelton Memorial Bridge"; and

WHEREAS, Pittsylvania County, by resolution dated April 15, 2025, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

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

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 40, East Gretna Road, over George's Creek, Pittsylvania County, as the "Haile Shelton Memorial Bridge".

Resolution of the Board
Bridge Naming: "Haile Shelton Memorial Bridge"
June 24, 2025
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.

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CTB Decision Brief

Bridge Naming: “Haile Shelton Memorial Bridge”

Issue: Commemorative naming, at the request of Pittsylvania County, of the bridge on State Route 40, East Gretna Road, over George’s Creek, Pittsylvania County, as the “Haile Shelton Memorial Bridge”.

Facts: The Pittsylvania County Board of Supervisors enacted a resolution on April 15, 2025, to honor the life and service to his community of Haile Shelton.

According to that resolution, Mr. Shelton was born on February 28, 1924, in Pittsylvania County to Ewell and Mary Elizabeth Shelton, and spent his entire life in the Ray community, a small rural area that shaped his values and legacy.

Mr. Shelton married Vaughnie Wood in 1954, and together they raised their daughter Cynthia, who later married David Bowler, continuing the Shelton family’s presence and contributions to the area. He was a lifelong farmer who lived and worked along the banks of George’s Creek, tending to his tobacco fields, caring for his livestock, and building a life for his family in close connection with the land and community.

Mr. Shelton crossed the Route 40 bridge over George’s Creek countless times throughout his life—first as a boy with his siblings heading to school in Greenfield, and later as a husband, father and farmer caring for his land with his family at his side. The bridge over George’s Creek stands near the very place where he was born and where he spent his life, making it a meaningful and fitting location to honor his memory and legacy.

The stories of Haile Shelton’s life—of swimming in George’s Creek, working the family farm, enduring hard times, and celebrating joyful ones—are treasured memories for his family, neighbors, and the broader community who continue to cross that same bridge every day. Mr. Haile Shelton passed away on October 11, 1988. Naming this bridge in Mr. Shelton’s honor would serve as a lasting tribute to a man whose life was deeply rooted in the land, people and values of Ray, Virginia.

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

Result if Approved: The bridge on State Route 40, East Gretna Road, over George’s Creek, Pittsylvania County, will be known as the “Haile Shelton Memorial Bridge”. In accordance with law, and by resolution dated April 15, 2025, 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 has not received any public comments on this proposal.

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2025-04-01**

**SUPPORTING NAMING THE ROUTE 40 BRIDGE OVER GEORGE’S CREEK IN THE
CALLANDS-GRETNA DISTRICT AS THE “HAILE SHELTON MEMORIAL BRIDGE”**

VIRGINIA: At the Pittsylvania County Board of Supervisors’ (“Board”) Business Meeting on April 15, 2025, 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, Haile Shelton (“Shelton”) was born on February 28, 1924, in Pittsylvania County, Virginia, to Ewell and Mary Elizabeth Shelton, and spent his entire life in the Ray community, a small rural area that shaped his values and legacy; and

WHEREAS, Shelton married Vaughnie Wood in 1954, and together they raised their daughter Cynthia, who later married David Bowler, continuing the Shelton family's presence and contributions to the area; and

WHEREAS, Shelton was a lifelong farmer who lived and worked along the banks of George’s Creek, tending to his tobacco fields, caring for his livestock, and building a life for his family in close connection with the land and community; and

WHEREAS, Shelton crossed the Route 40 bridge over George’s Creek countless times throughout his life—first as a boy with his siblings heading to school in Greenfield, and later as a husband, father, and farmer caring for his land with his family at his side; and

WHEREAS, the bridge over George’s Creek stands near the very place where Mr. Shelton was born and where he spent his life, making it a meaningful and fitting location to honor his memory and legacy; and

WHEREAS, the stories of Haile Shelton’s life—of swimming in George’s Creek, working the family farm, enduring hard times, and celebrating joyful ones—are treasured memories for his family, neighbors, and the broader community who continue to cross that same bridge every day; and

WHEREAS, Shelton was a beloved figure in the Callands-Gretna community, and naming the bridge in his honor would serve as a lasting tribute to a man whose life was deeply rooted in the land, people, and values of Ray, Virginia; and

WHEREAS, Virginia Code § 33.2-213 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.

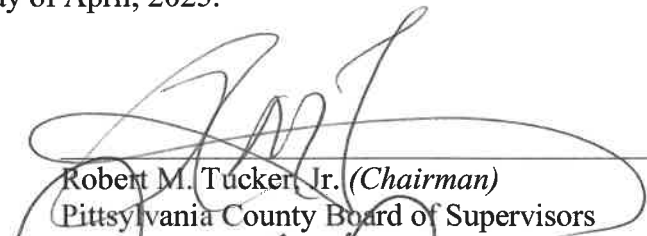
NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board supports the naming of the Route 40 Bridge over George’s Creek in Pittsylvania County, Virginia, Callands-Gretna District, the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “Haile Shelton 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

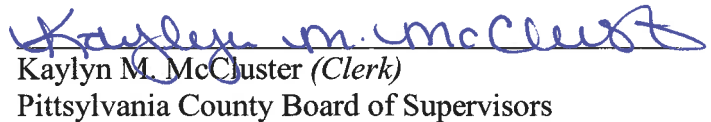
BE IT FINALLY RESOLVED that a copy of this Resolution be forwarded to the Shelton family, appropriate local VDOT officials, and the CTB for consideration.

Given under my hand this 15th day of April, 2025.




Robert M. Tucker, Jr. (Chairman)
Pittsylvania County Board of Supervisors


Darrell W. Dalton (Callands-Gretna District)
Pittsylvania County Board of Supervisors


Kaylyn M. McCluster (Clerk)
Pittsylvania County Board of Supervisors



Pittsylvania County

917

40

Pittsylvania
East Gretna Road

George's Creek

885

40

**Proposed Bridge Naming
"Haile Shelton Memorial
Bridge"**



Maintenance Division

CTB MEETING: June 25, 2025

Pittsylvania County

**Proposed Bridge Naming:
"Haile Shelton Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Highway Naming: "Lloyd C. "Sonny" Martin Memorial Highway"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Lee County Board of Supervisors has requested, by resolution dated March 18, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of Lloyd C. "Sonny" Martin, name the section of Alternate U.S. Route 58, from its beginning in the Town of Jonesville northeast to the Lee County/Wise County line, as the "Lloyd C. "Sonny" Martin Memorial Highway"; and

WHEREAS, Lee County, by resolution dated March 18, 2025, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, the Town Council of the Town of Pennington Gap has expressed their support of this naming in a resolution dated April 21, 2025, and the Town Council of the Town of Jonesville has expressed their support of this naming in a resolution dated April 8, 2025; and

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

Resolution of the Board
Highway Naming: "Lloyd C. "Sonny" Martin Memorial Highway"
June 24, 2025
Page 2 of 2

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the section of Alternate U.S. Route 58, from its beginning in the Town of Jonesville northeast to the Lee County/Wise County line, as the "Lloyd C. "Sonny" Martin Memorial Highway".

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

####

CTB Decision Brief

Highway Naming: “Lloyd C. “Sonny” Martin Memorial Highway”

Issue: Commemorative naming, at the request of Lee County, of the section of Alternate U.S. Route 58, from its beginning in the Town of Jonesville northeast to the Lee County/Wise County line, as the “Lloyd C. “Sonny” Martin Memorial Highway”.

Facts: The Lee County Board of Supervisors enacted a resolution on March 18, 2025, to honor the life and service to his community of Lloyd C. “Sonny” Martin.

Additionally, the Town Council of the Town of Pennington Gap passed a resolution supporting this naming on April 21, 2025 and the Town Council of the Town of Jonesville passed a resolution supporting this naming on April 8, 2025.

According to the Lee County resolution, Mr. Martin was born on July 7, 1935, and grew up in Saint Charles. He proudly served two years in the United States Army – First Battle Group Third Infantry. He also served in many other capacities including eight years on the Virginia Commonwealth Transportation Board under four Governors; six years on the Town Council of Pennington Gap; two terms on the Virginia Bankers Association Board of Directors; sixty years as a thirty-second degree member of Masonic Fraternity; and worked over 60 years in the banking business serving as president, CEO and a member of the Board of Directors at Powell Valley National Bank.

Mr. Martin was a charter member of Cedar Hill Country Club, a Saint Charles Alumni Foundation Board Member, a member of Saint Charles Lions Club, received the Jaycees Man of the Year Award and was on the Board of Directors of Holston Valley Hospital.

For his efforts for the betterment of Lee County and the surrounding area, Mr. Martin was awarded the Patrick Henry Award for community service on behalf of the Governor and the Commonwealth of Virginia and he continued to serve the region until his death on March 8, 2018.

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 section of Alternate U.S. Route 58, from its beginning in the Town of Jonesville northeast to the Lee County/Wise County line, will be known as the “Lloyd C. “Sonny” Martin Memorial Highway”. In accordance with law, and by resolution dated March 18, 2025, Lee 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 has not received any public comments on this proposal.

COORIDOR NAMING RESOLUTION

Highway Naming of ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway". 25-006

WHEREAS, Mr. Lloyd C. "Sonny" Martin was born July 7, 1935, grew up in Saint Charles, proudly served two years in the United States Army - First Battle Group Third Infantry; served eight years on the Virginia Commonwealth Transportation Board under the appointment of four Governors; six years on the Town Council of Pennington Gap; two terms on the Virginia Bankers Association Board of Directors; sixty years as a thirty-second degree member of Masonic Fraternity; and worked over 60 years in the banking business, serving as president, CEO and a member of the Board of Directors at Powell Valley National Bank; and

WHEREAS, Mr. Martin was a charter member of Cedar Hill Country Club; Saint Charles Alumni Foundation Board Member; Saint Charles Lions Club; Jaycees Man of the Year Award and on the Board of Directors of Holston Valley Hospital; and

WHEREAS, Mr. Martin efforts for the betterment of Lee County and the surrounded area, was awarded the Patrick Henry Award for community service on behalf of the Governor and the Commonwealth of Virginia; and continued to serve the region until his death on March 8, 2018; and

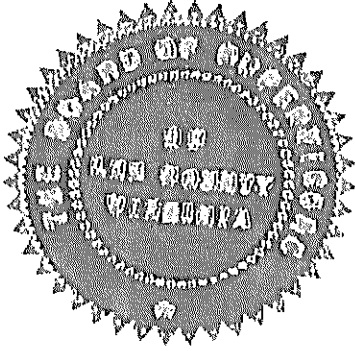
WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities 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 by the Board of Supervisors of Lee County, Virginia, 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 highway on ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway".

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

Adopted this 18th day of March, 2025.



Ben Shika

CHAIRMAN OF THE BOARD

Town Of Pennington Gap

528 Industrial Drive
Pennington Gap, Virginia 24277
www.townofpenningtonva.gov
Phone 276-546 1177 • Fax 276-546-6328

MAYOR
Larry W. Holbrook

COUNCIL
Doug Aisup
Gary McEllyea
Jeff Martin
Terry K. Pope
Jimmy Warner



TOWN MANAGER
Keith Harless
keith.harless@townofpenningtonva.gov

TREASURER
Tina Rowe
treasurer@townofpenningtonva.gov

CLERK
Angela K O'Dell
info@townofpenningtonva.gov

CORRIDOR NAMING RESOLUTION

Highway Naming of ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway".

25- 1

WHEREAS, Mr. Lloyd Clinton "Sonny" Martin was born July 7, 1935, grew up in Saint Charles, proudly served two years in the United States Army - First Battle Group Third Infantry; served eight years on the Virginia Commonwealth Transportation Board under the appointment of four Governors; six years on the Town Council of Pennington Gap; two terms on the Virginia Bankers Association Board of Directors; sixty years as a thirty-second degree member of Masonic Fraternity; and worked over 60 years in the banking business, serving as president, CEO and a member of the Board of Directors at Powell Valley National Bank; and

WHEREAS, Mr. Martin was a charter member of Cedar Hill Country Club; Saint Charles Alumni Foundation Board Member; Saint Charles Lions Club; Jaycees Man of the Year Award and on the Board of Directors of Holston Valley Hospital; and

WHEREAS, Mr. Martin efforts for the betterment of Lee County and the surrounded area, was awarded the Patrick Henry Award for community service on behalf of the Governor and the Commonwealth of Virginia; and continued to serve the region until his death on March 8, 2018; 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 by the Town Council of Pennington Gap, Virginia, 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 highway on ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway".

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

Adopted this 21st day of April, 2025.


ACTING MAYOR GARY MCELVEA

ATTEST:


ANGELA K. O'DELL, CLERK



Town of Jonesville
842 Park Street
Jonesville, VA 24263
Phone : 276-346-1151
Fax : 276-346-1325
E-mail :
treasurer@townofjonesville.org
www.jonesvillevirginia.com

Jerry Harris
Mayor

Jeff Johnson
Vice-Mayor

Kenny Hounshell
Council Member

Rebecca Hines
Council Member

Brenda King
Council Member

Michael Litton
Council Member

Danielle Stapleton
Council Member

Summer Wynn
Council Member

COORIDOR NAMING RESOLUTION

Highway Naming of ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway".
25-1

WHEREAS, Mr. Lloyd Clinton "Sonny" Martin was born July 7, 1935, grew up in Saint Charles, proudly served two years in the United States Army - First Battle Group Third Infantry; served eight years on the Virginia Commonwealth Transportation Board under the appointment of four Governors; six years on the Town Council of Pennington Gap; two terms on the Virginia Bankers Association Board of Directors; sixty years as a thirty-second degree member of Masonic Fraternity; and worked over 60 years in the banking business, serving as president, CEO and a member of the Board of Directors at Powell Valley National Bank; and

WHEREAS, Mr. Martin was a charter member of Cedar Hill Country Club; Saint Charles Alumni Foundation Board Member; Saint Charles Lions Club; Jaycees Man of the Year Award and on the Board of Directors of Holston Valley Hospital; and

WHEREAS, Mr. Martin efforts for the betterment of Lee County and the surrounded area, was awarded the Patrick Henry Award for community service on behalf of the Governor and the Commonwealth of Virginia; and continued to serve the region until his death on March 8, 2018; 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

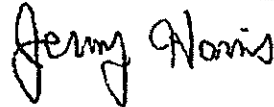
WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining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

NOW, THEREFORE BE IT RESOLVED by the Town Council of Jonesville, Virginia, 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 highway on ALT US 58, from the Lee County/Wise County Line to the Terminus of ALT US 58 in Jonesville, Lee County as the "Lloyd C. "Sonny" Martin Memorial Highway".

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

Adopted this 8th day of April, 2025.

Mayor: Jerry Harris

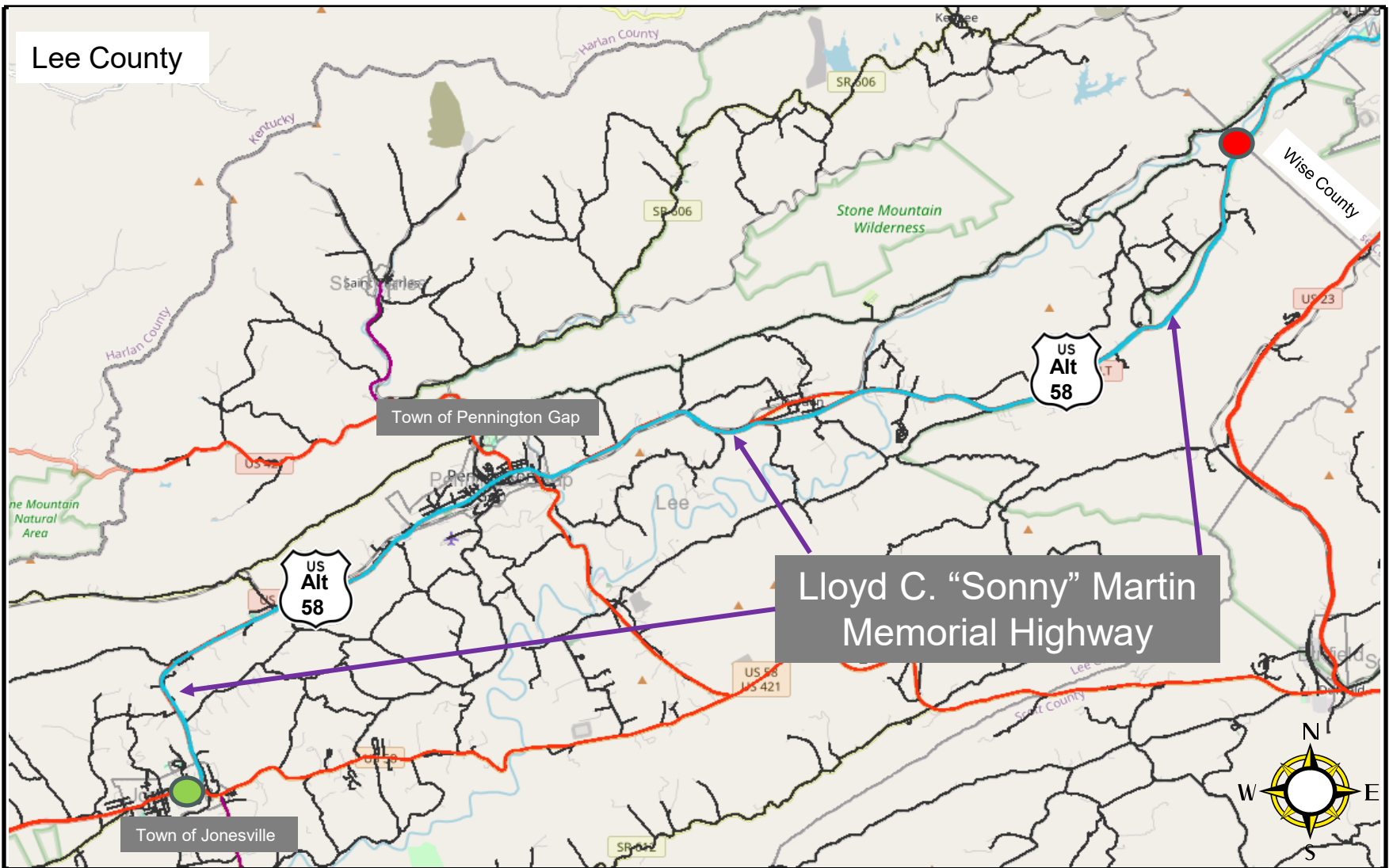


Attest:

Autumn Middleton, Treasurer



Lee County



Lloyd C. "Sonny" Martin
Memorial Highway



Maintenance Division

CTB MEETING: June 25, 2025

Lee County

Proposed Highway Naming:

"Lloyd C. "Sonny" Martin Memorial Highway"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: “Jordan Walter Whitehead, Jr. Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Southampton County Board of Supervisors has requested, by resolution dated April 22, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service to his country and community, and ultimate sacrifice of Jordan Walter Whitehead, Jr., name the bridge on Route 647, River Road, over the Assamoosick Swamp, Southampton County, as the “Jordan Walter Whitehead, Jr. Memorial Bridge”; and

WHEREAS, Southampton County, by resolution dated April 22, 2025, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

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

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 647, River Road, over the Assamoosick Swamp, Southampton County, as the “Jordan Walter Whitehead, Jr. Memorial Bridge”.

Resolution of the Board
Bridge Naming: "Jordan Walter Whitehead, Jr. Memorial Bridge"
June 24, 2025
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 Southampton County for these costs as required by law.

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CTB Decision Brief

Bridge Naming: “Jordan Walter Whitehead, Jr. Memorial Bridge”

Issue: Commemorative naming, at the request of Southampton County, of the bridge on Route 647, River Road, over the Assamoosick Swamp, Southampton County, as the “Jordan Walter Whitehead, Jr. Memorial Bridge”.

Facts: The Southampton County Board of Supervisors enacted a resolution on April 22, 2025, to honor the life, service to his country and community, and ultimate sacrifice of Jordan Walter Whitehead, Jr.

According to that resolution, Mr. Whitehead grew up in Courtland, Virginia where his parents and grandparents also lived. In January 1941, he enlisted in the United States Navy in Norfolk, Virginia and when he turned 18 on May 5, 1941, he immediately reported for duty without waiting to attend his high school graduation just a few weeks later.

He completed his basic training and “sailorization” as a Seaman Second Class at the Bainbridge Naval Training Center in Maryland and was then assigned as a Gunner’s Mate striker to the USS *Savannah* (CL-42), a Brooklyn-class light cruiser.

The *Savannah* was docked in New York City when Pearl Harbor was attacked on December 7, 1941, and it arrived and was moored up in Oran, Algeria, French North Africa, in November 1942 where Mr. Whitehead met up with one of his brothers, Geno, serving in the United States Army in Algeria.

In September 1943, the *Savannah* was lying to (stationary) as a fire support vessel in the Gulf of Salerno off the southwestern coast of Italy. The *Savannah*’s powerful guns had already been brought to bear to support the launch of Operation Avalanche, the amphibious invasion of mainland Italy by Allied troops, and on September 10, the *Savannah*, just 5 miles from shore, inflicted serious damage on German armor attempting to thwart the invasion.

At 9:44 AM on Saturday, September 11, 1943, after many earlier attempts to damage or destroy the *Savannah*, the German Luftwaffe successfully dropped a radio-controlled “Fritz-X” glide bomb into Gun Turret Three where Mr. Whitehead was regularly stationed. He and 207 other sailors were killed. Most died immediately and horrifically. The somewhat disabled ship then limped to Malta, 500 miles south of Salerno, for emergency repairs.

The remains on the deceased were solemnly and respectfully buried at sea off Grand Harbor, Valletta, Malta from September 12-27, 1943, with Mr. Whitehead’s remains being buried at sea on Sunday, September 23.

A letter dated October 10, 1943, and signed by the captain on the USS *Savannah* informed “My dear Mrs. Whitehead...of the untimely death of your son...” with other details concluding by extending...”the heartfelt sympathy and condolences of the entire Ship’s Company”.

Seaman 2nd Class Jordan Walter Whitehead, Jr., for his service and ultimate sacrifice to his country and community, was posthumously awarded the Purple Heart, the Navy Good Conduct Medal and the European-African-Middle Eastern Campaign Medal. He was the first person of an estimated 1,000 military men and women from Southampton County to be killed in action during the Second World War.

A sturdy but rough wooden bridge on River Road had spanned the main run of the Assamoosick Swamp for many years. In 1906, Mr. Whitehead's grandfather, J.E. Rowe, was paid \$2 by the Southampton Board of Supervisors for "letting and receiving Assamoosic bridge". In 1911, Mr. Whitehead's father was paid \$2 to repair the "Assamoosic Bridge". In 1971, River Road was reconfigured at this location, and bridge Number 000017829 or the "River Road over Assamoosick Swamp" bridge, a concrete cast-in-place structure, was constructed 1000 feet north of the old bridge's location to replace the antiquated one. The bridge crosses the run of the Assamoosick Swamp as it makes its way through the "low grounds" to the Nottoway River next to Mr. Whitehead's family's farm and to other Whitehead property. Mr. Whitehead and his brothers enjoyed swimming, fishing, and turtling up and down the "Mussock", the local name for this extensive swamp. The location of this bridge abuts properties presently or formerly owned by Mr. Whitehead's mother's Rowe family and his father's Whitehead family.

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 647, River Road, over the Assamoosick Swamp, Southampton County, will be known as the "Jordan Walter Whitehead, Jr. Memorial Bridge". In accordance with law, and by resolution dated April 22, 2025, Southampton 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 has not received any public comments on this proposal.

**Resolution Requesting the River Road over Assamoosick Swamp Bridge in Southampton
County be Named the
Jordan Walter Whitehead, Jr. Memorial Bridge**

WHEREAS, Jordan Walter “Jack” Whitehead, Jr. (1923-1943), was born and grew up in the house at 19947 River Road, Courtland, Virginia, 23837, where his parents and grandparents had also lived; and

WHEREAS, Jack enlisted in the U.S. Navy at Norfolk, Virginia, in January 1941. He turned 18 on May 5, 1941, and immediately reported for duty without waiting to attend his high school graduation just a few weeks later; and

WHEREAS, Jack left home for basic training and “sailorization” which he completed as a Seaman Second Class at the Bainbridge Naval Training Center at Port Deposit, Maryland. He was then assigned as a “Gunner’s Mate striker” to the USS *Savannah* (CL-42), a Brooklyn-class light cruiser; and

WHEREAS, The *Savannah* departed from Norfolk in August 1941, perhaps when Seaman Whitehead joined the crew. The ship first traveled up and down the East Coast and was docked in New York City when Pearl Harbor was attacked on December 7, 1941; and

WHEREAS, The *Savannah* arrived and was moored up in Oran, Algeria, French North Africa, in November 1942 where Jack met up with one of his brothers, Geno, serving in the army in Algeria; and

WHEREAS, In September 1943, the *Savannah* was lying to (stationary) as a fire support vessel in the Gulf of Salerno, part of the Tyrrhenian Sea off Salerno, a city on the southwestern coast of Italy. The *Savannah*'s powerful guns had already been brought to bear to support the launch of Operation *Avalanche*, the amphibious invasion of mainland Italy by Allied troops; and

WHEREAS, On September 10, the *Savannah*, just 5 miles from shore, inflicted serious damage on German armor attempting to thwart the invasion; and

WHEREAS, At 9:44 AM on Saturday, September 11, 1943, after many earlier attempts to damage or destroy the *Savannah*, the German Luftwaffe successfully dropped a radio-controlled “Fritz-X” glide bomb into Gun Turret Three where Jack, now a Seaman 2nd Class, was regularly stationed. He and 207 other sailors were killed. Most died immediately and horrifically. The somewhat disabled ship then limped to Malta, 500 miles south of Salerno, for emergency repairs, arriving the next day around 4 PM; and

WHEREAS, The remains of the deceased were solemnly and respectfully buried at sea off Grand Harbor, Valletta, Malta, from September 12-27 with Jack’s remains being buried at sea on Sunday, September 23; and

WHEREAS, The Fritz-X was the world's first precision-guided weapon deployed in combat. The *Savannah* was the only American vessel ever struck by a guided missile, and this missile was the largest one ever targeted on a US Navy warship during the Second World War; and

WHEREAS, The September 24 issue of the *Tidewater News* reported that "Mrs. Bettie Rowe Whitehead of the Sebrell community received a telegram this week that her son... is missing in action." The October 6 issues of the Richmond *Times Dispatch* and the Norfolk *Ledger Star* published reports stating that Jack was missing in action based on a "Navy Department casualty list"; and

WHEREAS, A letter dated October 10, 1943, and signed by the captain on the *Savannah*, informed "My dear Mrs. Whitehead...of the untimely death of your son..." with other details concluding by extending..." the heartfelt sympathy and condolences of the entire Ship's Company"; and

WHEREAS, Jack was posthumously awarded the Purple Heart, the Navy Good Conduct Medal, and the European-African-Middle Eastern Campaign Medal; and

WHEREAS, Jack was the first person of an estimated 1,000 military men and women from Southampton County to be killed in action during the Second World War, according to the *Tidewater News*; and

WHEREAS, A sturdy but rough wooden bridge on River Road had spanned the main run of the Assamoosick Swamp for many years. In 1906, Jack's grandfather, J. E. Rowe, was paid \$2 by the Southampton Board of Supervisors for "letting and receiving Assamoosic bridge." In 1911, Jack's father was paid \$2 to repair the "Assamoosic Bridge." In 1971, River Road was reconfigured at this location, and Bridge Number 000017829 or the "River Road over Assamoosick Swamp" bridge, a concrete cast-in-place structure, was constructed 1000 feet north of the old bridge's location to replace the antiquated one. This bridge crosses the run of the Assamoosick Swamp as it makes its way through the "low grounds" to the Nottoway River next to Jack's family's farm and to other Whitehead property. Jack and his brothers enjoyed swimming, fishing, and turtling up and down the "Mussock," the local name for this extensive swamp. The location of this bridge abuts properties presently or formerly owned by Jack's mother's Rowe family and his father's Whitehead family; and

WHEREAS, additional details of Jack's life and service to our county are attached to this resolution and were prepared by William "Billy" W. Cole, Jack's nephew; 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

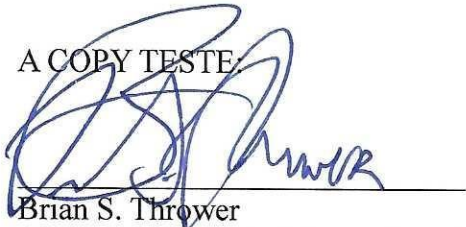
WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining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

NOW, THEREFORE, BE IT RESOLVED, that Southampton 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 647/River Road, over the Assamossick Swamp in Southampton County, currently identified as bridge number 000017829, as the Jordan Walter Whitehead, Jr. Memorial Bridge.

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

Adopted on this 22nd day of April 2025.

A COPY TESTE

A handwritten signature in blue ink, appearing to read "Brian S. Thrower", is written over a horizontal line. The signature is stylized and somewhat cursive.

Brian S. Thrower
Clerk to the Board of Supervisors/
County Administrator

Southampton County

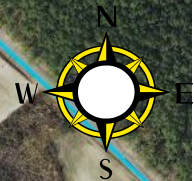
Jordan Walter Whitehead,
Jr. Memorial Bridge

River Road

647

Mussock Drive

Assamoosick Swamp



Virginia Department of Transportation
Maintenance Division

CTB MEETING: June 25, 2025

Southampton County

Proposed Bridge Naming:

“Jordan Walter Whitehead, Jr. Memorial Bridge”



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for the North Sycamore Street
Improvements Project at I-66
Arlington County**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-66, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, it appears that no other resolutions have modified this segment of limited access; and

WHEREAS, State Highway Project 6682-000-R73 (UPC# 113249) provides for the realignment of an existing spur of the Four Mile Run Trail in the southeast quadrant of the intersection of North Sycamore Street, 19th Street North, and the on-ramp to eastbound I-66 to provide a straighter, more direct non-vehicular connection for this bicycle/pedestrian project (the “Project”); and

WHEREAS, the realignment of the Four Mile Run Trail connection requires a break in the existing limited access line adjacent to the existing I-66 ramp and an adjustment in the limited access end points on the northbound side of North Sycamore Street. Therefore, the Virginia Department of Transportation (VDOT) is requesting LACCs as shown on the

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
North Sycamore Street Improvements Project at I-66
Arlington County
June 24, 2025
Page 2 of 3

Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, on October 6, 2023, and October 13, 2023, a Notice of Willingness for Public Comment (“Willingness”) was posted in *The Washington Times* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and invited public comment concerning the request. The Willingness expired on October 22, 2023, with no comments or other input from the public; and

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

WHEREAS, VDOT’s Northern Virginia District Office has determined, with the Chief Engineer concurring, that the proposed changes in limited access control of Interstate 66 will have no impact on the operation of the I-66 right of way, the proposed LACC is appropriate from a safety and traffic control standpoint and no further traffic analysis is required; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a programmatic categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on April 15, 2024; and

WHEREAS, the Project is located within a non-attainment area for ozone, but being a bicycle/pedestrian project, there are no air quality conformance requirements; and

WHEREAS, the Project is in the County of Arlington and the proposed LACCs are supported by a resolution from the County Board of Supervisors dated September 14, 2024 (attached); and

WHEREAS, FHWA has provided approval for State Highway Project 6682-000-R73 (UPC# 113249) and the proposed LACCs on April 29, 2025; and

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

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

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
North Sycamore Street Improvements Project at I-66
Arlington County
June 24, 2025
Page 3 of 3

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-66 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

BE IT FURTHER RESOLVED, the location of the shared use path and sidewalk within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Willingness by Arlington County, as the same may be modified during ongoing design review.

BE IT FURTHER RESOLVED, pedestrians and bicyclists are authorized to use the proposed shared use path and sidewalk along North Sycamore Street, within the areas designated as limited access.

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
North Sycamore Street Improvements at I-66
Project 6682-000-R73;
UPC# 113249
Arlington County

Issues: The area designated as limited access previously approved for the I-66 and Sycamore Street interchange (Interchange) needs to be modified to accommodate a more direct connection from the ramp intersection to the Four Mile Run Trail. A new shared use path will provide pedestrian and bicyclist access in the limited access area and through the existing limited access control line. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*

Facts:

- On October 4, 1956, the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-66, as Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- The right-of-way and limited access were established under State Project 0066-000-102, RW-201, which was approved for right-of-way acquisition on May 5, 1964.
- State Highway Project 6682-000-R73 (UPC# 113249) provides for the realignment of an existing spur of the Four Mile Run Trail in the southeast quadrant of the intersection of North Sycamore Street, 19th Street North, and the on-ramp to eastbound I-66 to provide a straighter, more direct non-vehicular connection (the “Project”). These improvements will affect the existing limited access control lines. Therefore, the Virginia Department of Transportation (VDOT) is requesting LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- On October 6, 2023, and October 13, 2023, a Notice of Willingness for Public Comment (“Willingness”) was posted in *The Washington Times*, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and invited public comment concerning the request. The Willingness expired on October 22, 2023, with no comments or other input from the public.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT’s Northern Virginia District Office has determined, with the Chief Engineer concurring, that the proposed changes in limited access control of Interstate 66 will have no impact on the operation of the Interstate 66 right of way, the proposed LACC is

appropriate from a safety and traffic control standpoint and no further traffic analysis is required.

- The Project is in compliance with National Environmental Policy Act requirements and a programmatic categorical exclusion was prepared under an agreement between the VDOT and the Federal Highway Administration (FHWA) and approved on April 15, 2024.
- The Project is located within a non-attainment area for ozone, but being a bicycle/pedestrian project, there are no air quality conformance requirements.
- The Project is in Arlington County and the proposed design features and LACCs are supported by a resolution from the County Board of Supervisors dated September 14, 2024 (attached).
- FHWA has provided approval for State Highway Project 6682-000-R73(UPC# 113249) and the proposed LACCs on April 29, 2025.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the I-66 corridor in Arlington continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and implement the described LACCs, and the North Sycamore Street Improvements Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: No comments or other input was received from the public during the Willingness period.



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, 2025

The Honorable W. Sheppard Miller, III
The Honorable E. Scott Kasprowicz
The Honorable Raymond D. Smoot Jr.
The Honorable Frederick C. Stant III
The Honorable Tom Fowlkes
The Honorable Burwell Wayne Coleman
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Darrell R. Byers
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good, Jr.
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) North Sycamore Street
Improvements at I-66. in Arlington County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6682-000-R73 have been determined as a necessary design feature and recommended for approval by the Department's staff.

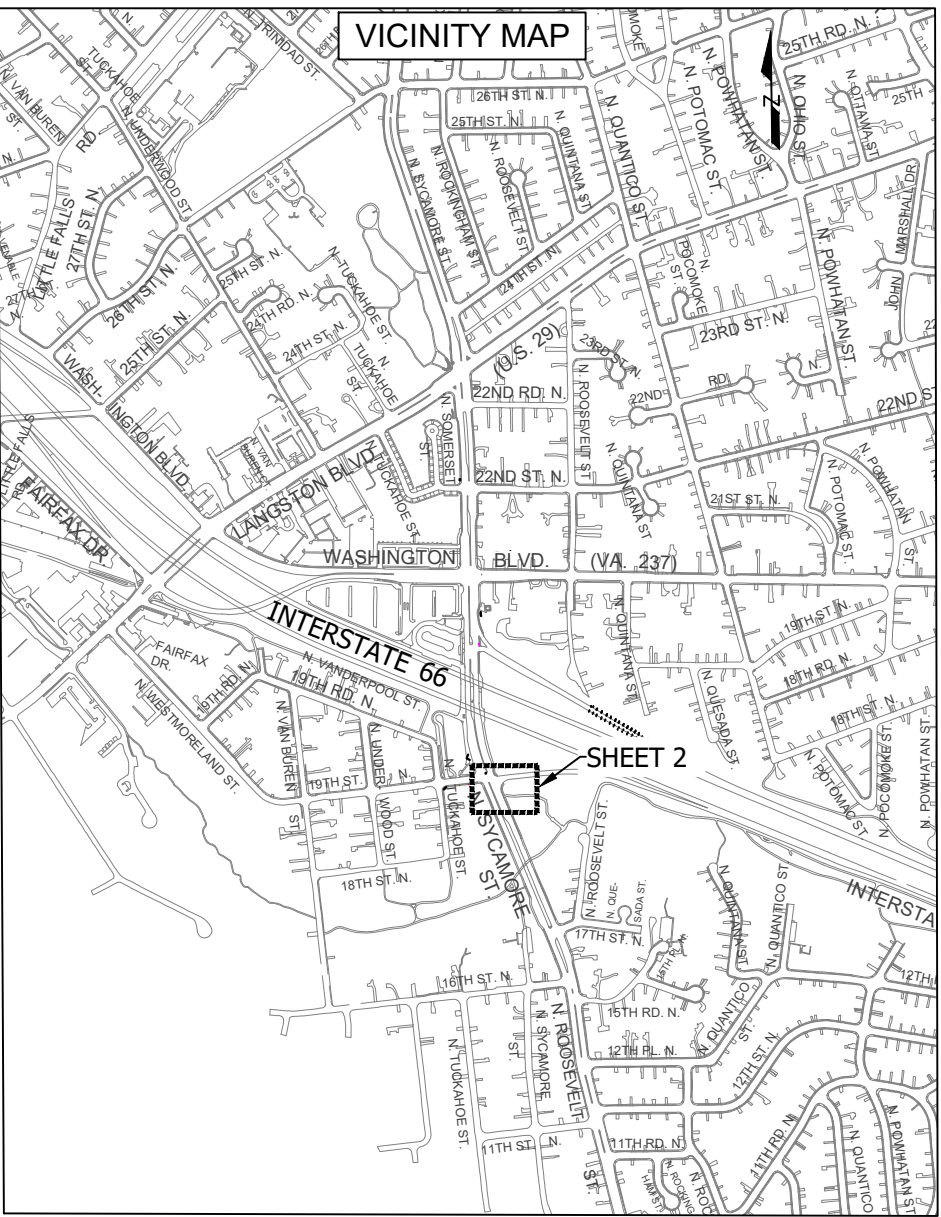
I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operations of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher

Barton A. Thrasher, P.E.
Chief Engineer

VICINITY MAP



		STATE	
		ROUTE	PROJECT
	VA.	I-66	N SYCAMORE COMPLETE STREETS
			1



ARLINGTON VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
 FACILITIES & ENGINEERING DIVISION
 ENGINEERING BUREAU
 2100 CLARENDON BOULEVARD, SUITE 813
 ARLINGTON, VA 22201
 PHONE: 703.228.3629
 FAX: 703.228.3606

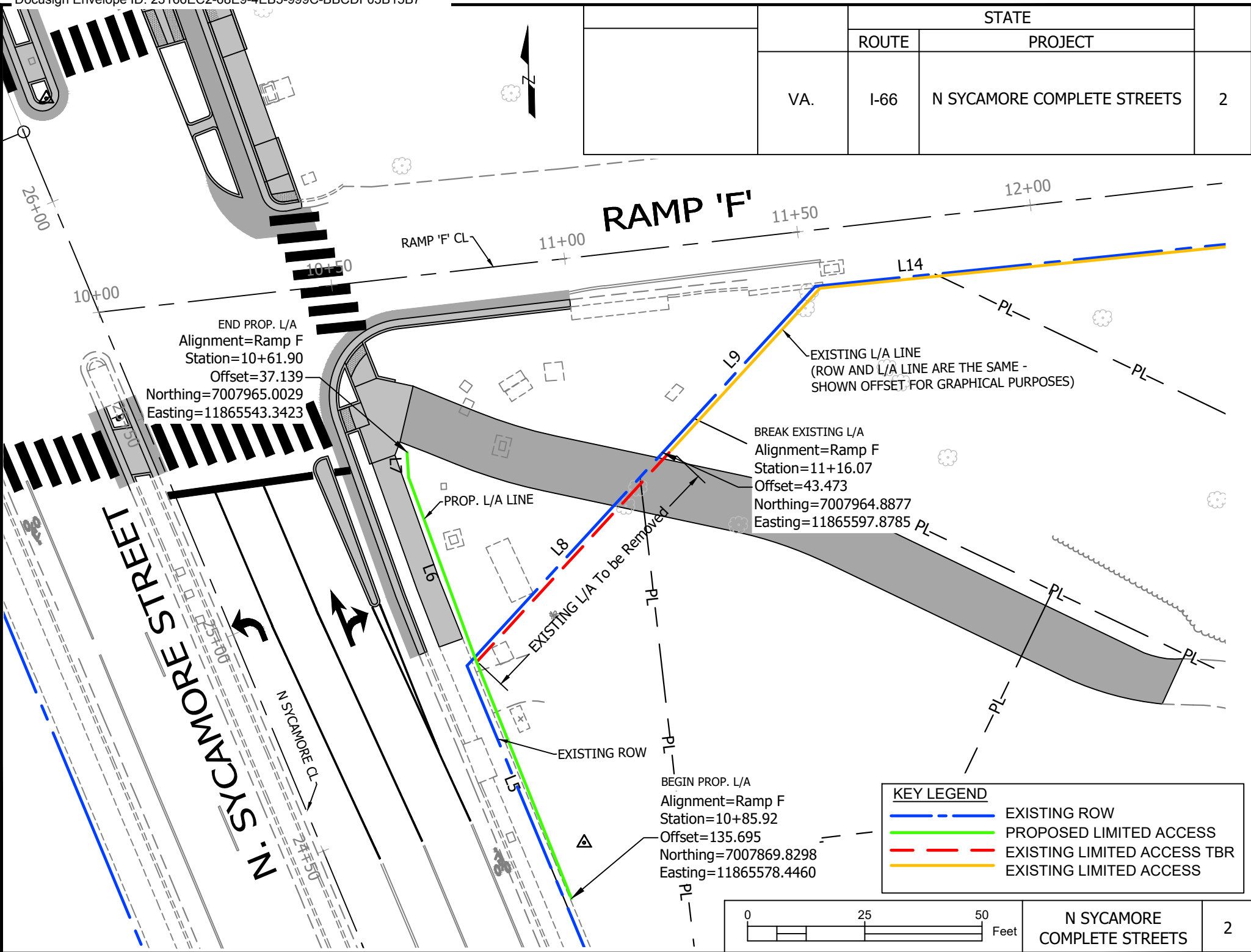
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PROPOSED LIMITED ACCESS LINE CHANGE DUE TO N SYCAMORE COMPLETE STREETS PROJECT

SHEET LIST	
SHT 1	COVER
SHT 2	LACC EXHIBIT
SHT 3	LACC GEOMETRIC CONTROL

	N SYCAMORE COMPLETE STREETS	1
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		STATE		
		ROUTE	PROJECT	
VA.	I-66	N SYCAMORE COMPLETE STREETS		2

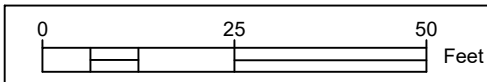


END PROP. L/A
 Alignment=Ramp F
 Station=10+61.90
 Offset=37.139
 Northing=7007965.0029
 Easting=11865543.3423

BREAK EXISTING L/A
 Alignment=Ramp F
 Station=11+16.07
 Offset=43.473
 Northing=7007964.8877
 Easting=11865597.8785

BEGIN PROP. L/A
 Alignment=Ramp F
 Station=10+85.92
 Offset=135.695
 Northing=7007869.8298
 Easting=11865578.4460

KEY LEGEND	
	EXISTING ROW
	PROPOSED LIMITED ACCESS
	EXISTING LIMITED ACCESS TBR
	EXISTING LIMITED ACCESS



		STATE		
		ROUTE	PROJECT	
	VA.	I-66	N SYCAMORE COMPLETE STREETS	3

ALIGNMENT: Proposed Limited Access								
Curve/Line #	Length	Radius	Line/Chord Bearing	Chord Length	STA (Start)	STA (End)	Northing, Easting (Start)	Northing, Easting (End)
L5	54.70'		N21° 53' 52.29"W		0+00.00	0+54.70	7007869.83, 11865578.45	7007920.58, 11865558.05
L6	41.58'		N20° 10' 54.74"W		0+54.70	0+96.28	7007920.58, 11865558.05	7007959.61, 11865543.70
L7	5.41'		N3° 48' 17.43"W		0+96.28	1+01.68	7007959.61, 11865543.70	7007965.00, 11865543.34

ALIGNMENT: Existing Limited Access To Be Removed								
Curve/Line #	Length	Radius	Line/Chord Bearing	Chord Length	STA (Start)	STA (End)	Northing, Easting (Start)	Northing, Easting (End)
L8	59.24'		N42° 34' 33.33"E		0+00.00	0+59.24	7007921.26, 11865557.80	7007964.89, 11865597.88

ALIGNMENT: Existing Limited Access Line								
Curve/Line #	Length	Radius	Line/Chord Bearing	Chord Length	STA (Start)	STA (End)	Northing, Easting (Start)	Northing, Easting (End)
L9	48.15'		N42° 34' 33.33"E		0+00.00	0+48.15	7007964.89, 11865597.88	7008000.35, 11865630.46
L14	64.85'		N84° 09' 45.16"E		0+48.15	1+13.00	7008000.35, 11865630.46	7008006.94, 11865694.97

	N SYCAMORE COMPLETE STREETS	3
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**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1956**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1956. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

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

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

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

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,455.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 881, 840, 0.01 Mile E. of W. Int. Route 881, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

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

REVISED ON 1/24/2022

FILENAME: 20ACOVER_C0002_VD.DWG PATH: C:\DATA\FCS\DESIGN\ACTIVE PLOTTED BY: JIMMILLER

Sheet List Table

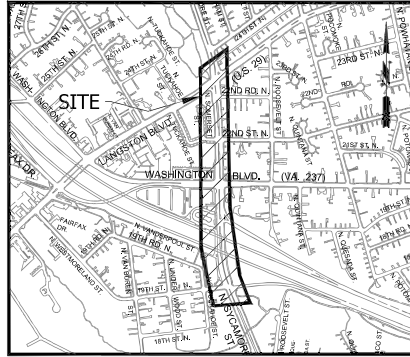
Sheet Number	Sheet Title
C000.1	COVER
C000.2	VDOT COVER
C006.1	LEGEND
C002.1	DETAILS
C004.1	TYPICAL SECTIONS
C011.1	EXISTING CONDITIONS PLAN-1
C011.2	EXISTING CONDITIONS PLAN-2
C011.3	EXISTING CONDITIONS PLAN-3
C011.4	EXISTING CONDITIONS PLAN-4
C011.5	EXISTING CONDITIONS PLAN-5
C011.6	EXISTING CONDITIONS PLAN-6
C041.1	PLAN AND PROFILE-1
C041.2	PLAN AND PROFILE-2
C041.3	PLAN AND PROFILE-3
C041.4	PLAN AND PROFILE-4
C041.5	PLAN AND PROFILE-5
C042.1	RAMP DETAILS
C042.2	RAMP DETAILS
C042.3	RAMP DETAILS
C042.4	RAMP DETAILS
C043.1	CURB RETURN PROFILES
C043.2	CURB RETURN PROFILES
C043.3	CURB RETURN PROFILES
C043.4	CURB RETURN PROFILES
C043.5	CURB RETURN PROFILES
C043.6	CURB RETURN PROFILES
C043.7	CURB RETURN PROFILES
C051.1	WATERMAIN PLAN AND PROFILE
C071.1	STORM SEWER DRAINAGE DIVIDES
C071.1	STORM SEWER PROFILES
C071.1	STORM COMPUTATIONS
C091.1	TREE INVENTORY PLAN-1
C091.2	TREE INVENTORY PLAN-2
C091.3	TREE INVENTORY PLAN-3
C091.4	TREE INVENTORY PLAN-4
C091.5	TREE INVENTORY PLAN-5
C092.1	TREE INVENTORY SPREADSHEET
C092.2	TREE INVENTORY SPREADSHEET
C101.1	SIGNING AND PAVEMENT MARKING PLAN-1
C101.2	SIGNING AND PAVEMENT MARKING PLAN-2
C101.3	SIGNING AND PAVEMENT MARKING PLAN-3
C101.4	SIGNING AND PAVEMENT MARKING PLAN-4
C101.5	SIGNING AND PAVEMENT MARKING PLAN-5
C200.1	TURNING MOVEMENT EXHIBIT
C200.2	TURNING MOVEMENT EXHIBIT
C200.3	TURNING MOVEMENT EXHIBIT
C201.1	SIGHT DISTANCE EXHIBIT
C201.2	SIGHT DISTANCE EXHIBIT
C201.3	SIGHT DISTANCE EXHIBIT
C201.4	SIGHT DISTANCE EXHIBIT
T300.1	SIGNALS PLAN
T300.2	SIGNALS PLAN
T300.3	SIGNALS PLAN

**ARLINGTON
VIRGINIA**

**CONSTRUCTION DRAWINGS FOR:
N. SYCAMORE STREET COMPLETE STREETS
PROJECT
N. SYCAMORE STREET (BETWEEN 19TH ST N. &
LANGSTON BLVD)**

PROJECT NUMBER: EFCS
UPC NUMBER: 113249

LOCATION MAP



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

- THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENTS:
- ROAD AND BRIDGE SPECIFICATIONS, DATED 2020.
 - ROAD AND BRIDGE STANDARDS, DATED 2016 REVISED SEPTEMBER 2022.
 - VIRGINIA WORK AREA PROTECTION MANUAL, DATED 2011, AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.
 - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009.
 - VIRGINIA SUPPLEMENT TO THE MUTCD, DATED 2011.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED, AND WIDENED IN ACCORDANCE WITH STANDARD TC-4.11.1 UNLESS OTHERWISE NOTED.

MAINTENANCE NOTE:
ALL ASPHALT TRAIL LOCATED WITHIN THE NORTHERN VIRGINIA REGIONAL PARK AUTHORITY (NVRPA) PROPERTY WILL BE MAINTAINED BY NVRPA AND THE COUNTY. ALL OTHER IMPROVEMENTS, SUCH AS CONCRETE SIDEWALK, CURB & GUTTER AND CURB RAMPS WILL BE MAINTAINED BY THE COUNTY.

POPULATION: ARLINGTON COUNTY 207,627 (2010 CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	LENGTH INCLUDING BRIDGES)		BRIDGE PLAN NO.	TYPE PROJECT	DESCRIPTION
					FEET	MILES			

NOTE: PROJECT LENGTH BASED ON ROADWAY CENTERLINE

FHWA 534 DATA: XXXXX

STATE	FEDERAL AID	ROUTE	STATE	SHEET NO.
VA				

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA

	N SYCAMORE ST MAJOR ARTERIAL		
	N SYCAMORE ST (SOUTH OF WASHINGTON BLVD)	N SYCAMORE ST (NORTH OF WASHINGTON BLVD)	19TH STREET N (N TUCKAHOE TO N SYCAMORE ST) - 2021 - VDOT
POSTED V (MPH)	30	30	25
AADT (2021)	22,000	10,000	3,000

STREET CLASSIFICATION

N SYCAMORE STREET - MAJOR ARTERIAL
19TH STREET N - NEIGHBORHOOD MAJOR
I-66 - ACCESS RAMP
WASHINGTON BOULEVARD - MAJOR ARTERIAL
22ND STREET N - NEIGHBORHOOD MINOR
22ND ROAD N - NEIGHBORHOOD MINOR
LEE HIGHWAY - MAJOR ARTERIAL

RIGHT OF WAY

PORTION OF CONSTRUCTION WILL BE PERFORMED OUTSIDE EXISTING RIGHT OF WAY. SEE RIGHT OF WAY PLANS



ARLINGTON VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
FACILITIES & ENGINEERING DIVISION
ENGINEERING BUREAU
2100 CLAREMONT BOULEVARD, SUITE 813
ARLINGTON, VA 22201
PHONE: 703.226.2629
FAX: 703.226.2699

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SEAL

**60%
SUBMISSION**

APPROVALS DATE

APPROVALS ARE NOT REQUIRED WITH THIS SUBMISSION

REVISIONS DATE

REVISIONS	DATE

TIER 1 PROJECT

LOCALLY ADMINISTERED PROJECTS

NAME OF LOCALITY
NAME OF RESPONSIBLE LOCAL OFFICIAL (TYPE)
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
DATE DISTRICT PLANNING AND INVESTMENT MANAGER
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPE)
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
DATE TITLE OF POSITION

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION

DATE DISTRICT PLANNING AND INVESTMENT MANAGER
DATE DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR RIGHT OF WAY ACQUISITION
DATE DISTRICT ADMINISTRATOR

NOTE:
ALL CONSTRUCTION IS TO BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION

DATE DISTRICT PLANNING AND INVESTMENT MANAGER
DATE DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR CONSTRUCTION
DATE DISTRICT ADMINISTRATOR

SWM #XX-XXXX

N. SYCAMORE STREET COMPLETE STREETS PROJECT
 EFCS
 N. SYCAMORE STREET (BETWEEN 19TH ST N. & LANGSTON BLVD)
 VDOT COVER

DESIGNED: JM/JC
DRAWN: JM/JC
CHECKED: AP
PLOTTED: MAY 31 2024
SCALE:

C000.2



**CLERK TO THE
COUNTY BOARD**

MASON KUSHNIR

**ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD**
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
E-MAIL: COUNTYBOARD@ARLINGTONVA.US
PHONE: (703) 228-3130



**BOARD
MEMBERS**

CHAIR LIBBY GARVEY
VICE-CHAIR TAKIS KARANTONIS

MATT DE FERRANTI
MAUREEN COFFEY
SUSAN CUNNINGHAM

CERTIFICATION

I hereby certify that at its September 14, 2024 Regular Meeting, on a consent motion by LIBBY GARVEY, Chair, seconded by MAUREEN COFFEY, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Libby Garvey, Chair - Aye, Takis Karantonis, Vice-Chair - Aye, Matt de Ferranti, Member - Aye, Maureen Coffey, Member - Aye, and Susan Cunningham, Member - Aye, the County Board of Arlington, Virginia, approved the C.M. RECOMMENDATIONS in the attached County Manager's report dated August 23, 2024

SUBJECT: Request to Approve the Design Concept and Request to the Commonwealth Transportation Board (CTB) for Limited Access Control Changes (LACC) for the North Sycamore Street Improvements trail spur to the Four Mile Run Trail.

Given under my hand this 18th day of September, 2024.



Mason Kushnir, Clerk
Arlington County Board



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item
Meeting of September 14, 2024

DATE: August 23, 2024

SUBJECT: Request to Approve the Design Concept and Request to the Commonwealth Transportation Board (CTB) for Limited Access Control Changes (LACC) for the North Sycamore Street Improvements trail spur to the Four Mile Run Trail.

C. M. RECOMMENDATION:

1. Approve the design concept for the North Sycamore Street Improvements trail spur to the Four Mile Run Trail (Figure 1 in staff report).
2. Approve the LACC request for the North Sycamore Street Improvements trail spur to the Four Mile Run Trail (resolution attached to the staff report, Attachment A).

ISSUES: This is a request for the County Board to approve the design concept for the North Sycamore Street Improvements trail spur to the Four Mile Run Trail. There are no other issues at the time of this report.

SUMMARY: The design concept requires a Limited Access Control Change (LACC) due to the proximity of the trail spur to the on-ramp from North Sycamore Street to eastbound Interstate 66 (I-66). Under State law, LACC requests must be submitted by the local governing body of the jurisdiction where the transportation project is located to the Commonwealth Transportation Board (CTB), in the form of a resolution approved by the governing body.

BACKGROUND: The [North Sycamore Street Complete Streets](#) project is progressing toward 60 percent design and its project limits are between Langston Boulevard (US 29) and 19th Street North. The project includes a realignment of an existing spur of the Four Mile Run trail in the southeast quadrant of the intersection of North Sycamore Street, 19th Street North, and the on-ramp to eastbound I-66, known as Ramp 'F' (see Figure 1).

DISCUSSION: The proposed realignment of the spur to the Four Mile Run Trail in the southeast quadrant of the intersection from its current curving, sickle-shaped alignment that touches North Sycamore Street approximately 60 feet south of the intersection curb ramp to a more straight line direct connection with the intersection curb ramp improves access and ease of navigation for all trail users and is a key component of the overall complete streets project. Since the improved alignment of the trail crosses the limited access area for I-66, the County must

County Manager: *MJS / MNC*

County Attorney: *MNC* *Dennis A. Vinty*

Staff: Rich Roisman and Ariel Yang, DES-Transportation

request a change to the limited access control line, removing it where the trail crosses the area. VDOT is supportive of this change and will advance the County Board’s recommendation to the CTB on behalf of the County.

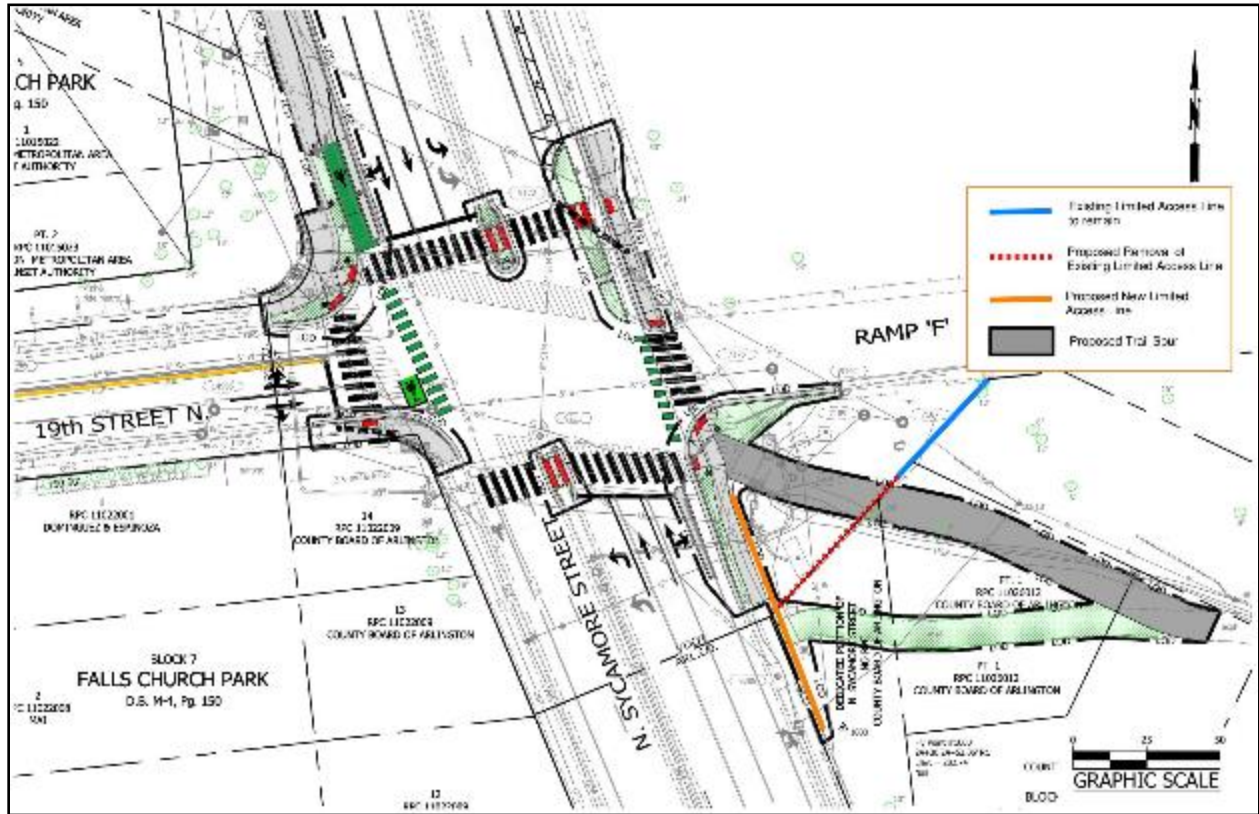


Figure 1: Exhibit for Proposed Limited Access Control Change

PUBLIC ENGAGEMENT:

Level of Engagement: Communicate, Consult, and Involve.

Outreach Methods: In Winter 2022, community members were asked to share their experiences of the current street via an interactive on-line map. On November 1, 2022, the project team held an online meeting where community members were invited to learn more about the project, review the concept design, see how community feedback informed the design, and share their feedback. In Winter 2024, using feedback from the two previous community engagements, the project team refined and shared the final concept design with the community.

From October 6, 2023, to October 22, 2023, Arlington County publicly posted a Notice of Willingness to Hold a Public Hearing and accepted community comments on the proposed LACC. No comments and no requests to hold a Public Hearing were received from the community.

Community Feedback: No comments and no requests to hold a Public Hearing on the proposed LACC were received from the community. Overall community feedback on the project has been positive.

FISCAL IMPACT: There is no fiscal impact from requesting the LACC. Staff will coordinate with VDOT to prepare the LACC request package for the CTB and any other material prior to the CTB meeting and action. The CTB meets monthly. The project is included in the adopted CIP and procurement of a construction contractor is anticipated in Fall 2026. The project is funded by state (VDOT Revenue Sharing) and local sources.

Attachment A

**RESOLUTION REQUESTING COMMONWEALTH TRANSPORTATION BOARD
APPROVAL OF PROPOSED LIMITED ACCESS CONTROL CHANGES
ADJACENT TO NORTH SYCAMORE STREET AND INTERSTATE 66 RAMP 'F'**

WHEREAS, Arlington County is leading the locally administered Virginia Department of Transportation (“VDOT”) project North Sycamore Street Improvements, Universal Project Code (“UPC”) 113249, and

WHEREAS, as a locally administered project (“LAP Project”) the County Board of Arlington, Virginia, is a signatory to the subject project agreement with VDOT, and

WHEREAS, the concept design developed for the project includes a realignment of a spur to the Four Mile Run Trail in the southeast quadrant of the intersection of North Sycamore Street, 19th Street North, and Interstate 66 (“I-66”) Ramp ‘F’, and

WHEREAS, the proposed trail realignment requires a break in the limited access control line adjacent to I-66, and

WHEREAS, to process Limited Access Control Change (“LACC”) requests, VDOT requires a resolution of support from the locality within which the changes in limited access are proposed, and

WHEREAS, Arlington County posted a Notice of Willingness to Hold a Public Hearing on the LACCs and accepted community comments from October 6, 2023 to October 23, 2023, and did not receive any community comments nor requests to hold a Public Hearing.

NOW THEREFORE, BE IT RESOLVED, that the County Board of Arlington, Virginia, endorses these proposed changes to the limited access controls adjacent to I-66 for the North Sycamore Street Complete Streets project.

BE IT FURTHER RESOLVED, that the County Board of Arlington, Virginia, hereby requests, pursuant to §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, of the *Virginia Administrative Code*, that the Commonwealth Transportation Board approve the proposed changes to the limited access controls.



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

April 21, 2025

Mr. Edward Ofori
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

North Sycamore Street Improvements at I-66
VDOT Project: 6682-000-R73, P101, R201, C501
UPC: 113249
County of Arlington
Request for Modified Limited Access Line

Dear Mr. Ofori,

The County of Arlington (VDOT) is administering a Design Bid Build Contract developing plans for the realignment of the Four Mile Run Trail connection that requires a break for non-vehicular purposes in the existing the limited access line adjacent to the existing I-66 Ramp "F" and an adjustment in the limited access end points on the northbound side of North Sycamore Street.

On October 4, 1956, Limited Access Control was established by the Commonwealth Transportation Board (CTB), which designated I-66 to be a Limited Access Highway. On May 5, 1964, the Commonwealth Transportation Board (CTB) approved State Highway Project 0066-000-102, C501 which provided for the construction of Interstate Route 66 from 0.288 miles east of the west intersection of Route 29-211 to 0.518 miles east of Patrick Henry Drive in Arlington County.

The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and meets the criteria for a Programmatic Categorical Exclusion (PCE) in accordance with 23 CFR 771.117 D-(7) and as such a PCE was prepared under an agreement between the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) and approved on April 15, 2024.

Mr. Edward Ofori
VDOT Project: 6682-000-R73
UPC: 113249
County of Arlington
Page 2 of 2

As a result of the design of the shared use path, the Limited Access Line along I-66 Ramp “F” needs to be modified to accommodate the construction of the shared use path.

Therefore, VDOT is requesting your concurrence in the modification to the existing Limited Access line along I-66 Ramp “F” as shown on the attached exhibits and the Limited Access point table.

Attached please find a copy of the Title Sheet, Plan sheets, a Location Map, exhibits showing each of the individual areas of LACC, the Limited Access Point Table, and a letter of support from Arlington County Dated September 14, 2024.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control tables in the exhibits. We are requesting our expedited review and approval of these limited access changes so the Commonwealth Transportation Board can approve the changes at their meeting on May 21, 2025.

If you have any questions or comments, please contact Lanksford Hankins, Jr., P.E. at lanksford.hankins@vdot.virginia.gov or 804-786-9726.

Sincerely,
Emmett R. Heltzel, PE
State Location and Design Engineer
Lanksford E Hankins Jr.
p.p. 2025.04.21 14:18:29-04'00'

Approved: JANICE L WILLIAMS Digitally signed by JANICE L WILLIAMS Date: 2025.04.29 12:44:36 -04'00' Date: _____

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

From: Snider, Lori A. (VDOT)
Sent: Monday, April 28, 2025 4:10 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 113249 - Request for Review - LACC for I-66 at N Sycamore Street

I approve of this limited access control change from a right of way perspective.

Lori

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

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Friday, April 25, 2025 12:08:23 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 113249 - Request for Review - LACC for I-66 at N Sycamore Street

Lori,

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



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



Environmental Division
NEPA Programs
Programmatic Categorical Exclusion (PCE)

(Last Revised: 09/22/2023)

Project Information	
Project Name:	North Sycamore Street Improvements Federal Project#:
Project Number:	6682-000-R73, C501, P101, R201 Project Type: Construction
UPC:	113249 Charge Number:
Project Number(Assoc)(UPC):	113249
Route Number:	6682 Route Type: Secondary
Project Limit--From:	19 th St. NB/I-66 On-Ramp To: Lee Highway
IPM Project Description:	In support of the 2019 adopted Bicycle Element of the Master Transportation Plan adopted by the Arlington Board, the project proposes to change the alignment of the Four-Mile Run Trail spur at the southeast corner of the intersection of N. Sycamore Street and 19th Street which will result in a break of I-66 limited access control line.
Additional Project Description:	
Purpose And Need:	The purpose of the proposed break in the interstate limited access is to provide a safe crossing for bicyclists and pedestrians at the 19th St. N/I-66 on-ramp intersection
District: Northern Virginia	City/County: Arlington County Residency: Arlington
Project Information	

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

X 23 CFR 771.117 D-(7)

Description of PCE Category:

D-7 Approvals for changes in access control



UNUSUAL CIRCUMSTANCES:

1. The proposed action will not result in significant environmental impacts.

Finding: Other; brief narrative provided in notes.

Notes: *Based on a review of the project location on September 5, 2023 by the Arlington County Project Manager (PM) the proposed limited access break will not result in significant environmental impacts as a result of the proposed interstate limited access control change (LACC).*

2. The proposed action will not result in substantial controversy on environmental grounds.

Finding: Other; brief narrative provided in notes.

Notes: *Based on a review of the project location on September 5, 2023 by the PM, there will be no substantial controversy on environmental grounds as a result of the proposed interstate LACC.*

3. The proposed action will not result in significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act.

Finding: Other; brief narrative provided in notes.

Notes: *The proposed interstate LACC does not involve land acquisition from properties protected by Section 4(f) and the Virginia Department of Historic Resources (VDHR) determined on October 19, 2023 that no historic properties would be affected.*

4. The project sponsor confirms that proposed action will not result in any inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

Notes: *Based on a review of the location on September 5, 2023 by the PM, there are no inconsistencies relating to the environmental aspects of this action.*

IMPACTS:

5. The proposed action will not involve acquisition of more than minor amounts of temporary or permanent right of way.

Source or finding: Confirmed by Locality PM.

Notes: The proposed interstate LACC does not involve temporary or permanent right of way acquisition

6. The proposed action will not involve residential or non-residential displacements.

Source or finding: Review of scope indicates no displacements are required.

Notes:

7. The proposed action will not result in capacity expansion of a roadway by addition of through lanes.

Source or finding: Review of project scope indicates there will be no new lanes carrying traffic for 2500 feet or more.:

Notes: *The proposed LACC does not involve a roadway expansion*

8. The proposed action does not involve the construction of temporary access, or the closure of an existing road, bridge, or ramps that would result in major traffic disruptions based on the context and intensity of the impact.

Source or finding: There will be no major traffic disruptions based on the project scope.

Notes:

9. The proposed action does not result in a determination of adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108).

Source or finding: Coordination with DHR resulted in a No Effect Determination.

Date of Finding: 10/19/2023

Notes:

10. The proposed action does not require the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA *de minimis* determination, or a programmatic Section 4(f) evaluation signed by FHWA.

Source or finding: There will be no use of Section 4(f) properties

Date of Finding:

1/23/2024

Notes: Click or tap here to enter text.

11. The proposed action does not require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired in fee or easement with federal public-use-money and have deed restrictions or covenants on the property.

Source or finding: Based on documented review of available mapping and databases, there will be no acquisition of lands protected by Section 6(f) or other unique areas or special lands.

Notes: *The proposed LACC does not involve land acquisition; therefore 6(f) does not apply*

12. The proposed action does not require a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344) permit other than a Nationwide or a General Permit.

Source or finding: The project will not require a water quality permit based on the documentation provided.

Date of Finding: 9/6/2023

Notes: *Based on a review of the project location by the Arlington County Project Manager, this project does not require a U.S. Army Corps of Engineers Section 404 permit.*

13. The proposed action does not require a U.S. Coast Guard bridge permit (33 U.S.C. § 401).

Source or finding: The project does not involve work on bridges over navigable waters necessitating a USCG permit.

Notes:

14. The proposed action does not require work that will cause an increase of the flood level by more than one foot within a regulatory floodway of water courses or water bodies or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to 23 CFR §650 subpart A.

Source or finding: The scope of the project involves no earth disturbance and would not result in any new water crossings, additional fill, or increased impervious surface area encroaching on existing floodways.

Notes:

15. The proposed action is not defined as a "Type I project" per 23 CFR §772.5 and the VDOT noise manual for purposes of a noise analysis.

Source or finding: (LAP ONLY) Review by the Locality PM and per the VDOT noise manual

Notes:

16. The proposed action is not likely to adversely affect federally listed species or designated critical habitat, with the exception of a "may affect, likely to adversely affect" (MALAA) determination for a species with a Section 7 programmatic biological opinion.

Source or finding: The project is Not Likely to Adversely Affect federally listed species or designated critical habitat.

Date of Finding: 1/18/2024

Notes: *Based on the Concurrence Letter from U.S. Fish and Wildlife Service (USFWS), the project may affect, not likely to adversely affect (MA/NLAA) the federally endangered Northern Long-eared Bat (NLEB) relying on the Range-wide NLEB determination key (Dkey). No designated critical habitat was identified in the project area.*

17. The proposed action does not involve any known or potential hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve.

Source or finding: (LAP ONLY) EQ-121

Notes:

18. The proposed action is fiscally constrained and meets the provisions of the "Planning Documents and NEPA Approvals" document in accordance with 23 CFR §450.

Source or finding: Other; brief narrative provided in notes.

Notes: *The provisions of the "Planning Documents and NEPA Approvals" document does not apply to the proposed*

interstate LACC (i.e., action)

19. The proposed action will not cause disproportionately high and adverse effects on any minority or low-income populations.

Source or finding: The project does not involve displacements, changes in access, major traffic disruptions, more than minor amounts of right of way acquisition, community disruptions, or disruption of emergency services.

Notes:

20. The project sponsor confirms the project does not involve consideration of multiple NEPA alternatives and is not listed in 23 CFR §771.115(a).

Notes: *Based on the qualifying actions, the proposed interstate LACC does not require the consideration of multiple NEPA alternatives.*

Muse John
akl02745

Digitally signed by Muse John
akl02745
Date: 2024.04.15 17:45:04 -04'00'

04/15/2024

Environmental Manager, CE Determination on behalf of FHWA

Date

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Hilton Oliver, Attorney (Facebook). 757-490-0126. Se Habla Espanol. BBB Member. <https://hiltonoliverattorneyva.com>.

Legal Ads

Legal Notices

VIRGINIA: IN THE CIRCUIT COURT FOR PRINCE WILLIAM COUNTY

COMMONWEALTH TRUSTEES, LLC, Trustee

VS. Case No.: 23-8792
UNKNOWN HEIRS OF TERRI A. ZIEGLER
Sewing by Order of Publication

Respondents.

ORDER OF PUBLICATION

P e t i t i o n e r , Commonwealth Trustees, LLC ("Commonwealth"), by counsel, and upon its Affidavit of Order of Publication requesting an Order of Publication, and IT APPEARING that the object of this suit is to interplead surplus funds held in escrow following the sale of 7058 Sauvage Lane, Gainesville, VA 20155, at foreclosure; and IT APPEARING that Terri A. Ziegler is deceased, and Petitioner has not been able to locate any evidence that an estate has been established or a List of Heirs filed; and IT APPEARING that due diligence has been used to locate Respondents, Unknown Heirs of Terri A. Ziegler, ("Ziegler Parties Unknown"); and IT APPEARING that the last known address for Terri A. Ziegler is 7058 Sauvage Lane, Gainesville, VA 20155; and IT APPEARING that it is timely and appropriate that this Court enter an Order allowing for service upon the Respondents be completed pursuant to Virginia Code §8.01-316 by Order of Publication in a newspaper with general circulation in and published in and approved by the Circuit Court for Prince William County, Virginia, and it is therefore,

ADJUDGED, ORDERED AND DECREED that all Respondents be placed on notice that a Petition is pending in the Circuit Court of Prince William County, Virginia, n a m e l y Commonwealth Trustees, LLC v. Unknown Heirs of Terri A. Ziegler, to interplead surplus funds held in escrow following the sale of 7058 Sauvage Lane, Gainesville, VA 20155, at foreclosure; and it is further ADJUDGED, ORDERED AND DECREED, that Ziegler Parties Unknown must appear on or before the 22nd day of November, 2023, before this Court and make known to this Court any objection they may have to the petition and to state their interests in and to the subject real property; to claim said surplus funds, and to claim any defenses to the pending action otherwise an order will be entered in favor of Petitioner, and it is further ADJUDGED, ORDERED AND DECREED that the Clerk of this Court send notice of this service to Respondent at the last known address of 7058 Sauvage Lane, Gainesville, VA 20155; and ADJUDGED, ORDERED AND DECREED that The Washington Times Newspaper shall file an affidavit of publication with the Clerk of this Court attesting to the dates of publication, attesting that the notice was published at least once a week for four successive weeks, Dated this 3rd day of October, 2023.

JACQUELINE C. SMITH: ESO
Clerk of Prince William County Circuit Court
By: Ana I. Seger
Senior Deputy Clerk
Circuit Court-Civil Division

October 6, 13, 20 & 27, 2023
AD#77171

WE ASK FOR THIS: COMMONWEALTH TRUSTEES, LLC

Sara Tussey
VSB No. 79826
Andrew M. Higgins, VSB No. 22886
ROSENBERG & ASSOCIATES, LLC
4340 East West Highway, Ste 610
Bethesda, MD 20814
Telephone: (301) 907-8000
Facsimile: (301) 907-8101
Sara.Tussey@rosenberg-assoc.com
Andrew.Higgins@rosenberg-assoc.com
Counsel for Petitioner

October 3rd, 2023
James E. Plovman, Jr.
Judge

October 6, 13, 20, 27, 2023
AD#77238

Legal Notices

NOTICE OF PUBLIC HEARING CITY OF FAIRFAX, VIRGINIA

Notice is hereby given that the City Council of the City of Fairfax at its meeting on Tuesday, October 24, 2023, at 7:00 p.m. in City Hall Annex, Room 100, 10455 Armstrong Street, will hold a public hearing to consider the following:

An ordinance authorizing "quick-take" condemnation of certain public right-of-way in fee simple, together with grading and temporary construction easement(s), on real property owned by Branch Avenue Associates, LLC at 10620 Fairfax Boulevard, and having Tax Map No. 57-2-02-006.

An ordinance authorizing "quick-take" condemnation of certain public right-of-way in fee simple, together with grading and temporary construction easement(s), on real property owned by Sagaar LLC at 10655 Fairfax Boulevard, and having Tax Map No. 57-2-02-083.

An ordinance authorizing "quick-take" condemnation of certain public right-of-way in fee simple, together with grading and temporary construction easement(s), on real property owned by Shops at Fairfax LLC at 10670 Fairfax Boulevard, and having Tax Map No. 57-1-02-062-A.

All interested parties may express their views by submitting an email to publichearing@fairfaxva.gov or submit eComments on the day of the meeting at www.fairfaxva.gov/CityMeetings. All reports will be available electronically five (5) days prior to the meeting date and on the City of Fairfax webpage at www.fairfaxva.gov. To request a copy of the staff report please email publichearing@fairfaxva.gov. The City will make reasonable accommodations for the disabled upon request received at least five days prior to the meeting; please call 703-385-7935, (TTY 711) for assistance.

Melanie Zipp, Clerk

Run Dates: October 13th, 2023
October 18th, 2023

AD#77374

Legal Notices

VIRGINIA: IN THE CIRCUIT COURT OF THE COUNTY OF PRINCE WILLIAM

COUNTY OF PRINCE WILLIAM, VIRGINIA, a Political Subdivision of the Commonwealth of Virginia,
Complainant,
v. Case No. CL23-007
MORRIS HARMON, ET AL.,
Respondents.

ORDER OF PUBLICATION

The object of this suit is to enforce the lien of the Complainant, County of Prince William, Virginia, for delinquent real estate taxes against certain real property located in the County of Prince William, Virginia, described as follows:
Tax Map No. 7493-06-1857
Account No. 00932

Beginning at a point on the east side of now known or formerly known as Nokesville and Auburn or Catlett road at the south-west corner of the land owned or formerly owned by Lewis Quinn in a north easterly direction to a point one hundred and ten (100) yards from the point of the beginning (distance not to be used if there is a southerly along east side of said road one hundred yards (100) to the point of the beginning, being a triangular shape.

LESS AND EXCEPT that portion of land conveyed to the Commonwealth of Virginia by Certificate of take dated August 8, 1964 and recorded on August 10, 1964 in the Circuit Court Clerk's Office for Prince William County, Virginia as Deed Book 327, Page 75.

And being a portion of the same real property conveyed to Morris Harmon and Cynthia Harmon from Norman Webster and Mamie Webster by Deed dated June 15, 1918 and recorded on July 23, 1918 in the Circuit Court Clerk's Office for Prince William County, Virginia as Deed Book 71, Page 208.

This description is made subject to all easements, conditions, covenants, restrictions, and reservations of record which affect the property herein described.

IT APPEARING that an Affidavit has been made and filed stating that due diligence has been used without effect, to ascertain the identity and location of certain parties to be served, that the last known addresses for the Respondents herein are as follows: Morris Harmon, who is believed to be deceased and whose last known address is c/o Susan Simms 628 N. Alfred St., Alexandria, Virginia 22314; Cynthia Quinn Harmon, who is believed to be deceased and whose last known address is unknown; Elia Harmon, who is believed to be deceased and whose last known address is unknown; Naomi Terresa Quinn Thomas, who is believed to be deceased and whose last known address is unknown; Mary Virginia Thomas Bonepart, who is believed to be deceased and whose last known address is unknown; Susan Joan Thomas Simms, who is believed to be deceased and whose last known address is unknown; and that any officers, heirs, devisees, and successors in title of the Respondents named herein are made parties Respondent to this action individually and jointly by the general description of Parties Unknown. It is hereby **ORDERED** that the parties herein and all Parties Unknown and/or whose location cannot be ascertained appear on or before **Wednesday, October 18, 2023**, at the Clerk's Office of the Circuit Court of the County of Prince William, Virginia, and do what may be necessary to protect their interests in this cause. Entered on the 4th day of October, 2023

JACQUELINE C. SMITH: ESO
Clerk
By: Ana I. Seger
Senior Deputy Clerk
Circuit Court-Civil Division

ASK FOR THIS: JOHN A. RIFE
ESQ. VSB No. 45805
Jeffrey A. Scharf, Esq., VSB No. 30591
Mark K. Ames, Esq., VSB No. 7409
Andrew M. Neville, Esq., VSB No. 86372
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Garrett W. Patton, Esq., (VSB No. 98345)
Taking Authority Consulting Services, PC
P.O. Box 31800
Henrico, Virginia 23294-1800
Phone: (804) 545-2500
Facsimile: (804) 545-2378
TACS No.: 84560

October 6 & 13, 2023
AD#77199

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Public Notice

Willingness for Public Comments Proposed for Limited Access Control Changes

N. Sycamore Street Complete Streets Project Trail Spur Realignment

Arlington County Department of Environmental Services

The Arlington County Department of Environmental Services is accepting comments regarding the proposed limited access control changes for the N. Sycamore Street Complete Streets Project. The project will change the alignment of the trail spur at the southwest corner of the intersection of N. Sycamore Street and 19th Street. This project will involve changes in limited access control.

Information related to the project and the limited access control changes are available for review at the Arlington County Department of Environmental Services, 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22209, (tel. 703-228-4019). Please call ahead for staff availability. Information is also available online: Visit www.arlingtonva.us and search "N. Sycamore Complete Streets".

Arlington County invites public comments related to the proposed limited access control change. Comments must be received in writing at ayang@arlingtonva.us or by mail at the address listed above (ATTN: Ariel Yang) by October 22, 2023. Please reference "N. Sycamore Street Complete Streets Project" in the subject line.

Arlington County ensures nondiscrimination in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or require special assistance for persons with disabilities or limited English proficiency, contact 703-228-3559. [UPC 113249; State Project #6682-000-R73].

Run Dates: October 6th, 2023
October 13th, 2023

AD#76999

Meridian Public Charter School

REQUEST FOR PROPOSALS

Special Education Services

The Board of Trustees of Meridian Public Charter School located in Washington, DC, is seeking bids from prospective agencies and/or companies to provide the following services:

Special Education Related Services

Please send all questions or request for additional information to:

Michael L. Russell
Chief Operating Officer
Meridian Public Charter School
business@meridian-dc.org

October 13, 2023 Ad#77233

PAUL PUBLIC CHARTER SCHOOL

REQUESTS FOR PROPOSALS

Safety Doors

Paul Public Charter School is currently seeking bids for the purchase and installation of fire rated safety doors for our stairwells.

All submissions are due by October 27, 2023, at 12 noon. All questions must be submitted in writing and proposals emailed to kyochum@paulcharter.org.

October 13, 2023 Ad#77224

ACHIEVEMENT PREPARATORY ACADEMY PUBLIC CHARTER SCHOOL

NOTICE: REQUEST FOR PROPOSALS FOR MULTIPLE SERVICES

Achievement Preparatory Academy Public Charter School in accordance with section 2204(c) of the District of Columbia School Reform Act of 1995 solicits proposals for vendors to provide the following services for SY23-24:

- Math Tutoring and Intervention Services

Proposal Submission

A Portable Document Format (pdf) election version of your proposal must be received by the school no later than **4:00 p.m. EST on Friday, October 27, 2023**. Contact bids@achievementprep.org for a copy of the Scope of Work. Proposal submissions should be emailed to bids@achievementprep.org. No phone calls.

October 13, 2023 Ad#77248

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Monarch Academy Annapolis

Legal Notice - Request for Proposal

School Gymnasium Structural and Interior Renovation

The Monarch Academy Annapolis school, located at 2000 Capital Drive, Maryland 21401 is seeking a qualified vendor or multiple vendors to renovate an existing school gymnasium with new flooring, new wall mounted partitions, and new light and sound systems. We are also seeking a qualified vendor or multiple vendors to design and install a new steel support beam system to replace the existing structural columns within the gymnasium, to open up the interior and allow the space to accommodate a basketball court. All vendors must be able to conduct business in the Annapolis, Maryland. The Monarch Academy Annapolis expects work to be completed by spring 2024. RFP Open Date - November 13th, 2023, Onsite Meeting - November 29th, 2023, Bids due by December 4th, 2023. For more information, please email John Weitzel at weitzelj@childrensguild.org.

October 13, 2023 Ad#77247

PAUL PUBLIC CHARTER SCHOOL

REQUESTS FOR PROPOSALS

Security Camera Services

Paul Public Charter School is currently seeking bids for security camera hardware, software, and installation.

All submissions are due by October 27, 2023, at 12 noon. All questions must be submitted in writing and proposals emailed to kyochum@paulcharter.org.

October 13, 2023 Ad#77215

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 1-211.1, 8.01-316, -317, 20-104

LOUDOUN COUNTY CIRCUIT COURT

Case No: CL23-5528

Commonwealth of Virginia, in re **Leesburg Mill, LLC**

v.

Unknown Beneficiaries of a Trust that Nicholas Kitzrie was the trustee of and which held title to the real property identified as Parcel ID 151-40-0958-000

The object of this suit is to:

Quiet title to the property identified as Loudoun County Parcel ID 151-40-0958-000

It is ORDERED that Parties Unknown appear at the above-named Court and protect his or her interests on or before **December 1, 2023 AT 10:00 a.m.**

October 3rd, 2023
James E. Plovman, Jr.
Judge

October 6, 13, 20, 27, 2023
AD#77238

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 1-211.1, 8.01-316, -317, 20-104

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James E. Plovman, Jr.
Judge

October 6, 13, 20, 27, 2023
AD#77239

ASK FOR THIS: JOHN A. RIFE
ESQ. VSB No. 45805
Jeffrey A. Scharf, Esq., VSB No. 30591
Mark K. Ames, Esq., VSB No. 7409
Andrew M. Neville, Esq., VSB No. 86372
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Phone: (804) 545-2500
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TACS No.: 84560

October 6 & 13, 2023
AD#77199

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October 13, 2023 Ad#77224

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October 13, 2023 Ad#77248

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ESQ. VSB No. 45805
Jeffrey A. Scharf, Esq., VSB No. 30591
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October 6 & 13, 2023
AD#77199

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October 13, 2023 Ad#77215

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ASK FOR THIS: JOHN A. RIFE
ESQ. VSB No. 45805
Jeffrey A. Scharf, Esq., VSB No. 30591
Mark K. Ames, Esq., VSB No. 7409
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October 6 & 13, 2023
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Legal Notices

BRIEF

FAIRFAX COUNTY NOTICE

October 24, 2023

Public hearings before the Board of Supervisors of Fairfax County, Virginia, to be held in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

TIME SUBJECT

4:00 p.m. Public hearing on proposed alterations to the following sanitary districts for refuse/recycling and/or leaf collection service:

- 1. Create Holmes Run Area Sanitary District in DTA Local District 1B within Mason District for the purpose of providing refuse/recycling collection services.

Questions regarding these proposed alterations may be directed to the Solid Waste Management Program of the Department of Public Works and Environmental Services at 703-324-5230.

4:00 p.m. Public Hearing on proposed alterations to the following sanitary districts for refuse/recycling and/or leaf collection service:

- 1. Enlarge Stone Haven Area Sanitary District in DTA Small District 3 within Braddock District for the purpose of providing refuse/recycling collection services.

Questions regarding these proposed alterations may be directed to the Solid Waste Management Program of the Department of Public Works and Environmental Services at 703-324-5230.

4:00 p.m. Public Hearing on proposed alterations to the following sanitary districts for refuse/recycling and/or leaf collection service:

- 1. Enlarge Springfield Park Area 1 Sanitary District in DTA Local District 1B within Franconia District for the purpose of providing refuse, recycling, and vacuum leaf collection services.

Questions regarding these proposed alterations may be directed to the Solid Waste Management Program of the Department of Public Works and Environmental Services at 703-324-5230.

4:00 p.m. Public Hearing on proposed alterations to the following sanitary districts for refuse/recycling and/or leaf collection service:

- 1. Enlarge Dunn Loring Area 1 Sanitary District in DTA Small District 11 within Providence District for the purpose of providing refuse/recycling collection services.

Questions regarding these proposed alterations may be directed to the Solid Waste Management Program of the Department of Public Works and Environmental Services at 703-324-5230.

4:00 p.m. Public Hearing on proposed alterations to the following sanitary districts for refuse/recycling and/or leaf collection service:

- 1. Create Elmswood Estates Area 1 Sanitary District in DTA Local District 1A2 within Dranesville District for the purpose of providing refuse/recycling collection services.
2. Create Reddfield Area 1 Sanitary District in DTA Local District 1B within Dranesville District for the purpose of providing refuse/recycling collection services.
3. Create Swinks Mill Area 1 Sanitary District in DTA Local District 1A1 within Dranesville District for the purpose of providing refuse/recycling collection services.
4. Enlarge Chesterbrook Estates Area 2 Sanitary District in DTA Local District 1A1 within Dranesville District for the purpose of providing refuse/recycling collection services.
5. Enlarge Lewinsville Heights Area 1 Sanitary District in DTA Small District 4 within Dranesville District for the purpose of providing refuse/recycling collection services.
6. Enlarge McLean Manor Area 3 Sanitary District in DTA Local District 1A1 within Dranesville District for the purpose of providing refuse/recycling collection services.
7. Enlarge River Oaks Area 1 Sanitary District in DTA Small District 6 within Dranesville District for the purpose of providing refuse/recycling collection services.
8. Enlarge River Oaks Area 2 Sanitary District in DTA Small District 6 within Dranesville District for the purpose of providing refuse/recycling collection services.

Questions regarding these proposed alterations may be directed to the Solid Waste Management Program of the Department of Public Works and Environmental Services at 703-324-5230.

4:30 p.m. Public hearing on the acquisition via eminent domain of certain land rights pursuant to Virginia Code sections 15.2-1901 necessary for the construction of Project 5G25-060-023, Chain Bridge Walkway- Courthouse Road to Sutton Road (Providence District). This project consists of pedestrian access improvements along the south side of Chain Bridge Road from Courthouse Road to the Sutton Road/Five Oaks Road intersection including a 1,760 LF, 5-foot-wide concrete sidewalk, 2 bus loading pads, and updating 4 driveway entrances. The project also includes crosswalks, curb ramps, and pedestrian signal heads at the intersections of Chain Bridge Road with Fox Rest Lane/Oak Valley Drive and Sutton Road/Five Oaks Road. Plans and plats describing the work proposed to be done and the property interests to be acquired for this project are on file in the Land Acquisition Division of the Department of Public Works and Environmental Services, 12000 Government Center Parkway, Suite 449, Fairfax, Virginia, 22035, or by calling 703-324-5090.

4:30 p.m. Public hearing to consider the conveyance of Board-owned property located at 13500 Dulles Greene Drive and identified as Tax Map No. 0161 01 0011B, Dranesville District, to the Fairfax County Redevelopment and Housing Authority. Questions regarding this proposed conveyance of Board-owned property may be directed to the Real Estate Services Division of the Facilities Management Department at 703-324-2886.

4:30 p.m. Citizens and Businesses of Fairfax County are encouraged to present their views on issues of concern. The Board will hear public comment on any issue except issues under litigation, issues which have been scheduled for public hearing before the Board (this date and future dates), personnel matters and/or comments regarding individuals. Each speaker may have up to three minutes and a maximum of 10 speakers will be heard. Speakers may address the Board only once during a six-month period. Individuals wishing to provide public comment must sign up in advance no later than 12:00 p.m. on the day of the public comment period either online at https://www.fairfaxcounty.gov/bosclerk/speakers-form or by calling 703-324-3151.

The public hearings are available to view live on Channel 16 and stream live online at https://www.fairfaxcounty.gov/cableconsumer/channel-16/stream. Live audio of the meeting may be accessed at 703-324-7700. Those wishing to testify may do so in person, or via phone or pre-recorded YouTube video. Speakers wishing to testify via video must register by signing up online below or by calling the Department of Clerk Services at 703-324-3151, TTY 711, and must submit their video no later than 9 a.m. on the day prior to the hearing. Speakers wishing to testify via phone must sign up to testify no later than 12:00 p.m. the day of the hearing to be placed on the Speakers List. Speakers not on the Speakers List may be heard after the registered speakers have testified. In addition, written testimony and other submissions will be received by mail at 12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035 or by email at ClerktotheBOS@fairfaxcounty.gov. More information on the ways to testify can be found at https://www.fairfaxcounty.gov/clerkservices/ways-provide-public-hearing-testimony.

Copies of the full text of proposed ordinances, plans and amendments, as applicable, as well as other documents relating to the aforementioned subjects, are on file and available for review at the Office of the Clerk for the Board of Supervisors and on the County's website at www.fairfaxcounty.gov. To make arrangements to view the documents, please contact the Office of the Clerk for the Board of Supervisors at 703-324-3151.

Fairfax County is committed to nondiscrimination on the basis of disability in all county programs, services and activities and supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities. All televised government meetings are closed captioned in English and Spanish (los subtítulos en español). Reasonable accommodation is available upon 48 hours advance notice by calling 703-324-3151 or TTY 711.



Ad Run Dates: October 13th, 2023
October 20th, 2023

AD#77255

Trustee Sales: Prince George's Co.

Protas, Spivok & Collins, LLC
4330 East West Highway - Suite 900
Bethesda, MD 20814

SUBSTITUTE TRUSTEES' AUCTION
NORTH BRENTWOOD

DEVELOPMENT SITE
4 Adjoining Parcels • 0.4± Acre • Zoned NAC

Known As
4520, 4522 & 4524
RHODE ISLAND AVENUE (US-1)
North Brentwood, Prince George's County, MD 20722

Sale to Be Held At Duval Entrance
CIRCUIT COURT FOR
PRINCE GEORGE'S COUNTY
14735 Main Street, Upper Marlboro, MD 20772

THURSDAY, NOVEMBER 2, 2023
AT 12:00 NOON

Under and by virtue of the power of sale contained in a certain Deed of Trust, Security Agreement and Fixture Filing with Assignment of Leases and Rents ("Deed of Trust"), dated May 21, 2020, and recorded among the Land Records for Prince George's County, Maryland on June 1, 2020, at Book 43647, Page 407 from 4520 Rhode Island Ave LLC to the Trustees therein, the holder of the indebtedness secured thereby having appointed the undersigned to act as Substitute Trustees, in place and stead of the aforementioned Trustees, by instrument duly executed, acknowledged and recorded among the Land Records aforesaid, default having occurred under the terms thereof and at the request of the party secured thereby (in the Circuit Court for Prince George's County, Case No. C-16-CV-23-002616), the undersigned Substitute Trustees will sell at Public Auction, at the Courthouse, the following:

All those fee simple lots of ground and the improvements thereon, situate and lying in Prince George's County, State of Maryland and being more fully described in the above-referenced Deed of Trust; lot size 17,480 square feet or 0.401 acre, more or less.

The property is believed to comprise four separately taxed parcels located in the North Brentwood area, approximately 1 mile northeast of Washington, D.C. Three parcels each contain 5,000 square feet, and the fourth contains 2,480 square feet. The lots are mostly level and clear, with a large curb cut on Rhode Island Avenue. Public water and sewer are believed to be in the immediate area. Zoning is believed to be NAC, Neighborhood Activity Center. According to the Prince George's County Zoning Department, "The five Transit-Oriented/Activity Center Base Zones are intended to serve as focal points of neighborhoods or broader communities consisting of multiple neighborhoods, at an urban intensity. These zones are walkable and bikeable, often well-served by transit, and contain—and require—mixed-use development."

NOTE: The information contained herein has been obtained from sources deemed reliable and is believed to be accurate. However, no express or implied warranty is made or may be inferred from any such representation. Dimensions, square footage and acreage contained herein are more or less. Prospective purchasers are encouraged to perform their own due diligence, in advance of the auction, regarding the permitted uses of the property.

TERMS OF SALE: A \$25,000 deposit, payable by cashier's check, will be required of the purchaser at time and place of sale. If necessitated by price, the deposit shall be increased to 10% of the purchase price by 11:00 A.M., on Friday, November 3, 2023, at the Auctioneer's office. The holder of the indebtedness, if a bidder at the sale, shall not be required to post a deposit. Balance to be paid in cash at settlement, which shall take place within ten (10) business days following final ratification of the sale by the Circuit Court for Prince George's County at a location designated by the Substitute Trustees. If payment of the balance does not take place within the specified time, the deposit shall be forfeited or the property may be resold at the risk and expense of the purchaser. Interest to be charged on the unpaid purchase money, at the rate stated in the Note executed in connection with the foreclosed Deed of Trust, from date of contract to date of settlement. If settlement is delayed for any reason, there will be no abatement of interest. All adjustments as of date of contract. Taxes and all other public charges and assessments payable on a monthly or annual basis, including sanitary and/or metropolitan district charges, if any, to be adjusted for the current year to date of contract and assumed thereafter by the purchaser. The property will be sold in "AS IS" condition, without express or implied warranty as to the nature and description of the improvements as contained herein; and subject to easements, agreements, restrictions or covenants of record affecting same, if any. Purchaser shall be responsible for obtaining physical possession of the property and assumes the risk of loss or damage to the property from the date of contract forward. The purchaser waives and releases the Substitute Trustees, the holder of the indebtedness, the Auctioneers, and their respective agents, successors and assigns from any and all claims the purchaser and/or its successors and assigns may now have or may have in the future relating to the condition of the property, including but not limited to the environmental condition thereof, if the Substitute Trustees are unable to convey good and marketable title, the purchaser's sole remedy in law or equity shall be limited to the refund of the deposit. Upon refund of the deposit this sale shall be null and void and of no effect, and the purchaser shall have no further claim against the Substitute Trustees, the holder of the indebtedness or Auctioneers. Recordation costs, transfer taxes and all other costs incident to settlement to be paid by the purchaser. Time shall be of the essence for the purchaser.

Authority to cancel this sale rests solely with the Substitute Trustees and/or the Auctioneer. Prospective buyers should disregard all other statements and comments made by any other person or entity regarding minimum bids, pricing and cancellations of the sale. Additional terms may be announced at the time of sale. The Substitute Trustees reserve: (1) the right to accept or reject any or all bids; (2) the right to modify or waive the requirements for bidders' deposits and terms of sale and/or settlement; (3) the right to withdraw the Property from the sale before acceptance of the final bid; and (4) the right to cancel or postpone the sale.

Jordan M. Spivok,
Philip J. Collins, Substitute Trustees

No Buyer's Premium



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410-296-8440 • www.ajbillig.com

Run Dates: October 13, 20, and 27, 2023

Auctions: DC

Public Auction

Notice is hereby given that on Monday, November 6, 2023 at or after 9:00 am a public lien sale will be held for the purpose of satisfying a landlord lien on the content(s) of storage, with the bidding to take place on LOCKERFOX.COM. Auction may be cancelled at any time. Payments will be accepted at the location in the forms of cash, cashier's check, and/or credit card. The tenant names and room numbers to be auctioned are:

U-Haul Moving & Storage of Capitol Hill
26 K St NE Washington, DC 20002

George Page- 1108, Ashlea Hayes- 1721, Armanti Mays- 1012, Tumaini Temu- 1232, Raynard Woodland- 1718A, Carl Brown- 1726A, Gregory P Williams- 1111, Christopher Sagley- 1649, Brandon Jacobs- 1467

U-Haul Moving & Storage of Intown
2515 5th St NE Washington, DC 20002

Roger Saavedra- 1053, Raymond Poston- 10233, Lisa Wise- 902, Pierre Pelmont- 1233, Margaret Hackney- 604, Gregory Peete- 0110, Patricia Edmondson- 625, Latoya Perkins- 180, Diamond Brooks- 619, Ronald Bolling- 0032, Reginald Kearney- 530, Elizabeth Mpanu-Mpanu- 20133, Claire Evans- 20023-25, Ricardo Holloway- 20350, Craig Robinson- 1412, Danielle Mills- 165, Thomas Savoy- 484, Gina Hall- 821, Alrenzo Johnson- 1575, Harold Travers- 1159, Courtney St Patrick- 10390, Cristina Brown- 753A, Phyllis McIntyre- 20298

October 13, 27, 2023
Ad#77355

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The Washington Times

Auctions: Maryland

NOTICE OF PUBLIC SALE: Self-storage Cube contents will be sold for cash by CubeSmart Management, LLC to satisfy a lien for rental on 10-18-2023 at approx. 12:00PM at www.storagetreasures.com.

"The contents of approximately (18) Cubes will be sold."

Locations:
583 - 1501 Ritchie Station Ct, Capitol Heights, MD 20743

Run Date: October 13th, 2023

AD#77388

Auctions: Maryland

Extra Space Storage will hold a public auction at the location indicated:

4950 Nicholson Ct, Kensington, MD 20895, October 18, 2023 11:30a

0508, 0628

The auction will be listed and advertised on www.storagetreasures.com. Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property.

October 13, 2023 Ad#77387

Legal Notices

DC & Maryland Virginia
202-636-4953 703-425-0903

The Washington Times

There is now pending before the District of Columbia Superior Court an action, case number 2017 CA 007628 R(RP) seeking to affect title to the property now or formerly owned by Darluce Rivera located at 817 4th Street NE, Washington, DC 20002. A copy of the action is available in the Clerk's office of the Court. A written answer, including any claims or defenses must be filed with the District of Columbia Superior Court Civil Branch, 500 Indiana Avenue, NW, Washington, D.C. 20001, on or before the 2nd day of November 2023.

Run Dates: October 13, 20, and 27, 2023

AD#77381

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Employment Opportunities

Research Technician (Ref: 6416), Guidehouse Digital LLC, Rockville, MD. Support ongoing genomic research projects by utilizing exp with wet lab & molecular biology techniques, bioinformatics tools, bioinformatics programs, programming language, data analysis platforms & Phylogeny tools. Req. Master's deg. or foreign eqv deg. in Molecular Bio, Biotech, Bioinformatics & Computational Bio or a rel field & two (2) yrs of post-bach's work exp. To apply, please email resume to: gh-jobs@guidehouse.com and reference: MD009.

Announcement

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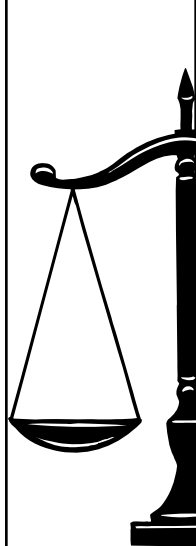
Legal Services

DIVORCE - Uncontested, \$475+\$86 court cost. WILLS-\$295.00. No court appearance. Estimated completion time twenty-one days. Hilton Oliver, Attorney (Facebook). 757-490-0126. Se Habla Espanol. BBB Member. <https://hiltonoliverattorneyva.com>.

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Legal Ads

Legal Notices

BRIEF

FAIRFAX COUNTY NOTICE

October 10, 2023

Public hearing before the Board of Supervisors of Fairfax County, Virginia, to be held in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

TIME SUBJECT

4:00 p.m. Public hearing to consider the conveyance of Board-owned property identified as Tax Map No. 0504 01 0050B, Mason District, to the Fairfax County Redevelopment and Housing Authority. Questions regarding this proposed conveyance of Board-owned property may be directed to the Real Estate Services Division of the Facilities Management Department at 703-324-2886.

The public hearing is available to view live on Channel 16 and stream live online at <https://www.fairfaxcounty.gov/cableconsumer/channel-16/stream>. Live audio of the meeting may be accessed at 703-324-7700. Those wishing to testify may do so in person, or via phone or pre-recorded YouTube video. Speakers wishing to testify via video must register by signing up online below or by calling the Department of Clerk Services at 703-324-3151, TTY 711, and must submit their video no later than 9 a.m. on the day prior to the hearing. Speakers wishing to testify via phone must sign up to testify no later than 12:00 p.m. the day of the hearing to be placed on the Speakers List. Speakers not on the Speakers List may be heard after the registered speakers have testified. In addition, written testimony and other submissions will be received by mail at 12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035 or by email at ClerktotheBOS@fairfaxcounty.gov. More information on the ways to testify can be found at <https://www.fairfaxcounty.gov/clerkservices/ways-provide-public-hearing-testimony>.

Copies of the full text of proposed ordinances, plans and amendments, as applicable, as well as other documents relating to the aforementioned subjects, are on file and available for review at the Office of the Clerk for the Board of Supervisors and on the County's website at www.fairfaxcounty.gov. To make arrangements to view the documents, please contact the Office of the Clerk for the Board of Supervisors at 703-324-3151.

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Ad Run Dates: September 29th, 2023
October 6th, 2023

NOTICE OF PUBLIC HEARING CITY OF FAIRFAX, VIRGINIA

Notice is hereby given that the City Council of the City of Fairfax at its meeting on Tuesday, October 10, 2023, at 7:00 p.m. in City Hall Annex, Room 100, 10455 Armstrong Street, will hold a public hearing to consider the following:

Z-22-00093
Request from Caglayan Investment Group, applicant, by Keith Martin, agent, for consideration of a Zoning Map Amendment (Rezoning) from CR Commercial Retail zoning district to RT Residential Townhouse zoning district in the Architectural Control Overlay District (ACOD) with proffers pursuant to City Code Section 110-6.4, a Special Exception to allow an adjustment to minimum required yards pursuant to City Code Section 110-6.17.1(B)(2), and a Special Exception to modify the sidewalk, street trees and 10-foot landscape strip along the private street pursuant to City Code Section 110-6.17.1(B)(4), an appeal of Zoning Administrator's decision to City Council pursuant to City Code Section 110-6.23, a Certificate of Appropriateness for architecture and landscaping pursuant to City Code Section 110-6.5, to allow development of 13 Townhomes on the premises known as 11006 Park Rd and more particularly described as Tax Map Parcel 57-1-40-002.

Proposed amendments to the Code of the City of Fairfax, Chapter 110 (Zoning) to amend portions of articles and sections contained therein, including, but not limited to: Zoning Districts and Regulations, Site Development Standards, Development Review and Definitions.

All interested parties may express their views by submitting an email to publichearing@fairfaxva.gov or submit eComments on the day of the meeting at www.fairfaxva.gov/CityMeetings. All reports will be available electronically five (5) days prior to the meeting date and on the City of Fairfax webpage at www.fairfaxva.gov. To request a copy of the staff report please email publichearing@fairfaxva.gov. The City will make reasonable accommodations for the disabled upon request received at least five days prior to the meeting; please call 703-385-7935, (TTY 711) for assistance.

Melanie Zipp,
Clerk

Run Dates: September 29th, 2023
October 6th, 2023

AD#77022



The Washington Times

@TheWashingtonTimes



Legal Notices

VIRGINIA: IN THE CIRCUIT COURT OF THE COUNTY OF PRINCE WILLIAM

COUNTY OF PRINCE WILLIAM, VIRGINIA, a Political Subdivision of the Commonwealth of Virginia, Complainant, v. Case No. CL23-07 MORRIS HARMON, ET AL., Respondents.

ORDER OF PUBLICATION

The object of this suit is to enforce the lien of the Complainant, County of Prince William, Virginia, for delinquent real estate taxes against certain real property located in the County of Prince William, Virginia, described as follows: Tax Map No. 7463-96-157 Account No. 00052. Beginning at a point on the east side of now known or formerly known as Nokesville and Auburn or Catlett road at the south-west corner of the land owned or formerly owned by Angeline Fitzwater, where it corners on the east side of said road with the land owned or formerly owned by Lewis Quinn in a north easterly direction to a point one hundred and ten yards (110) from the point of the beginning (distance not to be less than a southerly along east side of said road one hundred yards (100) from the point of the beginning, being a triangular shape.

LESS and EXCEPT that portion of land conveyed to the Commonwealth of Virginia by Certificate of Sale dated August 8, 1964 and recorded on August 10, 1964 in the Circuit Court Clerk's Office for Prince William County, Virginia as Deed Book 327, Page 75.

And being a portion of the same real property conveyed to Morris Harmon from Norman Webster and Mamie Webster by Deed dated June 15, 1918 and recorded on July 23, 1918 in the Circuit Court Clerk's Office for Prince William County, Virginia as Deed Book 71, Page 208.

This description is made subject to all easements, conditions, agreements, restrictions, and reservations of record which affect the property herein described.

IT APPEARING that an Affidavit has been made and filed stating that due diligence has been used, without effect, to ascertain the identity and location of certain parties to be served, that the last known addresses for the Respondents herein are as follows: Morris Harmon, who is believed to be deceased and whose last known address is c/o Susan Simms 628 N. Alfred St., Alexandria, Virginia 22314; Cynthia Quinn Harmon, who is believed to be deceased and whose last known address is unknown; Ella Harmon, who is believed to be deceased and whose last known address is unknown; Naomi Theresa Quinn Thomas, who is believed to be deceased and whose last known address is unknown; Margaret Harriet Thomas Germany, who is believed to be deceased and whose last known address is unknown; Mary Virginia Thomas Bonepart, who is believed to be deceased and whose last known address is unknown; Susan Joan Thomas Simms, who is believed to be deceased and whose last known address is unknown; and those last known addresses of the parties herein are made parties Respondent to this cause individually and/or by the general description of Parties Unknown. It is hereby

AD#76702

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 1-211.1. 8.01-316, -317, 20-104

LOUDOUN COUNTY CIRCUIT COURT

Case No: CL23-5528

Commonwealth of Virginia, in re Leesburg Mill, LLC

v. Unknown Beneficiaries of a Trust that Nicholas Kittrie was the trustee of and which held title to the real property identified as Parcel ID 151-40-0958-000

The object of this suit is to: Quiet title to the property identified as Loudoun County Parcel ID 151-40-0958-000

It is ORDERED that Unknown Beneficiaries of a Trust that Nicholas Kittrie was the trustee of and which held title to the real property identified as Parcel ID 151-40-0958-000 appear at the above-named Court and protect his or her interests on or before December 1, 2023 AT 10:00 a.m.

October 3rd, 2023

James E. PLOWMAN, Jr. Judge

October 6, 13, 20, 27, 2023

AD#77239

Order Of Pub - Domestic: Prince William Co.

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156450-02-00 Commonwealth of Virginia, in re CASTILLO ESTEBAN, CARINA

The object of this suit is to: CONDUCT A FOSTER CARE REVIEW

It is ORDERED that the defendant MARIA DEL JESUS ESTEBAN appear at the above-named Court and protect his or her interests on or before November 13, 2023 11:00 AM. DATE September 20, 2023

Pilar Barrera CLERK

September 29, 2023 October 6, 13 & 20 2023 AD#76914

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156450-02-00 Commonwealth of Virginia, in re CASTILLO ESTEBAN, CARINA

The object of this suit is to: CONDUCT A FOSTER CARE REVIEW

It is ORDERED that the defendant MARIA DEL JESUS ESTEBAN appear at the above-named Court and protect his or her interests on or before November 13, 2023 11:00 AM. DATE September 20, 2023

Pilar Barrera CLERK

September 29, 2023 October 6, 13 & 20 2023 AD#76914

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156450-02-00 Commonwealth of Virginia, in re CASTILLO ESTEBAN, CARINA

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Pilar Barrera CLERK

September 29, 2023 October 6, 13 & 20 2023 AD#76914

Legal Notices



NOTICE OF PUBLIC HEARINGS

BY THE TOWN COUNCIL OF THE TOWN OF DUMFRIES, VIRGINIA ON October 17, 2023, at 7:00 PM or as soon thereafter as may be heard John Wilmer Porter Municipal Building Town Hall 17739 Main Street, Suite 200, Dumfries, VA 22026

The Town Council of the Town of Dumfries hereby gives notice of public hearings for consideration of code amendments related to: 1) Chapter 70 (Zoning), Article I, Sections 70-1, 70-14, and a new section relating to sign regulations I the B-1 zoning district; 2) Chapter 70 (Zoning), Article I, Section 70-22, of the Code of the Town of Dumfries relating to temporary uses, and 3) an application for a Conditional Use Permit at 3600 Pointe Center Court.

A copy of the proposed ordinance amendments and any associated documents can be provided electronically by request or are available for review at the Office of the Town Clerk at 17739 Main Street, Suite 200, Dumfries, VA 22026 between the hours of 8:30 AM and 5:00 PM, Monday through Friday. The public hearings will be held in a public facility accessible to persons with disabilities.

Advertised: October 6th, 2023

AD#77242

KIPP DC PUBLIC CHARTER SCHOOLS NOTICE OF INTENT TO ENTER SOLE SOURCE CONTRACT

Recruitment and Professional Development Services

KIPP DC intends to enter a sole source contract with Teach for America for the recruitment and professional development of instructional staff. The decision to sole source was made because Teach for America is a national leader in recruiting, selecting, and providing ongoing professional development to individuals committed to closing the opportunity gap by serving as effective classroom teachers.

REQUEST FOR PROPOSALS

ERP Implementation Consulting Services

KIPP DC is soliciting proposals from qualified vendors for ERP Implementation Consulting Services. The RFP can be found on KIPP DC's website at www.kippdc.org/procurement. Proposals should be uploaded to the website no later than 5:00 PM EST on October 26, 2023.

October 6, 2023 Ad#77047

Trustee Sales: Prince William Co.

TRUSTEE SALE OF 9418 TANEY ROAD, MANASSAS, VA 20110

In execution of the Deed of Trust dated October 7, 2016, in the original principal amount of \$191,958.00, recorded as Inst. 201610110083032, assigned as Inst. 202307260038605, in the Clerk's Office of the Circuit Court for the County of Prince William, Virginia, default having occurred in the payment of the indebtedness thereby secured and at the request of the holder of the note, the undersigned, as Substitute Trustee, either of whom may act, will sell at public auction at the front entrance of the Circuit Court for the County of Prince William on October 19, 2023, at 12:30 p.m., the property located at the above address and described as Lot 19, Block J, Section 11, Georgetown South Subdivision, County of Prince William. TERMS: CASH. PROPERTY SOLD AS IS WITH SPECIAL WARRANTY OF TITLE. A deposit of \$16,000.00 or 10% of the successful bid amount (whichever is lower) will be required immediately of the successful bidder, in cashier's check or certified funds only payable to or signed over to "DOLANREID PLLC, TRUSTEE", balance due within 15 days from date of sale.

For Information Contact:

DolanReid PLLC and Kelly Hamric, Substitute Trustee(s) 12610 Patrick Henry Dr., Ste. C, Newport News, VA 23602 (757) 320-0255

Publish On: September 29, 2023 October 6, 2023

AD#75740

Trustee Sales: Virginia

Trustee's Sale of 22328 Mayfield Square # 25 Sterling, Virginia 20164

In execution of a Deed of Trust dated November 2, 2005, recorded in the Clerk's Office, Circuit Court, Loudoun County, as Instrument Number 20051109-0126279, the undersigned will offer for sale at public auction the property described in and conveyed by said Deed of Trust, being known and designated as: Unit Number 25, Street Address 22328 Mayfield Square, Phase II, in the Condominium Project identified as "SECOND NEWBERRY CONDOMINIUM" ("the Condominium"), in the Declaration establishing a plan for Condominium ownership, recorded the 29th day of December, 1983, in Deed Book 835, at Page 1097 and any amendments subsequent thereto, of the records in and for the Clerk of the Circuit Court of Loudoun County, Virginia. In the event that the Condominium shall have been expanded in accordance with the provisions of said Declaration, it shall be known as "Second Newberry Condominium".

Sale shall take place on November 29, 2023, at 10:00 a.m. at the front entrance of the Circuit Court building, Loudoun County, Virginia. Sale shall be subject to an existing prior deed of trust and all other all matters of record lawfully affecting the title to the property. The property will be sold "as is" without any guaranty or representation as to condition or title and will be subject to such other terms and conditions as may be announced at the sale.

The successful bidder may be required to deposit 10% of the sale price in cash or by cashiers or certified check at the time his bid is accepted. Settlement in full shall take place within 10 days of sale and shall be in cash or by cashiers or certified check.

M. RICHARD EPPS, P.C., Substitute Trustee

FOR INFORMATION CONTACT:

M. Richard Epps, P.C., Substitute Trustee 605 Lynnhaven Parkway, Suite 100 Virginia Beach, VA 23452 757-498-9600

Pub Dates: October 6th, 2023 November 20th, and 27th, 2023

AD#77104

Notice After Sale: Prince George's Co.

IN THE CIRCUIT COURT FOR PRINCE GEORGE'S COUNTY, MARYLAND

RALPH J. DIPIETRO ET AL Substitute Trustees Plaintiffs

V. CASE NO: C-16-CV-23-002457

JUAN A. HERNANDEZ Defendant

NOTICE

NOTICE is hereby given this 20th day of September, 2023, by the Circuit Court for Prince George's County, Maryland, that the sale of the property mentioned in these proceedings and described as 8429 57th Avenue, Berwyn Heights, MD 20740 will be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 20th day of October, 2023, next, provided a copy of this NOTICE be published at least once a week in each of three successive weeks in some newspaper of general circulation published in said County before the 20th day of October, 2023, next.

The report states the amount of sale to be \$97,814.38 to Interstate Intrinsic Value Fund A LLC subject to a 1st lien Deed of Trust.

/s/ Mahasin El Amin #793 Clerk of the Circuit Court for Prince George's County

Attorney: Ralph J. DiPietro, Esq. Hofmister Robinson & DiPietro 11350 McCormick Road, EP II, Suite 6011 Hunt Valley, MD 21031 410-832-8822 Ad#76670 Sep 22 & 29, 2023 Oct 6, 2023

September 29, 2023 October 6, 13 & 20, 2023 AD#76910 LIKE, SHARE COMMENT @TheWashingtonTimes

Order Of Pub - Domestic: Prince William Co.

IN THE CIRCUIT COURT OF PRINCE WILLIAM COUNTY

IN THE MATTER OF THE ADOPTION OF A CHILD TO BE KNOWN AS DOMINIC SEAN FRANEY Birth Certificate Registration Number 145-09-052264 Registered in the Commonwealth of Virginia By TIMOTHY FRANEY and GINA FRANEY File No. 23-52

ORDER OF PUBLICATION COME NOW, your Petitioners, Timothy Franey and Gina Franey, by counsel,

upon their Petition for Adoption of the minor child, and it appearing by affidavit filed according to law that diligence has been used by the Petitioners to determine in what city or county the Respondent, Gustavo Roberto Lopez-Lopez, is located without success, it is therefore ORDERED that the Respondent, Gustavo Roberto Lopez-Lopez, appear on or before Wednesday, November 15, 2023 at 5:30 p.m., before this Court and do what is necessary to protect her interests. And it is further ORDERED that this Order be published once per week for four successive weeks in the Washington Times, a newspaper of general circulation within Prince William County and that a copy of this Order be posted on the front door of the courthouse wherein this Court is held. Entered this 26th day of September, 2023.

Jacqueline C. Smith Clerk of the Prince William County Circuit Court Br. Ana J. Seger Senior Deputy Clerk Circuit Court-Civil Division

ASK FOR THIS: Rachel Gries VSB 95801 Angela Moring House VSB #78848 The Irving Law Firm, P.C. 9253 Mosby Street, 2nd Floor Manassas, VA 20110 Phone: 703-530-9001 Fax: 703-530-8555 acm@theirvinglawfirm.com rachel@theirvinglawfirm.com Counsel for Petitioners

September 29, 2023 October 6, 13 & 20, 2023 AD#76910

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Order Of Pub - Domestic: Prince William Co.

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ154579-03-00 Commonwealth of Virginia, in re JACKSON, BABY GIRL

The object of this suit is to: CONDUCT A PERMANENCY PLANNING HEARING

It is ORDERED that the defendant JOHN DOE appear at the above-named court and protect his or her interests on or before November 17, 2023 1:30 PM. DATE September 22, 2023

Pilar Barrera CLERK September 29, 2023 October 6, 13 & 20, 2023 AD#76915

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156669-01-02 Commonwealth of Virginia, in re STASH, RALEIGH EVERLY

The object of this suit is to: CONDUCT A FOSTER CARE REVIEW

It is ORDERED that the defendant JOHN DOE appear at the above-named court and protect his or her interests on or before November 9, 2023 1:30 PM. DATE September 20, 2023

Pilar Barrera CLERK September 29, 2023 October 6, 13 & 20, 2023 AD#76912

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ154579-03-00 Commonwealth of Virginia, in re JACKSON, BABY GIRL

The object of this suit is to: CONDUCT A PERMANENCY PLANNING HEARING

It is ORDERED that the defendant HEATHER JACKSON appear at the above-named court and protect his or her interests on or before November 17, 2023 1:30 PM. DATE September 22, 2023

Pilar Barrera CLERK September 29, 2023 October 6, 13 & 20, 2023 AD#76916

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156724-01-01 Commonwealth of Virginia, in re KHAOLANI, NAKOA

The object of this suit is to: HOLD A FOSTER CARE REVIEW HEARING FOR NAKOA KHAOLANI

It is ORDERED that the defendant BENJAMIN CODY PUTATIVE FATHER appear at the above-named court and protect his or her interests on or before November 15, 2023 11:00 AM. DATE: September 15, 2023

Pilar Barrera CLERK September 29, 2023 October 6, 13 & 20, 2023 AD#76917

September 29, 2023 October 6, 13 & 20, 2023 AD#76910

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Order Of Pub - Domestic: Prince William Co.

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156724-01-01 Commonwealth of Virginia, in re STORER, JUSTICE NOAH

The object of this suit is to: CONDUCT A FOSTER CARE REVIEW

It is ORDERED that the defendant AMANDA STORER appear at the above-named Court and protect his or her interests on or before October 31, 2023 11:00 AM. DATE September 13, 2023

Pilar Barrera CLERK September 22 & 29, 2023 October 6 & 13, 2023 AD#76627

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ131346-06-00 Commonwealth of Virginia, in re SLOAN, JUSTIN THOMAS

The object of this suit is to: CONDUCT A PERMANENCY PLANNING HEARING

It is ORDERED that the defendant JOHN DOE appear at the above-named court and protect his or her interests on or before November 14, 2023 1:30 PM. DATE September 6, 2023

Pilar Barrera CLERK September 15, 22 & 29, 2023 October 6, 2023 AD#76448

Order Of Pub - Domestic: Alexandria

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

ALEXANDRIA JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ037898-04-00 Commonwealth of Virginia, in re JACKSON, KEONDRE QUARTEZ

The object of this suit is to: APPROVE THE PERMANENCY PLAN SUBMITTED BY ALEXANDRIA DCHS WITH THE GOAL OF ADOPTION, AND TERMINATE THE RESIDUAL PARENTAL RIGHTS AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP OF THE CHILD TO DCHS, INCLUDING BUT NOT LIMITED TO THE RIGHT OF VISITATION, CONSENT TO ADOPTION, THE RIGHT TO DETERMINE RELIGIOUS AFFILIATION AND THE RESPONSIBILITY FOR SUPPORT.

It is ORDERED that RAYONDA JACKSON appear at the above-named court and protect his or her interests on or before November 9, 2023 2:00 PM. DATE: September 18, 2023

Constance H. Frogale JUDGE September 22 & 29, 2023 October 6 & 13 2023 AD#76688

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

ALEXANDRIA JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ037898-05-00 Commonwealth of Virginia, in re JACKSON, KEONDRE QUARTEZ

The object of this suit is to: APPROVE THE PERMANENCY PLAN SUBMITTED BY ALEXANDRIA DCHS WITH THE GOAL OF ADOPTION, AND TERMINATE THE RESIDUAL PARENTAL RIGHTS AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP OF THE CHILD TO DCHS, INCLUDING BUT NOT LIMITED TO THE RIGHT OF VISITATION, CONSENT TO ADOPTION, THE RIGHT TO DETERMINE RELIGIOUS AFFILIATION AND THE RESPONSIBILITY FOR SUPPORT.

It is ORDERED that RAYONDA JACKSON appear at the above-named court and protect his or her interests on or before November 9, 2023 2:00 PM. DATE: September 18, 2023

Constance H. Frogale JUDGE September 22 & 29, 2023 October 6 & 13 2023 AD#76688

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

ALEXANDRIA JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ037898-05-00 Commonwealth of Virginia, in re JACKSON, KEONDRE QUARTEZ

The object of this suit is to: APPROVE THE PERMANENCY PLAN SUBMITTED BY ALEXANDRIA DCHS WITH THE GOAL OF ADOPTION, AND TERMINATE THE RESIDUAL PARENTAL RIGHTS AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP AND RESPONSIBILITIES REMAINING WITH THE PARENT AFTER TRANSFER OF LEGAL CUSTODY AND GUARDIANSHIP OF THE CHILD TO DCHS, INCLUDING BUT NOT LIMITED TO THE RIGHT OF VISITATION, CONSENT TO ADOPTION, THE RIGHT TO DETERMINE RELIGIOUS AFFILIATION AND THE RESPONSIBILITY FOR SUPPORT.

It is ORDERED that UNKNOWN FATHER appear at the above-named court and protect his or her interests on or before November 9, 2023 2:00 PM. DATE: September 18, 2023

Constance H. Frogale JUDGE September 22 & 29, 2023 October 6 & 13 2023 AD#76688

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156724-01-01 Commonwealth of Virginia, in re KHAOLANI, NAKOA

The object of this suit is to: HOLD A FOSTER CARE REVIEW HEARING FOR NAKOA KHAOLANI

It is ORDERED that UNKNOWN FATHER appear at the above-named court and protect his or her interests on or before November 9, 2023 2:00 PM. DATE: September 18, 2023

Constance H. Frogale JUDGE September 22 & 29, 2023 October 6 & 13 2023 AD#76688

September 22 & 29, 2023 October 6 & 13 2023 AD#76688

BUY OR SELL A CAR! washingtontimes.com

Order Of Pub - Domestic: Prince William Co.

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

PRINCE WILLIAM JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ156724-01-01 Commonwealth of Virginia, in re KHAOLANI, NAKOA

The object of this suit is to: HOLD A FOSTER CARE REVIEW HEARING FOR NAKOA KHAOLANI

It is ORDERED that the defendant LLOYD ARNOLD PUTATIVE FATHER appear at the above-named Court and protect his or her interests on or before November 15, 2023 11:00 AM. DATE: September 15, 2023

Pilar Barrera CLERK September 29, 2023 October 6, 13 & 20, 2023 AD#76918



Auctions: DC

STORAGE TREASURES AUCTION

Life Storage will hold a public auction at the location indicated:

2000 Bladensburg RD NE Washington, DC 20018, October 10, 2023 at 12:30pm

0005, 0042, 0050, 0068, 0090, 0122, 0175, 0218, 0219, 1020, 1033, 1092, 1140, 1144, 1158, 1161, 2035, 2039, 2069, 2125, 2154, 2179, 2198, 2223, 2226, 3051, 3073, 3074, 3083, 3133, 3232, 4047, 4066, 4083, 4092, 4106, 4184, 4221, 4223, 4277, 4317, 4342, 4378, 4443, 4481, 4493, 4542, 4570, 4572, 4585.

The auction will be listed and advertised on www.storage treasures.com. Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property

October 6, 2023 Ad#77245

AUCTION AD: NOTICE OF PUBLIC SALE: Self-Storage unit contents will be sold for cash by Self Storage Plus - Kenilworth, to satisfy a lien for rental on October 12th, 2023 at approximately 1:00 p.m. at www.storage treasures.com for the following location:

1325 Kenilworth Avenue N.E., Washington DC 20019. The contents of approximately 20 unit(s) will be sold.

Advertised: October 6th, 2023 AD#77092

NOTICE OF PUBLIC SALE: Self-Storage unit contents will be sold for cash by Self Storage Plus - Blair to satisfy a lien for rental on October 12th, 2023 at approximately 1:00 PM at www.storage treasures.com for the following location: 5901 Blair Road, NW, Washington DC 20011.

Advertised: October 6th, 2023 AD#77214

Order Of Pub - Domestic: Alexandria

ORDER OF PUBLICATION Commonwealth of Virginia VA. CODE § 8.01-316

ALEXANDRIA JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT

Case No: JJ038086-03-00 Commonwealth of Virginia, in re STATION, KEALIA MAE

The object of this suit is to: TERMINATE THE RESIDUAL PARENTAL RIGHTS OF UNKNOWN FATHER TO KEALIA M STATION DOB FEBRUARY 16, 2023, AND TO GIVE THE RIGHT TO THE ALEXANDRIA DEPARTMENT OF COMMUNITY AND HUMAN SERVICES TO PLACE THE CHILD FOR ADOPTION.

It is ORDERED that UNKNOWN FATHER appear at the above-named court and protect his or her interests on or before October 26, 2023 2:00 PM. DATE: September 5, 2023

Constance H. Frogale JUDGE September 15, 22 & 29, 2023 October 6, 2023 AD#76452

ADVERTISE YOUR EVENT! www.washingtontimes.com

Auctions: Virginia

NOTICE OF PUBLIC SALE OF LIENED PROPERTY

Notice is hereby given that a Lien Sale will be held at Mini U Storage (formerly Landmark Mini-Storage), 500 S. Pickett St., Alexandria, VA 22304, on October 12th, 2023 at 11:00 AM to satisfy the lien on the property stored at the address above. All units must be paid for at the time of sale. Cash only will be accepted. No one under the age of 18 is allowed to attend the sale. Each person attending must sign in and agree to follow all Rules and Regulations of the sale. The landlord reserves the right to bid at the sale. All purchased goods are sold "as is" and must be removed within 48 hours following the sale. Shelving is property of landlord; do not remove unless authorized. Buyers must provide a current, original or a photocopy of their original resale permit at time of sale in lieu of sales tax. This sale is subject to cancellation in the event of settlement between landlord and obligated party.

Run Date: October 6th, 2023 AD#77167

NOTICE OF PUBLIC SALE OF LIENED PROPERTY

Notice is hereby given that a Lien Sale will be held at Mini U Storage (formerly Springfield Self Storage), 7711 Loisdale Road, Springfield, VA 22150, on 10/12/23 at 9:30 am to satisfy the lien on the property stored at the address above. All units must be paid for at the time of sale. Cash only will be accepted. No one under the age of 18 is allowed to attend the sale. Each person attending must sign in and agree to follow all Rules and Regulations of the sale. The landlord reserves the right to bid at the sale. All purchased goods are sold "as is" and must be removed within 48 hours following the sale. Shelving is property of landlord; do not remove unless authorized. Buyers must provide a current, original or a photocopy of their original resale permit at time of sale in lieu of sales tax. This sale is subject to cancellation in the event of settlement between landlord and obligated party.

October 6, 2023 Ad#76777

NOTICE OF PUBLIC SALE OF LIENED PROPERTY

Notice is hereby given that a Lien Sale will be held at Mini U Storage, 13721 Wall Road, Herndon VA 20171 on October 11, 2023 at 1:00PM to satisfy the lien on the property stored at the address above. All units must be paid for at the time of sale. Cash only will be accepted. No one under the age of 18 is allowed to attend the sale. Each person attending must sign in and agree to follow all Rules and Regulations of the sale. The landlord reserves the right to bid at the sale. All purchased goods are sold "as is" and must be removed within 48 hours following the sale. Shelving is property of landlord; do not remove unless authorized. Buyers must provide a current, original or a photocopy of their original resale permit at time of sale in lieu of sales tax. This sale is subject to cancellation in the event of settlement between landlord and obligated party.

October 6, 2023 Ad#76583

NOTICE OF PUBLIC SALE OF LIENED PROPERTY

Notice is hereby given that a Lien Sale will be held at Mini U Storage (formerly Storage USA), 10930 Clara Barton Drive, Fairfax Station, VA, 22039, on October 11, 2023 at 11:30am to satisfy the lien on the property stored at the address above. All units must be paid for at the time of sale. Cash only will be accepted. No one under the age of 18 is allowed to attend the sale. Each person attending must sign in and agree to follow all Rules and Regulations of the sale. The landlord reserves the right to bid at the sale. All purchased goods are sold "as is" and must be removed within



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Approval of Federal Transportation Grant Anticipation Revenue Notes (GARVEE) Memorandum of Understanding (MOU)

WHEREAS, by resolution dated October 19, 2011, the Commonwealth Transportation Board (“Board”) approved and authorized issuance and sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes, Series 2011 (“2011 GARVEES”); and

WHEREAS, the Board, in its resolution authorizing issuance and sale of the 2011 GARVEES, among other things, approved and authorized execution of certain “Basic Documents”, one of which included a memorandum of agreement among the Virginia Division of the Federal Highway Administration (“FHWA”), the Virginia Department of Transportation (“Department”), and the Board, required by the FHWA and related to the processes to execute and manage the Commonwealth of Virginia’s GARVEE program; and

WHEREAS, on December 28, 2011, FHWA, the Department, and the Board executed the memorandum of agreement, which included a provision requiring review of the document every five years to determine needed changes or updates; and

WHEREAS, on July 19, 2017, the Board approved and authorized execution of, and on August 21, 2017, FHWA, the Department, and the Board executed a revised memorandum of agreement, which was determined to be necessary after the initial five-year review period; and

WHEREAS, subsequent to execution of the revised memorandum of agreement in 2017, the document has been reviewed periodically and following the most recent review, it has been determined that an update to the memorandum is needed to more clearly define the parties' roles and responsibilities, processes, and timeframes for updates and revisions, based on knowledge and experience gained since implementation of the GARVEE program; and

WHEREAS, FHWA and the Department have prepared a revised memorandum in the form of a memorandum of understanding addressing execution and management of the Commonwealth of Virginia's GARVEE program, which incorporates the needed updates and is attached hereto as Attachment A ("GARVEE MOU"); and

WHEREAS, the Board is authorized under Virginia Code §33.2-221(A) to enter into contracts or agreements with the United States government.

NOW, THEREFORE, BE IT RESOLVED, that the Board approves the GARVEE MOU, in substantially the form as set forth in Attachment A, with such changes and additions as the Commissioner of Highways and Chairman deem necessary. The Board authorizes and directs the Commissioner of Highways to execute the GARVEE MOU on behalf of the Department, and the Chairman to prepare, execute, and deliver the final form of the GARVEE MOU on behalf of the Board.

BE IT FURTHER RESOLVED, that the Chairman's execution and delivery of the GARVEE MOU shall constitute conclusive evidence of the approval of the final form of the GARVEE MOU by the Chairman on behalf of the Board.

BE IT FURTHER RESOLVED, that the Board authorizes the Commissioner of Highways and Chairman to execute future revisions to the GARVEE MOU deemed necessary by the Chairman, the Department and FHWA to administer the GARVEE program, and to deliver the final form of any revised GARVEE MOU on behalf of the Board.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Approval of Federal Transportation Grant Anticipation Revenue Notes (GARVEE) Memorandum of Understanding (MOU)

Issue: The Federal Highway Administration (FHWA) requires a memorandum of agreement be entered into among the Virginia Division FHWA, the Virginia Department of Transportation (VDOT), and the Commonwealth Transportation Board (CTB) regarding the processes to execute and manage the Commonwealth of Virginia's Grant Anticipation Revenue Vehicle (GARVEE) program. Pursuant to Va. Code § 33.2-221(A), the CTB has the power and duty to comply fully with the provisions of the present or future federal aid acts and the authority to enter into contracts or agreements with the U.S. government.

Facts: FHWA requires a memorandum of agreement regarding the processes to execute and manage the GARVEE program. GARVEE bond and debt service allocations are included in the Six-Year Improvement Program.

By resolution dated October 19, 2011, the CTB approved and authorized issuance and sale of Commonwealth of Virginia Federal Transportation Grant Anticipation Revenue Notes, Series 2011 ("2011 GARVEES").

The CTB, in its resolution authorizing issuance and sale of the 2011 GARVEES, among other things, approved and authorized execution of certain "Basic Documents", one of which was a memorandum of agreement (MOA) between the Virginia Division FHWA, VDOT, and the CTB.

The Virginia Division FHWA, VDOT, and the CTB executed the MOA on December 28, 2011, that included a provision to review the MOA every five years to determine needed changes or updates.

On August 21, 2017, after the initial five-year review period, the Virginia Division FHWA, VDOT, and the CTB executed a revised MOA following CTB authorization on July 19, 2017. The parties have been working in collaboration under the revised MOA since that time.

Following the most recent review, it was determined that further update to the MOA is needed to more clearly define the parties' roles and responsibilities, processes, and timeframes for updates and revisions, based on knowledge and experience gained since implementation of the GARVEE program.

FHWA and VDOT have prepared a revised memorandum in the form of a memorandum of understanding addressing execution and management of the Commonwealth of Virginia's GARVEE program, which incorporates the needed updates and is attached hereto as Attachment A ("GARVEE MOU").

The CTB is authorized under Virginia Code §33.2-221(A) to enter into contracts or agreements with the United States government.

Decision Brief

Approval of Federal Transportation Grant Anticipation Revenue Notes (GARVEE)

Memorandum of Understanding (MOU)

June 24, 2025

Page 2 of 2

Recommendations: VDOT recommends that the CTB approve and authorize the Chairman, on behalf of the CTB, and the Commissioner of Highways, on behalf of VDOT, to execute the GARVEE MOU, as set out in Attachment A. It is further recommended that the CTB authorize the Chairman and the Commissioner to execute any future revisions to the GARVEE MOU regarding the processes to execute and manage the Commonwealth of Virginia's GARVEE program, deemed necessary by the Chairman, VDOT and FHWA.

Action Required by CTB: Section 33.2-221(A) of the *Code of Virginia* requires the majority vote of the CTB to approve and authorize execution of the GARVEE MOU. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Chairman, on behalf of the CTB, and the Commissioner of Highways, on behalf of VDOT, will execute the GARVEE MOU with the Virginia Division FHWA. The Chairman and Commissioner of Highways will be authorized to execute future revisions to the GARVEE MOU as needed to manage the Commonwealth of Virginia's GARVEE program.

Options: Approve, Deny, or Defer

Public Comments/ Reaction:

ATTACHMENT A

GARVEE BOND PROGRAM (GRANT ANTICIPATION REVENUE VEHICLE)

Memorandum of Understanding

PURPOSE AND AUTHORITY

This Memorandum of Understanding (MOU) is entered into among the Federal Highway Administration Virginia Division (FHWA), the Virginia Department of Transportation (VDOT), and the Commonwealth Transportation Board (CTB). VDOT and the CTB may collectively be referred to as the State. This MOU supersedes the MOU executed on 8/21/2017.

The State intends to finance the construction of certain Federal-aid projects or a single Federal-aid project (the Projects or Project) through the sale of one or more series of Grant Anticipation Revenue Vehicle (GARVEE) Bonds (the Bonds). The purpose of this MOU is to document the procedures for managing the Bonds and their proceeds to be used for the purpose of financing all or a portion of the costs of transportation projects eligible for Federal-aid assistance under title 23 of the United States Code (23 U.S.C.).

The Bonds will be issued by the CTB. VDOT will have primary responsibility for ensuring compliance with this MOU.

The Federal legal authority enabling reimbursement of eligible debt service, issuance, and certain other bond-related costs is set forth in 23 U.S.C. 122. The State legal authority supporting the issuance of the Bonds is provided in Va. Code §§ 33.2-1708 and 33.2-1709(F).

THE BONDS

General Provisions

The Projects to be financed from the Bond proceeds are identified in **Attachment A**. The State may revise the Projects by submitting a revised **Attachment A** to FHWA.

Subject to available funding and obligation authority, FHWA will participate in the payment of debt-related costs associated with the Projects under the following conditions:

The State will provide a final Debt Service Schedule at the close of any new Bond series. The schedule must fully allocate the debt obligations (principal, interest, cost of issuance, and other eligible costs) by project (Project Allocations) and show the final maturity date for the respective series of bonds. FHWA will withhold approval and payment of debt service until the final debt service schedule is submitted and accepted. **Attachment B** provides the Debt Service Schedules and Project Allocations for all of the State's GARVEE bonds.

The Project Allocations, as may be amended from time to time, will serve as the ceilings on the amounts that may be billed against the Projects for payment of debt obligations.

The final maturity dates on the project allocation schedules will be the final dates by which any debt obligations may be reimbursed by FHWA for a project and may not be extended unless the

CTB issues additional bonds with a new final maturity date to finance additional eligible project costs that have not been previously funded.

The Project Allocations may be amended by VDOT to adjust for overruns or shortages in projects based on actual expenditures as well as for the purpose of substituting or adding Federally-eligible projects. VDOT will submit any Project Allocation amendment to FHWA for approval.

VDOT acknowledges that the eligibility of a GARVEE Bond issuance for Federal-aid reimbursement shall not constitute a commitment, guarantee, or obligation on the part of the United States to provide for payment of principal or interest on the Bonds, nor create a right of a third party against the United States for payment of the Bonds. This statement will be included in any Bond official offering document relating to GARVEE Bond issuance.

Additional Bonds / Refunding Bonds

Prior to the issuance of additional Bonds, including Bonds used to refund outstanding Bonds, VDOT and FHWA will amend all necessary attachments to this MOU with Debt Service Schedules and Project Allocations (**Attachment B**) as may be needed to reflect any such additional Bonds.

Prior to the sale of refunding Bonds, VDOT will certify and demonstrate to FHWA that (i) there are debt service cost savings on a net present value basis or (ii) the aggregate nominal debt service costs scheduled to be reimbursed with Federal funds are reduced.

If the CTB seeks to refund GARVEE Bonds to restructure debt service or change bond covenants, or for another purpose, and the refunding will not generate positive net present value savings, the FHWA Division Office will consult with the Office of Innovative Finance to ensure that the CTB and VDOT have sufficiently demonstrated and properly documented its need to increase the amount of Federal funding in the GARVEE project(s) prior to issuance of the refunding bonds. The MOU will be modified as needed to address this situation.

The CTB and VDOT will obtain FHWA approval prior to issuing any GARVEE refunding Bond and will modify the relevant project agreement(s) to reflect the revised project cost and Federal share based on the revised debt service payment schedule. Following the issuance of a GARVEE refunding Bond for any purpose, VDOT will promptly submit to FHWA a Federal-aid project agreement modification for each project along with a new debt service payment schedule and updated project allocation, as an amended **Attachment B** to this MOU, to ensure the continued eligibility of Federal reimbursements of bond costs.

THE PROJECTS

General Provisions

The Projects will be administered in accordance with the laws, regulations, and procedures applying to Federally-assisted projects.

The Federal-aid project agreement(s) will include a statement that the Project authorization is requested under the provisions of 23 U.S.C 115 and 122.

VDOT will enter the Projects in the Fiscal Management Information System (FMIS) in accordance with normal FMIS procedures provided that the additional costs associated with the Bonds (interest, issuance, and other bond related costs) will be entered as Improvement Type 45, "Debt Service." The Projects entered in FMIS should reconcile with the Projects listed in **Attachment A**.

The Projects will be authorized using Federal advance construction (AC) procedures and VDOT's current Federal-aid authorization process. The use of AC procedures as permitted by 23 U.S.C. 115 will preserve eligibility for the Projects without providing a commitment, guarantee, or obligation on the part of the United States, acting by and through the FHWA to provide for payment of project costs. The AC amount for each project will reflect the unobligated Federal share of the project including the project's estimated share of additional costs associated with the Bonds that have been issued.

Project Accounting

VDOT will maintain a system that accurately allocates eligible debt service payments, issuance costs, and other bond-related costs back to the Projects. This process is described in **Attachment B**.

The State affirms that procedures and expenditure controls are in place to ensure that all construction and Bond-related costs are eligible for Federal-aid funding.

Any interest earned from deposited bond proceeds will be used on projects eligible under title 23.

Billing and Reimbursement

In lieu of seeking Federal reimbursement for project costs funded from bond proceeds, VDOT will submit requests for Federal reimbursement of debt service payments and other eligible costs for Bonds issued under the provisions of 23 U.S.C. 122. These costs will be considered costs incurred at the time the State is required to make payment. Costs not included in the debt service payment are reimbursable at the time the State pays the costs. VDOT may request Federal reimbursement in sufficient time to make debt service payments in accordance with the provisions of the Cash Management Improvement Act.

Issuance and other bond-related costs are Federal-aid eligible to the extent they are reasonable, necessary, customary, and allocable to the Federal project. In any case, costs are subject to FHWA approval.

Subject to Federal-aid funds and obligation authority availability, VDOT will obligate and convert the amount of AC necessary to pay the Federal share of debt service (principal and interest), issuance costs, and other bond-related costs scheduled for that fiscal year. The conversion of AC for debt service on the Bonds will be obligated as the first obligation of each fiscal year to cover the payments due that year, based on the debt service schedule. The type of funds used to convert AC will directly relate to the eligibility of the projects paid for by the Bond Proceeds.

Reimbursement of Debt Service Advances by the State

In the event that anticipated Federal payments from FHWA are insufficient or late, the State may use other State resources or draw upon Project reserves, including the debt service reserve fund should one exist, to make debt service payments on the Bonds. In such a case, subsequent Federal payments may be used to reimburse the State or replenish the reserve for those draws.

It should be noted that under the Treasury Offset Program (31 CFR 285.5), the U.S. Treasury may withhold part or all of a debtor's Federal payment to satisfy the debtor's delinquent debt owed to the U.S. Government. While transportation funds are rarely affected by offsets, it is possible for an FHWA payment to be intercepted by the U.S. Treasury to satisfy a delinquent debt incurred on another Federal program. This could be problematic for the State if a payment for GARVEE debt

service were intercepted. Such a situation would have to be resolved by the State working with the creditor agency and Treasury.

The debt service reserve fund, including any interest earnings on fund balances, will be used in accordance with the financing agreement (bond resolution or trust indenture) provisions that typically govern the use of such funds associated with bond issuances.

Project Close-Out

The Projects will remain open until all underlying contracts have been closed and all payments for debt service, issuance costs, and other bond-related costs have been made and audited in accordance with the State's audit requirements. Conventional project closeout documentation will be submitted to FHWA for each project. VDOT will maintain documentation of individual project costs for not less than three (3) years after closeout of the Project and final payment in accordance with 2 CFR 200.333.

STEWARDSHIP AND OVERSIGHT

The State acknowledges i) FHWA's authority under 23 U.S.C. 106(g)(2) to perform an annual assessment of the adequacy of the State's accounting procedures and processes in order to ensure that the State's financial management system properly supports the allocation of eligible debt service (principal and interest), issuance costs, and other bond-related costs back to the Projects; and ii) FHWA may authorize an audit of the Federal-aid projects being financed under 23 U.S.C. 122, the State's allocation of debt service expense, and bond-related costs thereto, by an independent auditor at the expense of the State apportionments.

From issuance to maturity of the bond, VDOT and the Division will provide updated information into the FHWA Office of Innovative Finance's GARVEE database annually, or at any change in the terms of the bond agreement.

In accordance with the Division Office Stewardship and Oversight Plan, FHWA will perform reviews and assessments of the GARVEE program as needed to ensure compliance with Federal requirements. If the Division Office Stewardship and Oversight plan does not include such provisions, VDOT and Division will amend the Plan to include review and assessment roles for both the Division and VDOT.

VDOT will include programming of debt service and related costs in the Statewide Transportation Improvement Program (STIP) submitted to FHWA for review and approval.

The State will provide FHWA with an electronic copy of the Official Statement or other offering document for each GARVEE Bond issuance.

AMENDMENTS TO THE MOU

This MOU shall not be altered, modified, or amended except by an instrument in writing and executed by the Parties below. The Parties will amend this MOU as needed to reflect material changes and will review it at least every five years to determine if changes are needed. This MOU shall not terminate except upon ninety (90) days prior written notice from either Party.

Execution of Agreement

This MOU is effective as of the date of final signature below.

SIGNATURES

Stephen C. Brich, P.E.
Commissioner of Highways
Virginia Department of Transportation

Date

W. Sheppard Miller III
Chairman
Commonwealth Transportation Board

Date

Edward Ofori, P.E.
Virginia Division Administrator
Federal Highway Administration

Date

Attachment A - GARVEE Project Summary

Attachment B - Debt Service Schedule



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By:

Action:

**Title: Action on Fiscal Year 2026 Annual Budgets
Commonwealth Transportation Fund, Department of Rail and Public Transportation and
the Virginia Department of Transportation**

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

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

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

Resolution of the Board

FY 2026 Annual Budgets – Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation

June 24, 2025

Page 2 of 2

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

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

WHEREAS, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2026 through 2031 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 2026 are approved.

#####

CTB Decision Brief

Fiscal Year 2026 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 2026 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 2026 Annual Budgets
June 24, 2025
Page Two

Recommendations: VDOT and DRPT recommend the approval of the Fiscal Year 2026 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 2026 Annual Budgets.

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

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

FY 2026

Commonwealth Transportation Fund Budget June 2025



Virginia Department of Transportation

Financial Planning Division


1221 E. Broad Street, 2nd Floor

Richmond, VA 23219

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

Table of Contents

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




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

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

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

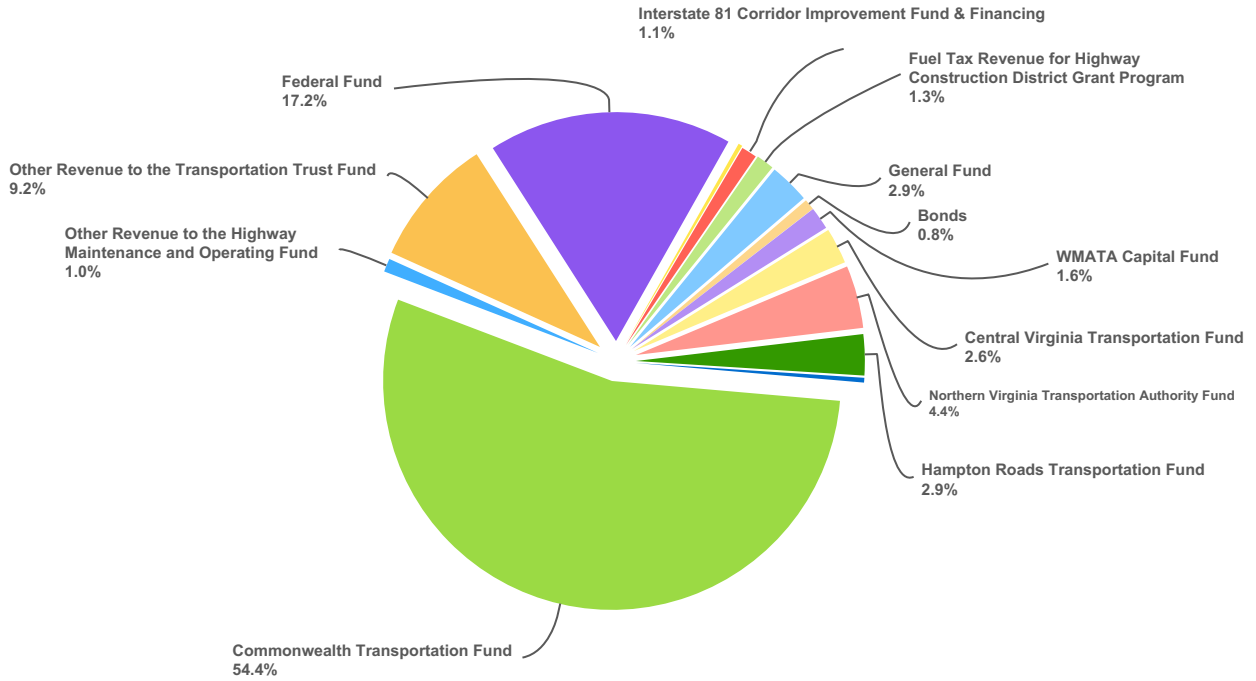
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The Fiscal Year 2026 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from December 2024 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2026 CTF Budget totals \$9,612,146,369.



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

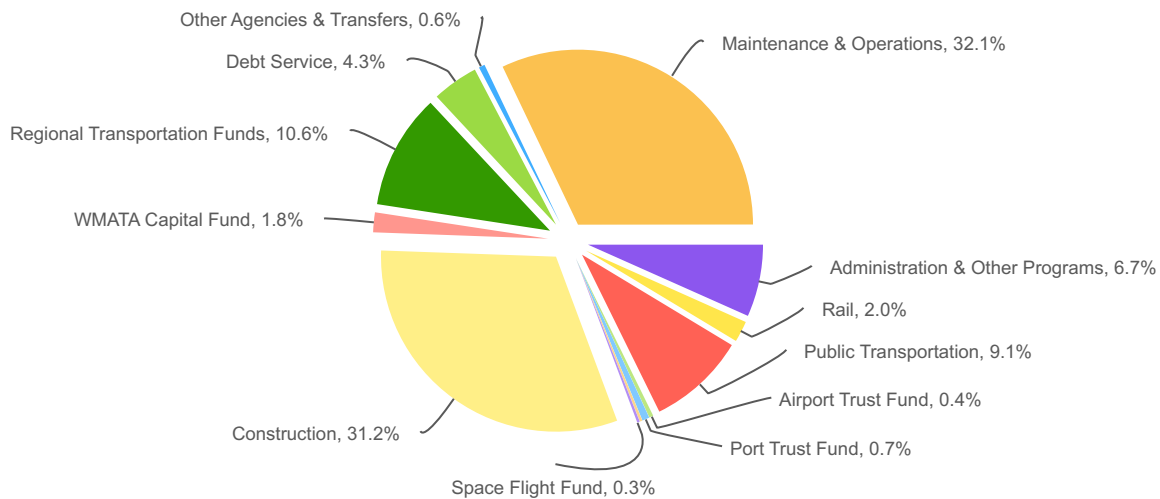
Commonwealth Transportation Fund Total Revenues



Commonwealth Transportation Fund	\$5,229,850,000
Other Revenue to the Highway Maintenance and Operating Fund	92,294,823
Other Revenue to the Transportation Trust Fund	884,269,737
Federal Fund	1,657,154,492
Priority Transportation Fund	29,000,000
Interstate 81 Corridor Improvement Fund & Financing	106,532,050
Fuel Tax Revenue for Highway Construction District Grant Program	122,275,267
General Fund	275,700,000
Bonds	74,200,000
Total Operating Revenues	\$8,471,276,369
Pass Through Revenues	
WMATA Capital Fund	154,370,000
Central Virginia Transportation Fund	245,400,000
Northern Virginia Transportation Authority Fund	426,400,000
Hampton Roads Transportation Fund	281,000,000
Hampton Roads Regional Transit Fund	33,700,000
Subtotal	1,140,870,000
TOTAL	\$9,612,146,369

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

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



Debt Service	\$405,795,729
Other Agencies & Transfers	54,106,351
Maintenance & Operations	3,036,425,601
Administration & Other Programs	632,195,252
Toll Facility Operations	149,545,336
Public Transportation	859,124,494
Rail	185,289,710
Airport Trust Fund	38,625,942
Port Trust Fund	64,009,903
Department of Motor Vehicles	24,683,961
Space Flight Fund	24,703,961
Construction	2,956,770,129
Total Operating Programs	\$8,431,276,369
Pass Through Programs	
WMATA Capital Fund	174,370,000
Regional Transportation Funds	1,006,500,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$9,612,146,369



STATE REVENUE SOURCES	FY 2025	FY 2026	INCREASE (DECREASE)	
Commonwealth Transportation Fund	\$ 4,957,000,000	\$ 5,229,850,000	\$ 272,850,000	1
Highway Maintenance & Operating Fund (HMOF)	49,732,511	92,294,823	42,562,312	2
General Fund	207,200,000	275,700,000	68,500,000	3
Transportation Trust Fund (TTF) and Other State Revenue				
Interest Earnings	14,925,000	121,230,000	106,305,000	
Toll Facilities	59,595,800	68,445,336	8,849,536	
Local Revenue Sources	816,844,893	480,076,262	(336,768,631)	4
Project Participation - Regional Entities	728,576,172	74,883,137	(653,693,035)	4
GARVEE Bonds/ Interest Earnings	—	—	—	
Route 58 Bonds/ Interest Earnings	154,860,544	74,200,000	(80,660,544)	5
I-66 Outside the Beltway Concession Fee Payment/Interest	11,000,000	23,094,194	12,094,194	
Interstate 81 Corridor Improvement Fund	103,553,395	106,532,050	2,978,655	
Special Fund Account for the Highway Construction District Grant Program	124,001,513	122,275,267	(1,726,246)	1
Other Trust Fund Revenue	84,477,419	116,540,808	32,063,389	6
Total TTF and Other Revenue	2,097,834,736	1,187,277,054	(910,557,682)	
Priority Transportation Fund (PTF)				
State Revenue	12,000,000	29,000,000	17,000,000	7
Total PTF	12,000,000	29,000,000	17,000,000	
Pass Through Revenues				
Revenue Dedicated to WMATA Capital Fund	132,120,000	154,370,000	22,250,000	1
State Revenue for Regional Entities	845,100,000	986,500,000	141,400,000	1
Total Pass Through Revenues	977,220,000	1,140,870,000	163,650,000	
TOTAL STATE REVENUES	8,300,987,247	7,954,991,877	(345,995,370)	
Federal Funding Sources				
Federal Highway Administration (FHWA)	1,678,357,199	1,581,554,069	(96,803,130)	8
Federal Transit Administration (FTA)	65,712,429	75,600,423	9,887,994	
Total Federal Funding	1,744,069,628	1,657,154,492	(86,915,136)	
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$ 10,045,056,875	\$ 9,612,146,369	\$ (432,910,506)	



DISTRIBUTION OF REVENUE SOURCES	FY 2025	FY 2026	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	\$ 7,562,400	\$ 7,565,400	\$ 3,000
Route 28	8,105,000	8,105,000	—
Route 58	29,571,644	38,172,200	8,600,556
Interstate 81	5,343,592	12,728,104	7,384,512
GARVEE Bonds	133,697,128	143,036,800	9,339,672
CPR Bonds	185,872,225	196,188,225	10,316,000
Total Debt Service	370,151,989	405,795,729	35,643,740
Other Agencies & Transfers			
Trust Fund Management	3,161,015	3,161,015	—
Support to Other State Agencies (excludes DRPT)	44,483,111	44,483,012	(99)
Indirect Costs	6,462,324	6,462,324	—
Total State Agencies	54,106,450	54,106,351	(99)
Maintenance & Operations			
Highway System Maintenance	2,253,248,429	2,398,346,423	145,097,994
Financial Assist. to Localities for Ground Transportation - Cities	526,283,488	543,678,359	17,394,871
Financial Assist. to Localities for Ground Transportation - Counties	91,374,707	94,400,819	3,026,112
Total Maintenance & Operations	2,870,906,624	3,036,425,601	165,518,977 9
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	153,278,798	108,559,623	(44,719,175) 10
Environmental Monitoring & Compliance	21,336,888	32,001,781	10,664,893 11
Administrative and Support Services	373,693,618	383,669,470	9,975,852 12
Program Management and Direction	63,496,415	67,964,378	4,467,963
Toll Facilities Operations	59,595,800	68,445,336	8,849,536
Toll Facility Revolving Account	134,100,000	81,100,000	(53,000,000) 13
Capital Outlay	40,000,000	40,000,000	— 13
Total Tolls, Administration & Other Programs	845,501,519	781,740,588	(63,760,931)

DISTRIBUTION OF REVENUE SOURCES	FY 2025	FY 2026	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$ 537,933,160	\$ 568,458,144	\$ 30,524,984 ¹
Transit - Share of administrative costs	(727,033)	(727,033)	—
Other Revenue dedicated to Transit	16,971,123	17,395,401	424,278
Share of TTF Distribution for Rail	175,412,987	185,366,786	9,953,799 ¹
Rail - Share of administrative costs	(237,076)	(237,076)	—
Federal Transit Authority (FTA)	65,712,429	75,417,800	9,705,371
CMAQ (without State Match)	25,942,897	31,906,021	5,963,124 ¹⁴
Carbon (without State Match)	—	182,623	182,623
STP Regional (without State Match)	6,686,085	8,703,226	2,017,141 ¹⁴
Interest Earnings	520,000	3,160,000	2,640,000
Mass Transit Fund-Support from Construction	8,157,248	10,152,312	1,995,064
Rail Fund - Support from Construction	4,000,000	4,000,000	—
Priority Transportation	53,100,000	52,000,000	(1,100,000)
General Fund for WMATA	60,200,000	76,700,000	16,500,000 ³
Other	11,910,000	11,936,000	26,000
Subtotal Transit and Rail Funds	965,581,820	1,044,414,204	78,832,384
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	132,120,000	154,370,000	22,250,000 ¹
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
Subtotal WMATA Capital Fund	152,120,000	174,370,000	22,250,000
Airports - Share of TTF Distribution	35,082,597	37,073,357	1,990,760 ¹
Airports - Share of administrative costs	(47,415)	(47,415)	—
Airports - Interest Earnings	700,000	1,600,000	900,000
Total Airport Trust Fund	35,735,182	38,625,942	2,890,760
Ports - Share of TTF Distribution	58,470,996	61,788,929	3,317,933 ¹
Ports - Share of administrative costs	(79,026)	(79,026)	—
Ports - Interest Earnings	1,000,000	2,300,000	1,300,000
Total Port Trust Fund	59,391,970	64,009,903	4,617,933
Department of Motor Vehicles - Share of TTF Distribution	23,388,398	24,715,571	1,327,173 ¹
DMV - Share of administrative costs	(31,610)	(31,610)	—
Total DMV	23,356,788	24,683,961	1,327,173
Virginia Commercial Space Flight Authority - Share of TTF Distribution	23,388,398	24,715,571	1,327,173 ¹
Space Flight Authority - Share of administrative costs	(31,610)	(31,610)	—
Space - Interest Earnings	5,000	20,000	15,000
Total Space Flight Authority	23,356,788	24,703,961	1,347,173



DISTRIBUTION OF REVENUE SOURCES	FY 2025	FY 2026	INCREASE (DECREASE)	
Pass Through Revenue Allocations				
Central Virginia Transportation Authority Fund	\$ 197,300,000	\$ 245,400,000	\$ 48,100,000	
Northern Virginia Transportation Authority Fund	401,644,248	465,625,944	63,981,696	
Hampton Roads Transportation Fund	244,200,000	281,000,000	36,800,000	
Hampton Roads Regional Transit Fund	38,700,000	33,700,000	(5,000,000)	
Total Regional Transportation Programs	881,844,248	1,025,725,944	143,881,696	1
Construction				
Financial Assistance to Localities for Ground Transportation	19,049,816	18,526,939	(522,877)	
State of Good Repair Program	288,788,311	341,000,223	52,211,912	14
High Priority Projects Program	192,462,626	220,987,865	28,525,239	14
Construction District Grant Programs	316,464,139	343,263,132	26,798,993	14
Specialized State and Federal Programs	2,418,397,870	1,342,750,405	(1,075,647,465)	15
Virginia Highway Safety Improvement Program	96,231,314	110,493,932	14,262,618	14
Interstate Operations and Enhancement Program	343,928,181	470,565,867	126,637,686	16
Total Construction	3,675,322,257	2,847,588,363	(827,733,894)	
Special Structures	87,676,240	89,955,822	2,279,582	
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS				
	\$10,045,051,875	\$ 9,612,146,369	\$ (432,905,506)	
Agency Funding Summary:				
VDOT	\$ 8,870,766,575	\$ 8,327,490,710	\$ (543,275,865)	
Less Support to DRPT/VPRA	(85,257,248)	(86,152,312)	(895,064)	
VDOT (Net)	8,785,509,327	8,241,338,398	(544,170,929)	
DRPT/VPRA	1,117,701,820	1,218,784,204	101,082,384	
Ports	59,391,970	64,009,903	4,617,933	
Aviation	35,735,182	38,625,942	2,890,760	
DMV	23,356,788	24,683,961	1,327,173	
Space Flight Authority	23,356,788	24,703,961	1,347,173	
Grand Total	\$10,045,051,875	\$ 9,612,146,369	\$ (432,905,506)	

CTF State Revenue Details

STATE REVENUE SOURCES	FY 2025	FY 2026	INCREASE (DECREASE)
State Tax on Motor Fuels	\$1,504,300,000	\$1,555,900,000	\$51,600,000
Road Tax	85,100,000	82,300,000	(2,800,000)
Retail Sales & Use Tax	1,392,200,000	1,477,000,000	84,800,000
Motor Vehicle Sales and Use Tax	1,193,500,000	1,240,200,000	46,700,000
International Registration Plan	119,600,000	115,900,000	(3,700,000)
Motor Vehicle Licenses	219,500,000	222,400,000	2,900,000
Miscellaneous Revenues	18,600,000	18,900,000	300,000
Motor Vehicle Rental Tax	41,500,000	43,500,000	2,000,000
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	65,400,000	104,700,000	39,300,000
Insurance Premium	221,300,000	240,400,000	19,100,000
Recordation Tax	55,900,000	63,600,000	7,700,000
Total	\$4,918,900,000	\$5,166,800,000	\$247,900,000

Endnotes

Endnote Number	Description
1	Revenue changes reflect impact of updated state revenue forecast.
2	Increase represents the unallocated Highway Maintenance and Operating Fund balance from prior years and increased estimates for miscellaneous revenues and property damage.
3	General Fund dollars made available in Chapter 725 (2025 Session) in Fiscal Years 2025 and 2026 for Transportation Initiatives. In FY 2026, \$175 million is provided for the Inter-state 81 Corridor Improvement Program and \$76.7 million is provided for WMATA.
4	Revenue and allocations represent funding from regional entities or localities for projects.
5	Revenue and allocations reflected planned use of bond proceeds for Route 58 Corridor Program.
6	Other Trust Fund Revenue includes updates for interest earnings expectations.
7	Revenue change reflects updated interest earnings estimate for the Priority Transportation Fund.
8	Federal revenue updates based on apportionment details and obligation limitation available to Virginia.
9	Allocation adjustments reflect program growth and supplemental funding for the VDOT Maintenance Program and Financial Assistance to Localities.
10	Allocations in the previous year included funding for study initiatives and 495 Southside Procurement.
11	Increased allocations for Environmental Monitoring and Compliance are provided for wetlands credits and municipal separate storm sewer system compliance activities.
12	Allocation adjustment reflects program growth for personal services and nonpersonal services.
13	Allocation adjustment reflects updates assumptions for toll facilities. In addition, General Fund dollars were provided for toll relief on Elizabeth River Crossings, \$77 million in FY 2025 and \$24 million in FY 2026.
14	Allocation change based on the Six-Year Improvement Program. Updates based on funds available for Construction Formula Distribution.
15	Reduced allocations reflect funding from regional entities or localities for projects.
16	Allocation change based on funds available for Construction Formula Distribution. The previous fiscal year included \$70 million in General Fund dollars for Interstate 81 Improvement Program. FY 2026 includes \$175 million in General Fund for the Interstate 81 Corridor Improvement Program.



FY 2026

VDOT Annual Budget
June 2025



Table of Contents

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

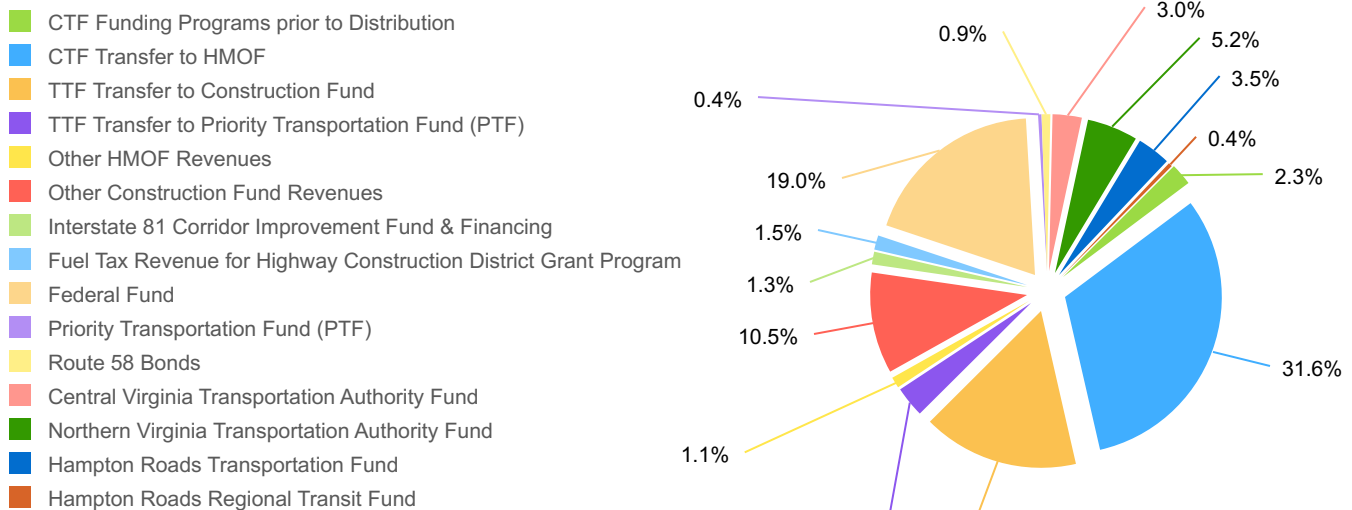
Overview

The Fiscal Year 2026 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2024 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The VDOT Budget for FY 2026 totals \$8,327,490,710 a (6.5)% decrease over the FY 2025 VDOT Budget of \$8,870,766,575.

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

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

Source of Transportation Funds



Detailed Sources of Transportation Funds

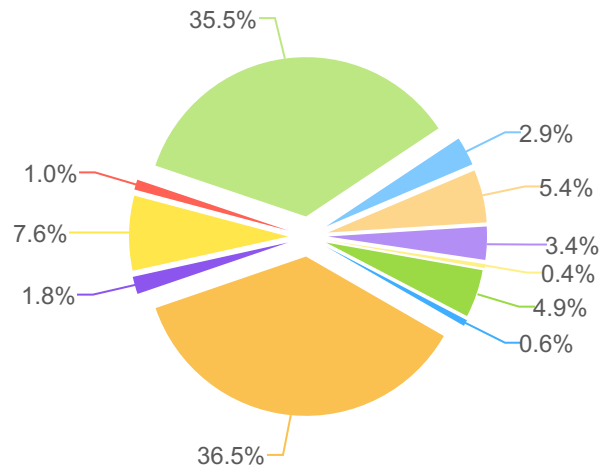
CTF Funding Programs prior to Distribution	\$ 184,955,822
CTF Transfer to HMOF	2,572,437,031
TTF Transfer to Construction Fund	1,309,925,289
TTF Transfer to Priority Transportation Fund (PTF)	259,513,500
Other HMOF Revenues	92,294,823
Other Construction Fund Revenues	849,912,106
Interstate 81 Corridor Improvement Fund & Financing	106,532,050
Fuel Tax Revenue for Highway Construction District Grant Program	122,275,267
Federal Fund	1,540,944,822
Priority Transportation Fund (PTF)	29,000,000
General Funds	199,000,000
Route 58 Bonds	74,200,000
Subtotal	\$ 7,340,990,710
Pass Through Revenues	
Central Virginia Transportation Authority Fund	245,400,000
Northern Virginia Transportation Authority Fund	426,400,000
Hampton Roads Transportation Fund	281,000,000
Hampton Roads Regional Transit Fund	33,700,000
TOTAL	\$ 8,327,490,710

Overview

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

Allocations	FY 2025	FY 2026	INCREASE (DECREASE)
Debt Service	\$ 370,151,989	\$ 405,795,729	\$ 35,643,740
Other Agencies and Transfers	54,106,450	54,106,351	(99)
Maintenance & Operations	2,870,906,624	3,036,425,601	165,518,977
Toll Facility Operations	193,695,800	149,545,336	(44,150,464)
Administration & Other Programs	651,805,719	632,195,252	(19,610,467)
Public Transportation & Rail	85,257,248	86,152,312	895,064
Construction Program	3,779,742,745	2,956,770,129	(822,972,616)
Subtotal	\$8,005,666,575	\$7,320,990,710	\$(684,675,865)
Pass Through Revenues			
Central Virginia Transportation Authority Fund	197,300,000	245,400,000	48,100,000
Northern Virginia Transportation Authority Fund	384,900,000	446,400,000	61,500,000
Hampton Roads Transportation Fund	244,200,000	281,000,000	36,800,000
Hampton Roads Regional Transit Fund	38,700,000	33,700,000	(5,000,000)
TOTAL	\$8,870,766,575	\$8,327,490,710	\$ (543,275,865)

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



Highway Maintenance & Operating Fund

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

HMOF Revenue Sources	FY 2025	FY 2026	Difference
CTF Transfer to HMOF	\$ 2,434,302,674	\$ 2,572,437,031	\$ 138,134,357 ¹
Miscellaneous Revenues	18,600,000	18,900,000	300,000
Other Revenue	31,132,511	73,394,823	42,262,312 ²
Subtotal	\$ 2,484,035,185	\$ 2,664,731,854	\$ 180,696,669
Transfer from Construction	509,882,302	532,638,958	22,756,656
Total	\$ 2,993,917,487	\$ 3,197,370,812	\$ 203,453,325

Commonwealth Transportation Fund & Transportation Trust Fund

Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. The following table provides details on revised distributions for Fiscal Year 2026.

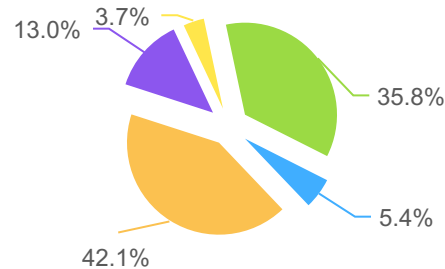
Construction Fund Revenue Sources	FY 2025	FY 2026	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to TTF for Support	1,181,262	900,000	(281,262)
Distributed to Special Structures	87,676,240	89,955,822	2,279,582
Total	\$ 168,857,502	\$ 170,855,822	\$ 1,998,320

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

Construction Fund Revenue Sources	FY 2025	FY 2026	Difference
State Revenue from TTF Distribution	\$ 1,239,585,106	\$ 1,309,925,289	\$ 70,340,183
General Fund	147,000,000	199,000,000	52,000,000
Federal Revenues	1,645,728,217	1,540,944,822	(104,783,395)
Local Revenues	1,474,920,884	476,166,088	(998,754,796)
Other Revenues	92,029,186	134,503,199	42,474,013
Total	\$ 4,599,263,393	\$ 3,660,539,398	\$ (938,723,995)

Construction Fund Revenue by Source

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



Other Fund Revenues

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

Other Fund Revenues	FY 2025	FY 2026	Difference	
Regional Transportation Funds	\$ 845,100,000	\$ 986,500,000	\$ 141,400,000	1
Interstate 81 Corridor Improvement Fund	103,553,395	106,532,050	2,978,655	
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	124,001,513	122,275,267	(1,726,246)	1
Powhite Parkway Extension Toll Revenue	11,675,600	11,675,600	—	
Coleman Bridge Toll Revenue	6,070,200	3,155,990	(2,914,210)	
I-66 Inside the Beltway Toll Revenue	35,950,000	45,113,746	9,163,746	
I-64 Express Lanes Toll Revenue	5,900,000	8,500,000	2,600,000	
Northern VA Transportation District (NVTD)	7,833,414	5,689,920	(2,143,494)	
Priority Transportation Fund (PTF)	245,578,182	259,513,500	13,935,318	1
Transportation Partnership Opportunity Fund	5,000,000	36,660,000	31,660,000	20
Route 58	154,860,544	74,200,000	(80,660,544)	7
Route 28	8,105,000	8,105,000	—	
Other	64,800,000	134,590,000	69,790,000	20
Total	\$ 1,618,427,848	\$ 1,802,511,073	\$ 184,083,225	
Total Construction Major Sources (page 7)				
	4,599,263,393	3,660,539,398	(938,723,995)	
Transfer to HMOF	(509,882,302)	(532,638,958)	(22,756,656)	
Total Construction Fund	\$ 5,707,808,939	\$ 4,930,411,513	\$ (777,397,426)	

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

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

	FY 2025	FY 2026	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514) \$	21,336,888	\$ 32,001,781	\$ 10,664,893
Ground Transportation Planning and Research (602)	153,278,798	108,559,623	(44,719,175)
Highway Construction Programs (603)	3,719,768,856	2,897,025,802	(822,743,054)
Highway System Maintenance (604)	2,253,248,429	2,398,346,423	145,097,994
Commonwealth Toll Facilities (606)	193,695,800	149,545,336	(44,150,464)
Financial Assistance to Localities (607)	1,518,552,259	1,682,332,061	163,779,802
Non-Toll Supported Transportation Debt Service (612)	370,151,989	405,795,729	35,643,740
Special Structures (614)	87,676,240	89,955,822	2,279,582
Administrative and Support Services (699)	373,693,618	383,669,470	9,975,852
VDOT Capital Outlay (998)	40,000,000	40,000,000	—
Support to Other State Agencies	54,106,450	54,106,351	(99)
Support to DRPT Programs	85,257,248	86,152,312	895,064
Total	\$ 8,870,766,575	\$ 8,327,490,710	\$ (543,275,865)

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2025	FY 2026	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 12,467,830	\$ 18,850,096	\$ 6,382,266
Environmental Monitoring Program Management (514009)	4,606,181	4,762,749	156,568
Municipal Separate Storm Sewer System Compliance Activities (514010)	4,262,877	8,388,936	4,126,059
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	\$ 21,336,888	\$ 32,001,781	\$ 10,664,893
TTF	21,336,888	32,001,781	10,664,893

Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

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

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

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

PLANNING & RESEARCH (602)	FY 2025	FY 2026	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$ 132,667,645	\$ 94,802,639	\$ (37,865,006)
Ground Transportation System Research (602002)	15,549,795	8,530,116	(7,019,679)
Ground Transportation Program Management (602004)	5,061,358	5,226,868	165,510
TOTAL PLANNING & RESEARCH	\$ 153,278,798	\$ 108,559,623	\$ (44,719,175)
HMOF	19,779,352	12,946,263	(6,833,089)
CONSTRUCTION	105,975,115	69,656,885	(36,318,230)
FEDERAL	27,524,331	25,956,475	(1,567,856)

Highway Construction Programs (603)

For Fiscal Year 2026, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. The following table provides details on distributions for Fiscal Year 2026.

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

CONSTRUCTION (603)	FY 2025	FY 2026	INCREASE (DECREASE)	
State of Good Repair Program (603020)	\$ 288,693,940	\$ 341,000,223	\$ 52,306,283	10
High Priority Projects Program(603021)	192,462,626	220,987,865	28,525,239	10
Construction District Grant Programs (603022)	316,464,139	343,263,132	26,798,993	10
Specialized State and Federal Programs (603023)	2,419,774,468	1,344,571,099	(1,075,203,369)	
Virginia Highway Safety Improvement Program (603017)	134,783,478	110,493,932	14,262,618	10
Interstate Operations and Enhancement Program (603018)	274,702,353	468,745,173	126,099,219	10
Construction Management (603015)	63,496,415	67,964,378	4,467,963	
TOTAL CONSTRUCTION	\$3,719,768,856	\$2,897,025,802	\$ (822,743,054)	
CONSTRUCTION	2,041,280,420	1,151,289,823	(889,990,597)	
FEDERAL	1,154,863,376	1,077,417,253	(77,446,123)	
I-81 CORRIDOR IMPROVEMENT FUND	98,209,803	93,803,946	(4,405,857)	
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	124,001,513	122,275,267	(1,726,246)	
PTF	20,043,930	39,993,368	19,949,438	
TPOF	19,974,151	51,634,151	31,660,000	
VTIB	7,700,000	77,490,000	69,790,000	
NVTD	271,014	—	(271,014)	
CONCESSION FEE FUND	—	12,094,194	12,094,194	
GENERAL FUND	70,000,000	175,000,000	105,000,000	
ROUTE 58	185,288,900	96,027,800	(89,261,100)	

Highway Construction Programs (603)

STATE OF GOOD REPAIR PROGRAM (603020)

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

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	\$ 288,693,940	\$ 341,000,223	\$ 52,306,283
CONSTRUCTION	121,698,031	118,588,768	(3,109,263)
FEDERAL	166,995,909	222,411,455	55,415,546

HIGH PRIORITY PROJECTS PROGRAM (603021)

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

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$ 192,462,626	\$ 220,987,865	\$ 28,525,239
CONSTRUCTION	37,222,315	71,148,274	33,925,959
FEDERAL	155,240,311	149,839,591	(5,400,720)
GARVEE	—	—	—

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	\$ 316,464,139	\$ 343,263,132	\$ 26,798,993
CONSTRUCTION	87,294,823	113,567,513	26,272,690
SPECIAL FUND ACCOUNT FOR CONSTRUCTION			
DGP	124,001,513	122,275,267	(1,726,246)
FEDERAL	105,167,803	107,420,352	2,252,549
GARVEE	—	—	—

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

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

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2025	FY 2026	INCREASE (DECREASE)	
CMAQ & State Match	\$ 56,003,034	\$ 35,424,518	\$ (20,578,516)	
Participating Project Costs	60,000,000	60,000,000	—	
Project Participation from CVTA	1,180,504	22,305,893	21,125,389	
Project Participation from HRTAC	695,901,157	330,984,748	(364,916,409)	12
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	247,528,950	—	(247,528,950)	12
Project Participation from NVTA	421,047,222	14,883,137	(406,164,085)	12
Revenue Sharing	200,000,000	200,000,000	—	
STP Set-aside	38,110,219	35,272,146	(2,838,073)	4
STP Regional & State Match	130,799,075	121,218,145	(9,580,930)	4
Tele Fees	8,562,051	7,291,310	(1,270,741)	
PTF for Multimodal Improvements	32,700,000	—	(32,700,000)	13
PTF for Construction Projects	14,224,050	29,935,368	15,711,318	13
Carbon Reduction Program and State Match	34,640,380	32,545,509	(2,094,871)	4
PROTECT	39,388,593	37,214,231	(2,174,362)	4
Bridge	98,252,567	98,252,567	—	
Bridge - Off System	17,338,688	17,338,688	—	
Electric Vehicles	24,039,940	22,657,935	(1,382,005)	
Route 58 Bonds	152,200,000	74,200,000	(78,000,000)	
HIP - Community Project Grants	87,753,133	10,058,000	(77,695,133)	
Other	92,804,905	182,894,710	90,089,805	20
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	\$ 2,452,474,468	\$ 1,344,571,099	\$ (1,107,903,369)	

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2025	FY 2026	INCREASE (DECREASE)
CONSTRUCTION	1,672,281,306	667,494,622	(1,004,786,684)
FEDERAL	514,702,820	398,016,270	(116,686,550)
GENERAL FUND	—	—	—
PTF	20,043,930	39,993,368	19,949,438
CONCESSION FEE FUND	—	12,094,194	12,094,194
I-81 CORRIDOR IMPROVEMENT FUND	1,282,227	1,820,694	538,467
OTHER BOND PROGRAMS/FUNDS	185,288,900	96,027,800	(89,261,100)
NVTD	271,014	—	(271,014)
VTIB	7,700,000	77,490,000	69,790,000
GARVEE BOND PROCEEDS	—	—	—
TPOF	19,974,151	51,634,151	31,660,000
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$ 2,421,544,348	\$ 1,344,571,099	\$ (1,076,973,249)

Highway Construction Programs (603)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)

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

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL VHSIP	\$ 96,231,314	\$110,493,932	\$ 14,262,618
TTF	—	1,921,498	1,921,498
FEDERAL	96,231,314	108,572,434	12,341,120

10

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)

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

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL IOEP	\$ 245,718,378	\$ 468,745,173	\$ 223,026,795
TTF	59,193,159	110,604,770	51,411,611
FEDERAL	116,525,219	91,157,151	(25,368,068)
General Fund	70,000,000	175,000,000	105,000,000
I-81	96,927,576	91,983,252	(4,944,324)

10;14

CONSTRUCTION MANAGEMENT (603015)

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

CONSTRUCTION MANAGEMENT (603015)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	\$ 63,496,415	\$ 67,964,378	\$ 4,467,963
TTF	63,496,415	67,964,378	4,467,963

Highway System Maintenance (604)

The maintenance program consists of:

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

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

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

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

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

HIGHWAY SYSTEM MAINTENANCE (604)	FY 2025	FY 2026	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 484,098,515	\$ 527,932,598	\$ 43,834,083
Primary Maintenance (604002)	648,176,255	687,854,064	39,677,809
Secondary Maintenance (604003)	664,423,848	701,801,078	37,377,230
Transportation Operations Services (604004)	362,029,227	383,962,759	21,933,532
Highway Maintenance Program Management & Direction (604005)	94,520,584	96,795,924	2,275,340
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$2,253,248,429	\$2,398,346,423	\$ 145,097,994
HMOF	1,934,449,881	2,114,108,297	179,658,416
FEDERAL	318,798,548	284,238,126	(34,560,422)

Commonwealth Toll Facilities (606)

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

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

Toll Facility Debt Service (606002) -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. Both the George P. Coleman Bridge and the Powhite Parkway Extension have completed paying off bonds sold to finance the construction of the facilities. The remaining debt owed by both facilities is to Toll Facility Revolving Account.

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

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

COMMONWEALTH TOLL FACILITIES (606)	FY 2025	FY 2026	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	59,595,800	68,445,336	8,849,536 ¹⁶
Toll Facilities Revolving (606004)	134,100,000	81,100,000	(53,000,000) ¹⁷
TOTAL TOLL FACILITIES	\$ 193,695,800	\$ 149,545,336	\$ (44,150,464)
POWHITE	11,675,600	11,675,600	—
COLEMAN	6,070,200	3,155,990	(2,914,210)
I-66 INSIDE THE BELTWAY	35,950,000	45,113,746	9,163,746
I-64 EXPRESS LANES	5,900,000	8,500,000	2,600,000
GENERAL FUND	77,000,000	24,000,000	(53,000,000)
TOLL FACILITIES REVOLVING	57,100,000	57,100,000	—

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2025	FY 2026	INCREASE (DECREASE)	
Financial Assistance for City Road Maintenance (607001)	\$ 526,283,488	\$ 543,678,359	\$ 17,394,871	15
Financial Assistance for County Road Maintenance (607002)	91,374,707	94,400,819	3,026,112	15
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	19,049,816	18,526,939	(522,877)	
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	401,644,248	465,625,944	63,981,696	1
Distribution of Hampton Roads Transportation Fund Revenues (607007)	282,900,000	314,700,000	31,800,000	1
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	197,300,000	245,400,000	48,100,000	1

TOTAL FINANCIAL ASSISTANCE TO LOCALITIES **\$1,518,552,259** **\$1,682,332,061** **\$ 163,779,802**

HMOF	617,658,195	638,079,178	20,420,983
CONSTRUCTION	24,949,230	27,506,715	2,557,485
FEDERAL	10,844,834	10,246,168	(598,666)
CENTRAL VIRGINIA TRANSPORTATION FUND	197,300,000	245,400,000	48,100,000
NORTHERN VIRGINIA TRANSPORTATION FUND	384,900,000	446,400,000	61,500,000
HAMPTON ROADS TRANSPORTATION FUND	244,200,000	281,000,000	36,800,000
HAMPTON ROADS REGIONAL TRANSIT FUND	38,700,000	33,700,000	(5,000,000)

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

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

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

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

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

Non-Toll Supported Transportation Debt Service (612)	FY 2025	FY 2026	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,105,000	\$ 8,105,000	\$ —
Designated Highway Corridor Debt Service (612002)	37,134,044	45,737,600	8,603,556
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	185,872,225	196,188,225	10,316,000
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	133,697,128	143,036,800	9,339,672
Interstate 81 Corridor Improvement Program Debt Service (612006)	5,343,592	12,728,104	7,384,512
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$ 370,151,989	\$ 405,795,729	\$ 28,259,228

NVTD	7,562,400	7,565,400	3,000
ROUTE 28	8,105,000	8,105,000	—
CPR BONDS	185,872,225	196,188,225	10,316,000
ROUTE 58	29,571,644	38,172,200	8,600,556
I-81	5,343,592	12,728,104	7,384,512
FEDERAL	133,697,128	143,036,800	9,339,672

Special Structures (614)

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

VDOT SPECIAL STRUCTURES	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL VDOT SPECIAL STRUCTURES	\$ 87,676,240	\$ 89,955,822	\$ 2,279,582
SPECIAL STRUCTURES	87,676,240	89,955,822	2,279,582

18

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2025	FY 2026	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 196,694,126	\$ 207,062,298	\$ 10,368,172
Information Technology Services (699002)	141,065,441	138,442,094	(2,623,347)
Facilities and Grounds Management Services (699015)	23,349,307	25,350,204	2,000,897
Employee Training & Development (699024)	12,584,744	12,814,874	230,130
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$ 373,693,618	\$ 383,669,470	\$ 9,975,852
HMOF	372,512,356	382,769,470	10,257,114
CTF	1,181,262	900,000	(281,262)

19

VDOT Capital Outlay (998)

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

VDOT CAPITAL OUTLAY (998)	FY 2025	FY 2026	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	\$ 40,000,000	\$ 40,000,000	\$ —
CONSTRUCTION	40,000,000	40,000,000	—

Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES	FY 2025	FY 2026	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	\$ 301,676	\$ 301,676	\$ —
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	1,068,986	1,068,986	—
Department of State Police	9,637,997	9,179,045	(458,952)
Department of Minority Business Enterprise	1,800,567	1,800,567	—
Department of Historic Resources	226,807	226,807	—
Department of Emergency Management	1,360,549	1,360,549	—
Department of Motor Vehicles	15,332,836	15,791,689	458,853
Department of Treasury	185,188	185,187	(1)
Virginia Liaison Office	199,891	199,891	—
Office of the State Inspector General	2,254,194	2,254,194	—
SUBTOTAL	32,682,459	32,682,359	(100)
Transfers to the General Fund			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	6,462,324	6,462,324	—
Department of Taxation	2,975,827	2,975,828	1
SUBTOTAL	19,923,991	19,923,992	1
Transfers to Other Agencies			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
TOTAL SUPPORT TO OTHER STATE AGENCIES	\$ 54,106,450	\$ 54,106,351	\$ (99)
HMOF	49,517,703	49,517,604	(99)
CONSTRUCTION	3,077,221	3,077,221	—
TPOF	25,849	25,849	—
DMV	31,610	31,610	—
RAIL	237,076	237,076	—
PTF	331,907	331,907	—
PORTS	79,026	79,026	—
AIRPORTS	47,415	47,415	—
DRPT	727,033	727,033	—
SPACE	31,610	31,610	—

Program Allocations by Fund

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

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 32,001,781	\$ —	\$ —	\$ —	\$ 32,001,781
Ground Transportation Planning & Research (602)	12,946,263	69,656,885	25,956,475	—	—	108,559,623
Highway Construction Programs (603)	—	1,161,347,823	1,077,417,253	—	658,260,726	2,897,025,802
Highway System Maintenance (604)	2,114,108,297	—	284,238,126	—	—	2,398,346,423
Commonwealth Toll Facilities (606)	—	—	—	—	149,545,336	149,545,336
Financial Assistance to Localities (607)	638,079,178	8,280,771	10,246,168	—	1,025,725,944	1,682,332,061
Non-Toll Supported Transportation Debt Service (612)	—	—	143,036,800	—	262,758,929	405,795,729
Special Structures (614)	—	89,955,822	—	—	—	89,955,822
Administrative and Support Services (699)	382,769,470	—	—	—	900,000	383,669,470
VDOT Capital Outlay (998)	—	40,000,000	—	—	—	40,000,000
Support to Other State Agencies	49,517,604	3,077,221	—	—	1,511,526	54,106,351
Support to DRPT Programs	—	14,152,312	—	—	72,000,000	86,152,312
TOTAL	\$3,197,420,812	\$ 1,418,472,615	\$ 1,540,894,822	\$ —	\$2,170,702,461	\$8,327,490,710

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

Budget Comparison Schedule for FY 2026

Revenues

Revenue provided by the General Fund of the Commonwealth	\$ 199,000,000
Taxes	1,174,875,267
Rights and privileges	25,024,398
Sale of property and commodities	—
Interest, dividends, and rents	160,493,158
Fines, forfeitures, court fees	—
Penalties and escheats	17,100,000
Receipts from localities and private sector	537,820,778
Federal grants and contracts	1,540,944,822
Toll revenues	108,445,336
Other	125,869,489
Total Revenues	<u>3,889,573,248</u>

Other Financing Sources

Other financing sources	89,853,770
Bond proceeds	21,232,050
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	4,326,831,642
Total Other Financing Sources	<u>4,437,917,462</u>

Total Revenues and Other Sources **\$8,327,490,710**

Budget Comparison Schedule for FY 2026

Expenditures

Administrative and support services	\$ 383,669,470
Ground transportation system planning and research	108,559,623
Highway system acquisition and construction	2,889,582,956
Highway system maintenance	2,398,346,423
Financial assistance to localities	1,682,332,061
Environmental monitoring and compliance	32,001,781
Toll facility operations and construction	156,988,182
Special Structures	89,955,822
Capital Outlay	40,000,000
Debt Service	405,795,729
Total Expenditures	<u>8,187,232,047</u>

Other Financing Uses

Other financing uses	—
Transfers to other state agencies and General Fund	140,258,663
Transfers out	—
Total Other Financing Uses	<u>140,258,663</u>

Total Expenditures and Other Uses **\$8,327,490,710**

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

Appendix I - Powhite Parkway Extension (0436) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	\$ 11,675,600
TOTAL ESTIMATED REVENUES	\$ 11,675,600
Toll Facility Revolving Account Loan Repayment	2,377,719
TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES	\$ 9,297,881

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	6,297,881
Maintenance Replacement Fund	3,000,000
TOTAL ESTIMATED EXPENDITURES	\$ 9,297,881

Details of Operating Expenditures	ALLOCATION FY 2025	RECOMMENDED FY 2026	INCREASE (DECREASE)
Personal Services	1,702,376	1,534,229	-168,147
Contractual Services	1,448,349	2,097,300	648,951
Supplies and Materials	62,427	46,550	(15,877)
Transfer Payments	2,400,000	2,438,372	38,372
Continuous Charges	135,577	153,229	17,652
Property and Improvements	—	—	—
Equipment	30,600	28,200	(2,400)
Obligations			—
TOTAL - Operating Expenditures	\$ 5,779,329	\$ 6,297,880	\$ 518,551

Appendix I - Coleman Bridge (0437) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	\$ 758,775
Plus: Cash Transfer From Coleman Bridge Maintenance Replacement Fund	\$ 2,397,215
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 3,155,990

Toll Facility Revolving Account Loan Repayment	—
TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES	\$ 3,155,990

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,155,990
Maintenance Replacement Fund	—
TOTAL ESTIMATED EXPENDITURES	\$ 3,155,990

Details of Operating Expenditures	ALLOCATION FY 2025	RECOMMENDED FY 2026	INCREASE (DECREASE)
Personal Services	704,521	383,701	(320,820)
Contractual Services	1,596,400	2,698,764	1,102,364
Supplies and Materials	55,107	8,694	(46,413)
Transfer Payments	440,000	55,000	(385,000)
Continuous Charges	82,686	9,832	(72,854)
Property and Improvements	—	—	—
Equipment	346,657	—	(346,657)
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 3,225,371	\$ 3,155,990	\$ (69,381)

Appendix I - I-66 Inside the Beltway (0446) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	\$ 39,788,273
Court Payments	200,000
FY 2024 Carryover	5,125,473
TOTAL ESTIMATED REVENUES	<u>\$ 45,113,746</u>

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	\$ 42,013,746
Maintenance Replacement Fund	3,100,000
TOTAL ESTIMATED EXPENDITURES	<u>\$ 45,113,746</u>

Details of Operating Expenditures	ALLOCATION FY 2025	RECOMMENDED FY 2026	INCREASE (DECREASE)
Personal Services	\$683,000	\$ 637,661	-\$45,339
Contractual Services	10,400,000	7,883,300	(2,516,700)
Supplies and Materials	25,100	5,800	(19,300)
Transfer Payments	21,831,900	33,474,973	11,643,073
Continuous Charges	—	7,012	7,012
Property and Improvements	—	—	—
Equipment	—	5,000	5,000
Obligations	10,000	—	(10,000.00)
TOTAL - Operating Expenditures	32,950,000	<u>\$ 42,013,746</u>	<u>\$ 9,063,746</u>

Memorandum of Agreement Waterfall Budget

Tolling Operation and Maintenance	\$ 12,838,773
Debt Service on Rail Component Debt	—
NVTC Payment	11,314,082
Pay go for Rail Components	13,444,778
Toll Facilities Revolving Account (TFRA) Repayment	2,390,640
Debt Service on NVTC Debt	—
Additional Repayments to TFRA	—
Remaining to Components selected by NVTC/ Approved by CTB	—
	<u>\$ 39,988,273</u>
FY 2024 Carryover for NVTC	<u>\$ 5,125,473</u>
Total	<u>\$ 45,113,746</u>

Appendix I - I-64 Express Lanes (0447) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	\$ 8,500,000
TOTAL ESTIMATED REVENUES FOR EXPENDITURES	\$ 8,500,000
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 8,500,000

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	8,000,000
Maintenance Replacement Fund	500,000
TOTAL ESTIMATED EXPENDITURES	\$ 8,500,000

Details of Operating Expenditures	ALLOCATION FY 2025	RECOMMENDED FY 2026	INCREASE (DECREASE)
Personal Services	509,578	605,986	96,408
Contractual Services	3,659,864	7,087,196	3,427,332
Supplies and Materials	258	200	(58)
Transfer Payments	220,000	300,000	80,000
Continuous Charges	300	6,618	6,318
Property and Improvements	—	—	—
Equipment	10,000	—	(10,000)
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 4,400,000	\$ 8,000,000	\$ 3,600,000

Index: Acronyms and Terminology

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

Endnotes

Endnote Number	Description
1	Revenue changes reflect impact of updated state revenue forecast.
2	Increase represents the unallocated Highway Maintenance and Operating Fund balance from prior years and increased estimates for miscellaneous revenues and property damage.
3	General Fund dollars made available in Chapter 725 (2025 Session) in Fiscal Years 2025 and 2026 for Transportation Initiatives. In FY 2026, \$175 million has been provided for the Interstate 81 Corridor Improvement Program.
4	Federal revenue updates based on apportionment details and obligation limitation available to Virginia.
6	Other Revenue includes updates for interest earnings expectations and other miscellaneous revenue sources.
7	Revenue and allocations reflected planned use of bond proceeds for Route 58 Corridor Program.
8	Increased allocations for Environmental Monitoring and Compliance are provided for wetlands credits and municipal separate storm sewer system compliance activities.
9	Allocations in the previous year included funding for study initiatives and 495 Southside Procurement.
11	Includes updated revenue estimate for the Fuel Tax dedicated to the Special Fund Account for the Construction District Grant Program.
12	Revenue and allocations represent funding from regional entities or localities for projects.
13	Allocation change reflects updated interest earnings estimate for the Priority Transportation Fund. PTF allocations for rail improvements are provided as support to Rail/Virginia Passenger Rail Authority.
14	Adjustment reflects change in funds available to program areas as prescribed in the Code of Virginia, §33.2-358. Interstate Operations and Enhancement Program adjustments also include updates to funds directly allocated for the Interstate 81 Corridor Improvements Program.
15	Allocation adjustments reflect program growth and supplemental funding for the VDOT Maintenance Program and Financial Assistance to Localities.
16	Allocation adjustments reflect updated assumptions for toll facilities. This includes implementation of direction provided in Chapter 725, Item 441, D. No later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. The revenue and allocations for this toll facility have been adjusted accordingly.
17	General Fund dollars were provided for toll relief on Elizabeth River Crossings, \$77 million in FY 2025 and \$24 million in FY 2026.
18	Update reflects prescribed change in Special Structures funding.
19	Allocation adjustment reflects program growth for personal services and nonpersonal services.
20	Amounts for FY 2026 include anticipated interest earnings for the Transportation Partnership Opportunity Fund (TPOF) and the Virginia Transportation Infrastructure Bank (VTIB).



DRPT

VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

Annual Budget

Fiscal Year 2026

Table of Contents

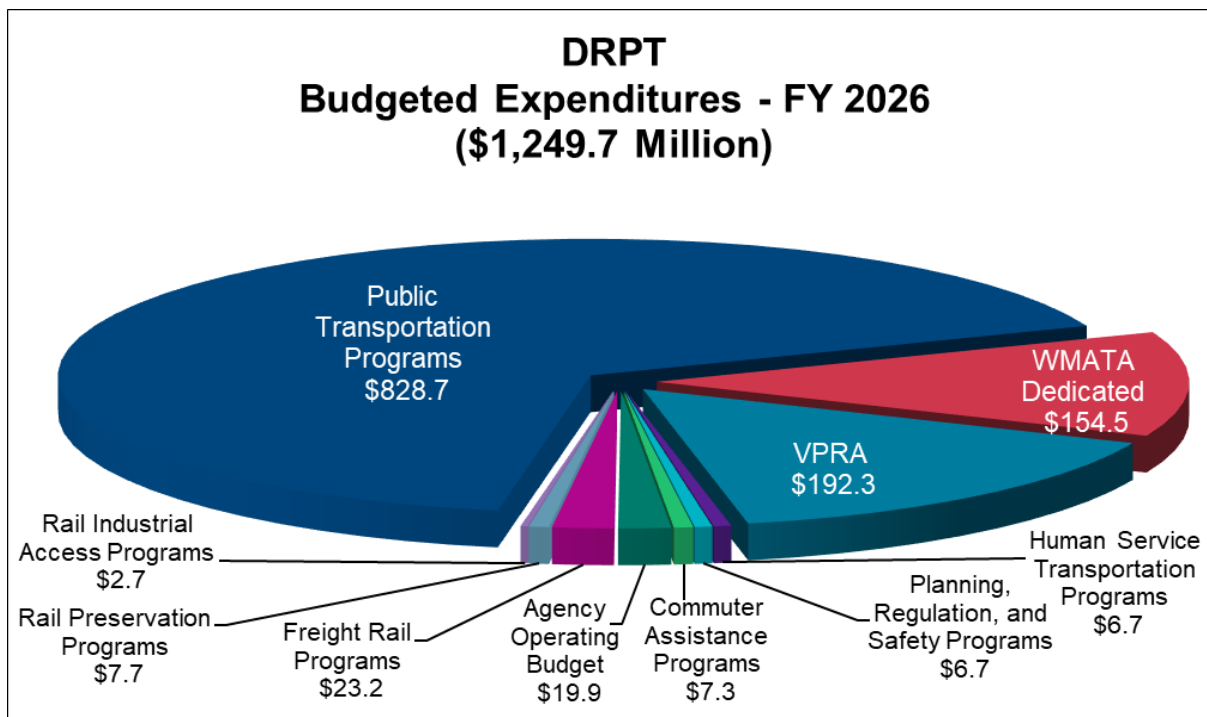
Summary of Programs	2
Summary of FY 2026 Budget	2
FY 2026 Service Area Budget Highlights	3
Agency Operating Budget.....	3
Public Transportation Programs.....	4
Commuter Assistance Programs.....	8
Human Service Transportation Programs.....	9
Planning, Regulation, and Safety Programs.....	9
WMATA Dedicated Funds.....	9
Rail Programs.....	10
Rail Preservation Fund.....	11
Rail Industrial Access Program.....	11
Planning and Freight Rail Program.....	11
Virginia Passenger Rail Authority.....	11
Annual Budget Statement	12
Footnotes to the FY 2026 Annual Budget	15

Summary of Programs

Summary of FY 2026 Budget

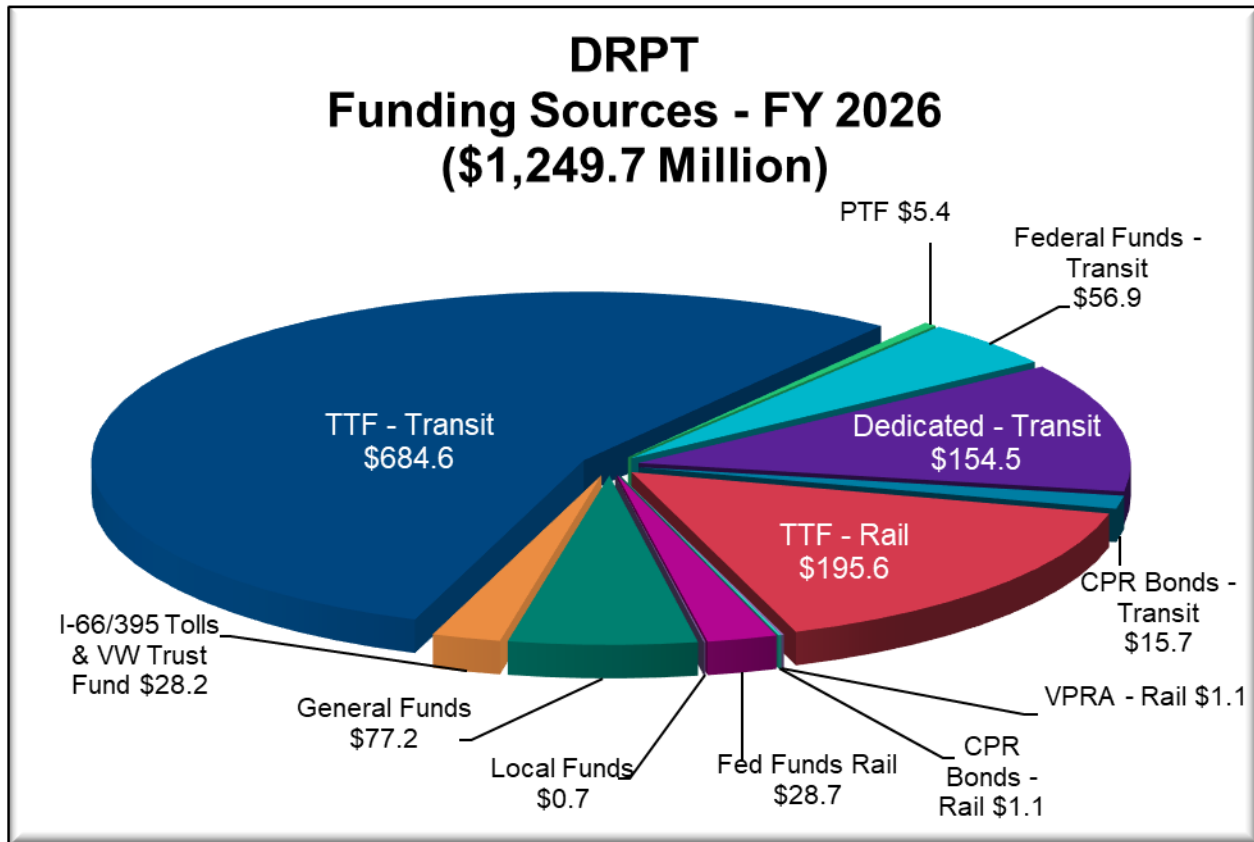
In FY26, DRPT will invest \$1,249.7 million in state, federal, and local resources towards improving public transportation and rail capacity across the Commonwealth of Virginia. The overwhelming majority of these funds are directed to a variety of recipients, including public transportation providers, local and regional government entities, freight railroads, and the Virginia Passenger Rail Authority (VPRA). The VPRA was established in section §33.2-288.B. of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth, including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. The VPRA share is estimated at \$172.2 million for FY26. In addition, in FY26 DRPT will draw down \$20.1 million of FRA funds on behalf of the VPRA for the FASTLANE grant program.

Expenditures for FY26 are estimated to be \$41.3 million more than FY25. Additional detail is included in the specific program sections of this document.



The chart depicts the FY26 DRPT budget across the agency's service areas and payments to the VPRA. The budgeted expenditures for each are discussed in more detail later in this report.

The following chart depicts the source of funds for DRPT's annual budgeted expenditures. It is not based on the annual estimated revenues for each funding source; rather, the funding source is derived from over 2,000 projects included in the cash flow projections used to estimate the budgeted expenditures. Additional information concerning the DRPT FY26 funding sources can be found in the Annual Budget section of this report.



FY 2026 Service Area Budget Highlights

Agency Operating Budget

The DRPT program management and administrative budget increased 0.5% or \$0.1 million to \$19.9 million. The Appropriations Act authorizes the Commonwealth Transportation Board (CTB) to approve up to 5.0% per year of the Commonwealth Mass Transit Fund (\$33.2-1526), Rail Preservation and Development Fund (\$33.2-1602), and the revenues allocated to the Department from the Commonwealth Rail Fund (\$33.2-1526.4) to be used to support the DRPT costs of project development, project administration, and project compliance. DRPT has elected to use only 3.7% of the 5.0% allowable under the Appropriations Act of the Rail Preservation Fund, Commonwealth Rail Fund, and Commonwealth Mass Transit Fund in FY26 for project oversight.

Over the past several years, the transit programs managed by DRPT have grown significantly as have the associated revenues. This growth has been accompanied by increased demand by the General Assembly for accountability over the funds in these programs. The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include the following: the Virginia Breeze intercity bus, WMATA oversight, transit way improvements related to the Amazon headquarters arrival, as well as I-95 and I-81 freight rail corridor programs. The agency's operating budget will be used to develop and expand the program oversight requested by the General Assembly related to state transit funding.

A summarized list of these estimated administrative costs is included in the footnotes of the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget only represents 1.6% of the \$1,249.7 million of total funds administered.

Public Transportation Programs

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

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

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

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

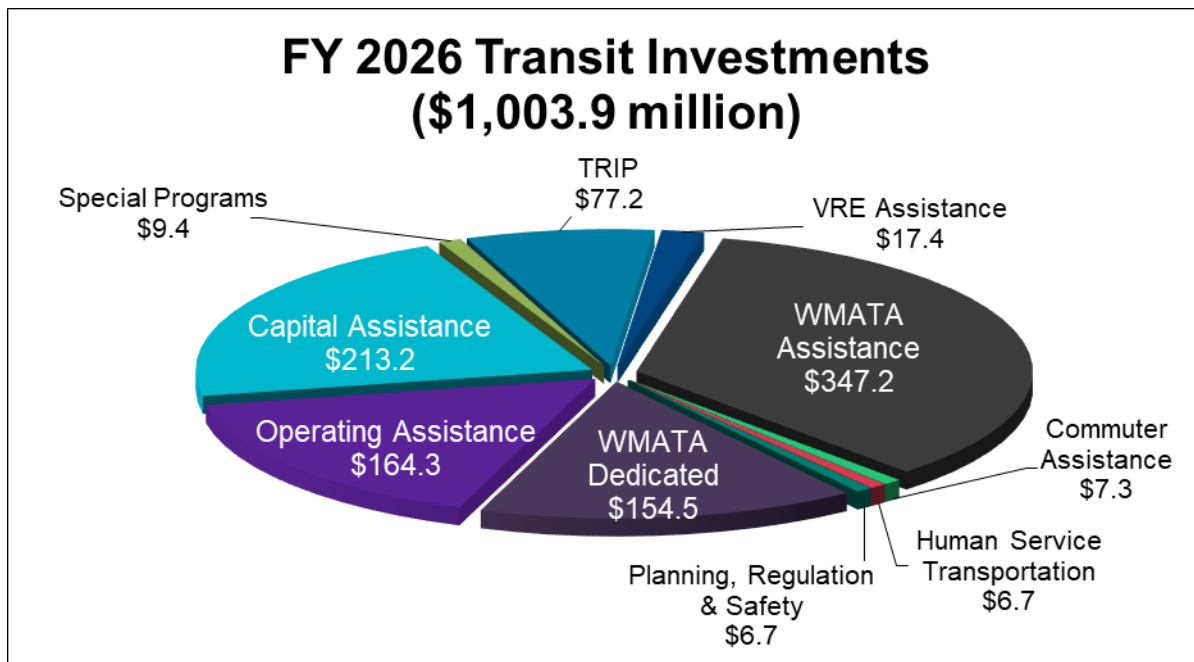
The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 46.5% for distribution to WMATA for capital purposes and operating assistance, 6.0% for the Transit Ridership Incentive Program (TRIP),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

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

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

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

The FY26 budget for Transit Programs is depicted in the following chart. This chart represents FY26 anticipated expenditures across the major Transit programs.



The FY26 budget of \$1,003.9 million for Transit investments represents an increase of \$20.7 million from \$983.2 million in the FY25 Budget. The Transit programs are discussed in more detail in the following sections.

Public Transportation Operating Funds

The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY26, not just amounts allocated in FY26 by the CTB in the SYIP (See note 1 for more information). The budgeted FY26 transit operating expenditures are \$164.3 million or an increase of \$7.8 million from FY25. Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 24.5% of the CMTF to support operating costs of transit providers and that the CTB shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding. Such measures and their relative weight shall be evaluated every three years.

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

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

System Sizing Metrics:

Bus Systems:

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

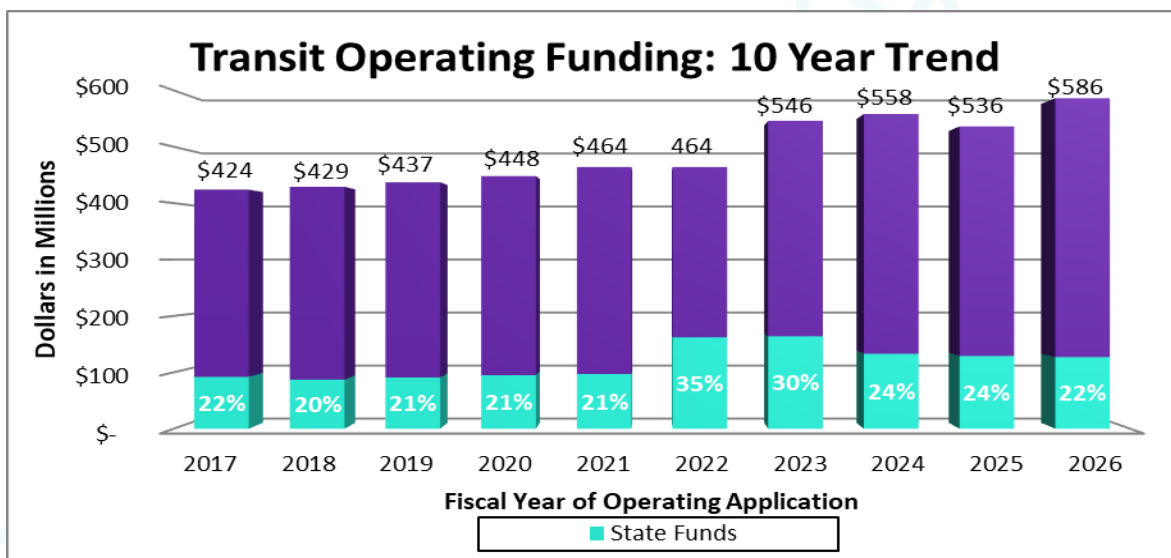
Performance Adjustment:

All Systems:

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

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

DRPT’s FY26 state share of operating funding covers 21.7% of transit agency expenditures which is a decrease of 2.3% from the prior year. The following chart provides a history of the state’s participation in the cost of transit operations in the Commonwealth. Prior years in the chart have been restated to exclude operating payments made to WMATA. In FY19 and beyond funding for WMATA operating and capital are reported as WMATA Assistance. In FY25 and beyond, funding for VRE operating and capital are reported as VRE Assistance.



Public Transportation Capital Funds

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

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

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

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

Minor enhancement projects are prioritized solely on service impact scores.

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

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

In FY26, the budget for public transportation capital expenditures is \$213.2 million, which is a decrease of \$39.9 million from FY25. In FY2025 it was projected that there would be an increase in large bus purchases and facility construction needs as supply constraints from COVID eased. Capital projects have become more erratic in FY 2025 with some back orders being filled quickly and other orders delayed due to the continued impact of supply issues. In addition, many capital facility projects and bus purchases have experienced cost increases due to inflation. Some of the major projects that will be supported by these funds include replacement transit vehicles, expansion transit vehicles, vehicles for elderly and disabled services, service support vehicles, transit facility and station construction and renovation, and transit facility planning and design. Taking these factors into consideration, transit agencies are projecting that orders will take longer to fill than they have in the past, and as such they have reduced their forecasts.

Public Transportation Special Program Funds

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 2.5% of the Commonwealth Mass Transit Fund for special programs. The Special Programs budget is estimated at \$9.4 million for FY26. These funds are used to award discretionary grants for ridesharing, public transportation promotion, operation studies, technical assistance projects, as well as programs that enhance the provision and use of public transportation services.

Public Transportation Ridership Incentive

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 6.0% of the Commonwealth Mass Transit Fund for the Transit Ridership Incentive Program established pursuant to Section §33.2-1526.3 of the *Code of Virginia*. The Board shall establish the Transit Ridership Incentive Program to promote improved transit service in urbanized areas of the Commonwealth with a population exceeding 100,000 and to reduce barriers to transit use for low-income individuals. The FY26 budget includes \$77.2 million to support projects such as free fare programs and regional connectivity routes, which is an increase of \$40.0 million from FY25. The program initially had a slow start due to the onset of the pandemic and the effects of high inflation. Expansion of the scope of projects that can utilize the incentives increased access to these funds and the uptick in ridership has created a greater demand for new routes.

VRE Assistance Funds

HB 1496 of the 2023 Legislative Assembly established a funding stream beginning in FY26 to the Virginia Railway Express. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 3.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. The budgeted state assistance provided to VRE is \$17.4 million for FY26.

WMATA Assistance Funds

The budgeted state assistance provided to WMATA increased \$17.0 million from \$330.2 million in FY25. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 46.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. WMATA Assistance includes an allocation of \$50.0 million of CMTF funding, which was funded from bond proceeds prior to FY22, to match the federal funds WMATA is receiving under the federal state of good repair program.

WMATA Assistance funds also included a special allocation of general funds of \$60.2 million in FY25 with a legislated increase to \$84.5 million in FY26 to fund the projected budget deficit. The 2025 Biennial Budget increased the original allocation of \$60.2 million by \$76.7 million in FY25 to \$136.9 million and reduced the FY26 appropriation to \$0. It is estimated that \$77.2 million of the general funds in the amended FY25 appropriation of \$136.9 million will be transferred into FY 2026.

In FY18 and prior years, WMATA received a share of the funds available for the operating and capital assistance based on program allocation guidance. Under the new process, greater oversight responsibility is required of the Northern Virginia Transportation Commission for these state funds dedicated to WMATA.

Commuter Assistance Programs

The Commuter Assistance Programs budget of \$7.3 million includes \$6.4 million of CMTF funds for FY 2026 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$0.1 million and state funding of \$0.8 million for projects included in the VDOT SYIP that DRPT will administer, such as the Arlington County Commuter Services program, Hampton Roads Transit TRAFFIX program, Telework, RideFinders, and various Transportation Management Plans.

The TDM program is a discretionary grant program that provides state funds to support up to 80% of the costs of TDM projects and other special projects that are designed to reduce single-

occupant vehicle travel. These funds are used to support vanpooling, ridesharing, and marketing and promotional efforts across the Commonwealth that encourage travel in shared ride modes.

Human Service Transportation Programs

The Human Service Transportation Programs budget is estimated at \$6.7 million for FY26. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services.

Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public. The funding for this program consists of \$5.5 million from the Federal Transit Administration, \$0.7 million of local provider match, and \$0.5 million of CMTF funds for enhanced transportation services for the elderly and disabled.

Planning, Regulation, and Safety Programs

DRPT's FY26 budget includes \$6.7 million of estimated expenditures for Planning, Regulation, and Safety Programs, which include long-term planning and regional corridor studies. The budget for these programs consists of the FTA 5303/5304 planning funds of \$6.0 million and CMTF state match allocations of \$0.7 million.

WMATA Dedicated Funds

Chapter 854 of the 2018 Acts of Assembly established the WMATA Capital Fund. It also established a Restricted and Non-Restricted account within the WMATA Capital Fund. Monies in the Restricted Account may be used for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA. Monies in the Non-Restricted account may be used for capital purposes including the payment of debt service on bonds or other indebtedness. The expected revenues budgeted for the Dedicated WMATA Capital Fund are estimated at \$154.5 million for FY26.

Restricted Account – (capital purposes excluding debt service)

The underlying revenues come from local recordation tax and statewide motor vehicle rental tax. For FY26, DRPT is allocating \$35.0 million that will be accounted for in the Restricted Account.

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

The underlying revenues come from regional gas taxes, grantor's taxes, transient occupancy tax, local taxes, or other contributions from Northern Virginia local jurisdictions and a supplement from the CMTF. For FY26, DRPT is allocating \$119.5 million that will be accounted for in the Non-Restricted Account.

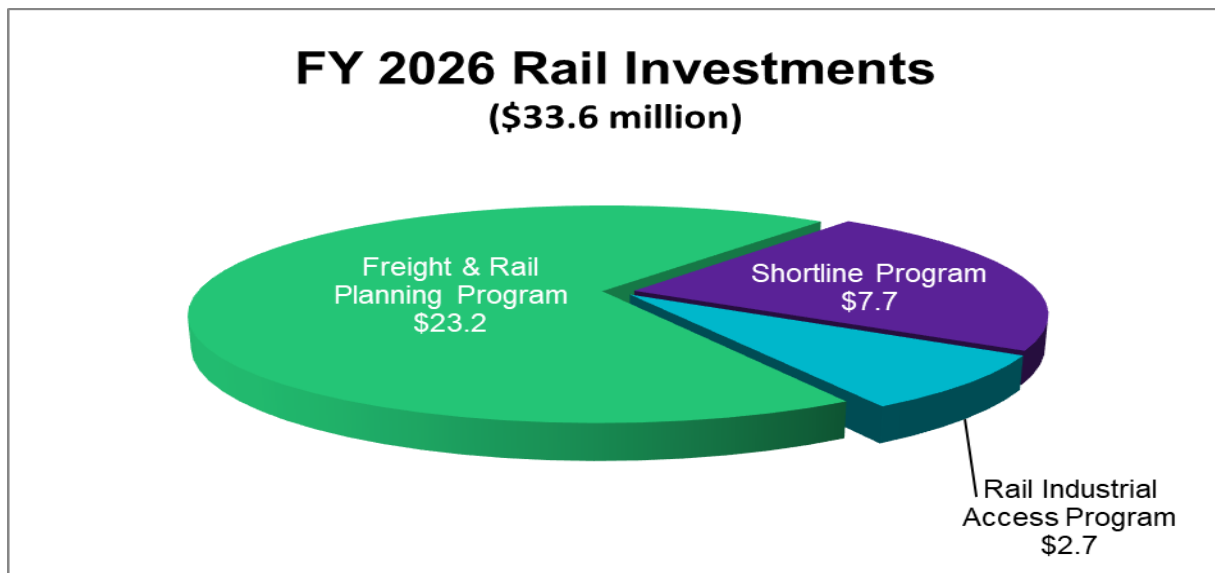
This funding is contingent on Maryland and the District of Columbia taking action to provide dedicated funding to WMATA. The percentage of funding provided by the Commonwealth shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective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

Rail Programs

DRPT’s FY26 budget for rail service areas is \$33.6 million, including the funding of freight and rail planning projects, Shortline preservation, and rail industrial access programs. In prior years, DRPT administered passenger rail projects within the state including the state-supported Amtrak service. In FY21, the Virginia Passenger Rail Authority (VPRA) was established to oversee passenger rail projects within the state including intercity passenger service.

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

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



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

Federal

- Federal Railroad Administration (FRA) grant funds of \$8.6 million

State

- Commonwealth Rail Fund of \$13.0 million
- Shortline Railway and Development funds of \$7.1 million
- VPRA Transfers of \$1.1 million

- Rail Industrial Access (RIA) funds of \$2.7 million
- Transportation Capital Projects Revenue (CPR) Bond funds of \$1.1 million

Transportation Bond Funds

Chapter 896 of the 2007 Acts of Assembly provides for CPR bonds to be issued annually with a minimum of 4.3% of the proceeds going to either the Rail Enhancement Fund or the Shortline Railway Preservation and Development Fund. The final bond allocation for rail was made in FY18. For FY26, budgeted expenditures from prior years' bond proceeds are expected to be \$1.1 million for freight rail infrastructure improvements and improvements to the tracks of Shortline railroads.

Rail Preservation Fund

As part of the Rail Preservation Program, the Shortline Railway Preservation and Development Fund will support 13 projects for Virginia's Shortline railroads in FY26. These Rail Preservation projects consist primarily of bridge and track upgrades, yard improvements, siding enhancements, and tie and rail replacement, as well as the related ballast, tamping, and surfacing of existing rail lines operated by the Shortline railroads in Virginia. These projects are funded through the annual Transportation Fund allocation and related interest revenues, and the CPR bonds.

In FY26 and future years, DRPT may use up to fifty percent of the 7% share of the Commonwealth Rail Fund for the purposes of the Shortline Railway Preservation and Development Fund pursuant to §33.2-1526.4. In FY25 and prior this amount was fixed at up to \$4.0 million.

Rail Industrial Access Program

This program funds the construction of industrial access railroad tracks for the purpose of connecting industries to the rail network and creating jobs. These projects are funded through the Commonwealth Transportation Fund as they are approved by the CTB. Beginning in FY25 the maximum amount of the award was increased to \$750,000 per project.

Planning and Freight Rail Program

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

Virginia Passenger Rail Authority

The VPRA was established in section §33.2-288.B of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. In FY26 the estimated revenues of the Commonwealth Rail Fund are \$185.2 million, of which \$172.2 million will be distributed to the VPRA. In addition, DRPT is the sole recipient of FRA funds for the Commonwealth of Virginia. In FY26 DRPT will draw down \$20.1 million of FRA funds on behalf of the VPRA for the FASTLANE grant program for the Long Bridge project.

Annual Budget Statement

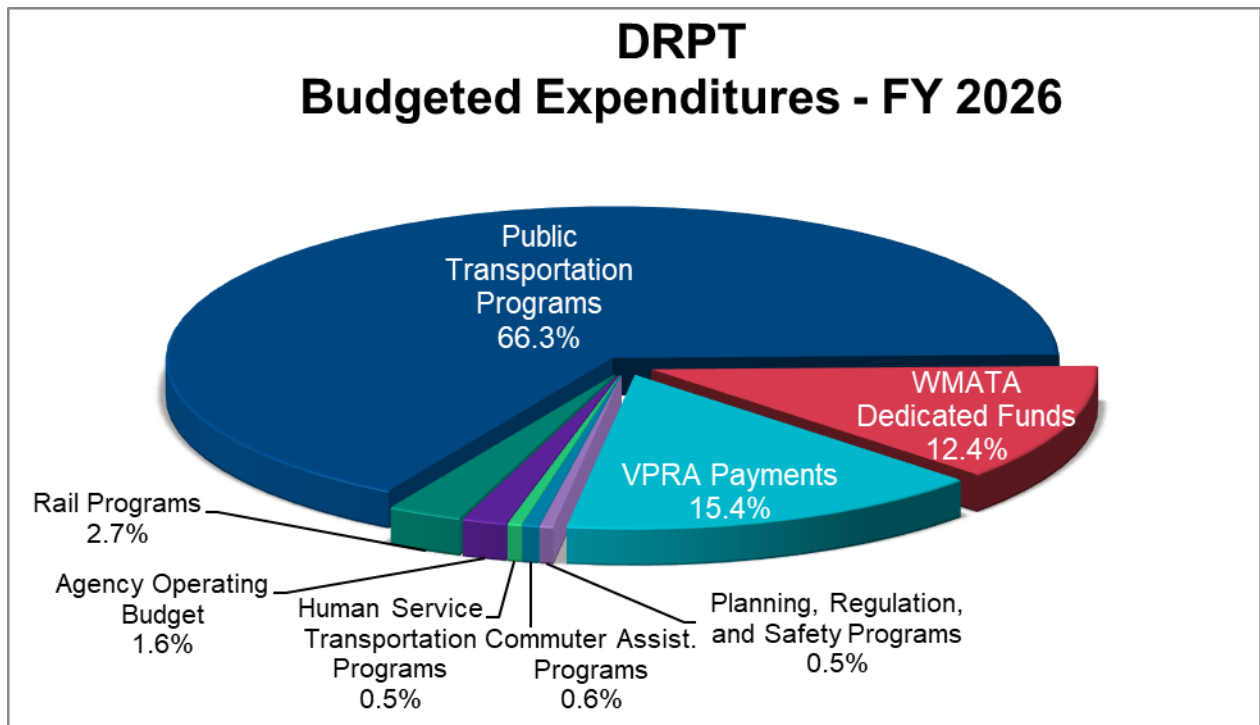
Budgeted Expenditures - FY 2026

	(\$ in millions)			
	Adopted FY 2025	Recommended FY 2026	Increase / (Decrease)	Percentage Change
Public Transportation Programs				
Operating Assistance [Notes 1, 2, 3]	\$ 156.5	\$ 164.3	\$ 7.8	5.0%
Capital Assistance [Notes 1, 2, 4]	253.1	213.2	(39.9)	-15.8%
Special Programs [Notes 1, 2, 5]	10.0	9.4	(0.6)	-6.0%
Ridership Incentive Programs [Notes 1, 2, 6]	37.2	77.2	40.0	107.5%
VRE Assistance [Notes 1, 2, 7]	16.3	17.4	1.1	6.7%
WMATA Assistance [Note 2, 8, 13]	330.2	347.2	17.0	5.1%
Total Public Transportation Programs	803.3	828.7	25.4	3.2%
Commuter Assistance Programs [Notes 1, 9]	8.2	7.3	(0.9)	-11.0%
Human Service Transportation Pgm [Notes 1, 10]	10.8	6.7	(4.1)	-38.0%
Planning, Regulation, & Safety Pgm [Notes 1, 11]	6.4	6.7	0.3	4.7%
WMATA Dedicated Funding [Note 12]	154.5	154.5	-	0.0%
Total Transit Programs	983.2	1,003.9	20.7	2.1%
Rail Programs				
Rail Preservation Programs [Notes 1, 14]	10.6	7.7	(2.9)	-27.4%
Rail Industrial Access [Notes 1, 15]	4.6	2.7	(1.9)	-41.3%
Planning and Freight Rail Programs [Notes 1, 16]	27.3	23.2	(4.1)	-15.0%
Total Rail Programs	42.5	33.6	(8.9)	-20.9%
Agency Operating Budget [Note 19]	19.8	19.9	0.1	0.5%
Agency Total Before VPRA Payments	1,045.5	1,057.4	11.9	1.1%
VPRA Payments [Note 17]	162.9	192.3	29.4	18.0%
Agency Total	\$ 1,208.4	\$ 1,249.7	\$ 41.3	3.4%

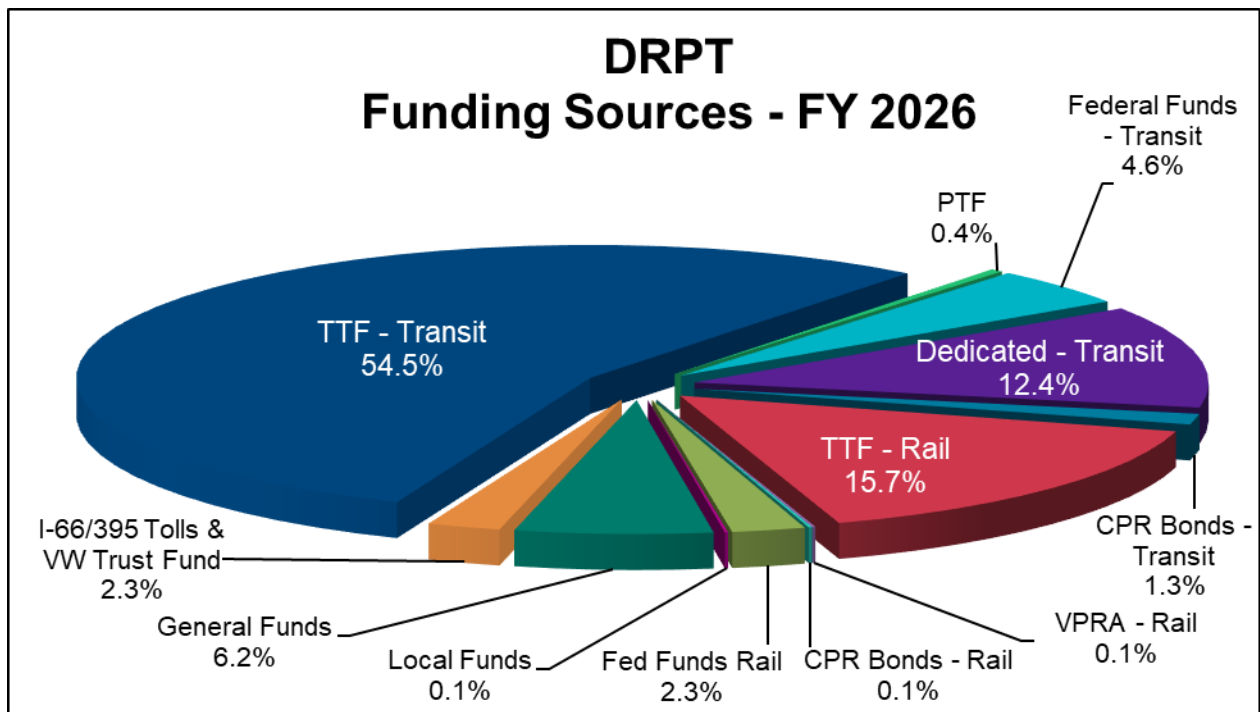
Funding Sources - FY 2026

	(\$ in millions)			
	Adopted FY 2025	Recommended FY 2026	Increase / (Decrease)	Percentage Change
TRANSPORTATION TRUST FUND				
Commonwealth Mass Transit Fund [Notes 3, 4, 5, 6, 7, 8, 9, 10, 11, 19]	\$ 633.4	\$ 654.8	\$ 21.4	3.4%
Special Programs - VDOT Transfers [Notes 4, 5, 9, 10]	30.3	29.8	(0.5)	-1.7%
Rail Industrial Access [Note 15]	4.6	2.7	(1.9)	-41.3%
Commonwealth Rail Programs [Notes 16, 17, 18]	181.0	185.7	4.7	2.6%
Rail Preservation Program [Notes 14, 19]	10.2	7.2	(3.0)	-29.4%
Total	859.5	880.2	20.7	2.4%
2018 CHAPTER 854 DEDICATED FUNDING - Transit [Note 12]	154.5	154.5	-	0.0%
GENERAL FUND - Transit [Note 13]	60.2	77.2	17.0	28.2%
BOND PROCEEDS - Transit Capital and Rail [Notes 4, 10, 14]	20.2	16.8	(3.4)	-16.8%
PRIORITY TRANSPORTATION FUNDS [Note 18]	8.2	5.4	(2.8)	-34.1%
FEDERAL REVENUE				
FHWA Funding (CMAQ/RSTP) [Notes 4, 9]	18.4	0.7	(17.7)	-96.2%
Federal Transit Administration [Notes 3, 4, 10, 11]	47.9	56.2	8.3	17.3%
Federal Railroad Administration [Note 16]	2.9	28.7	25.8	889.7%
Total	69.2	85.6	16.4	23.7%
LOCAL REVENUES [Notes 10, 16]	1.0	0.7	(0.3)	-30.0%
TRANSFERS FROM OTHER AGENCIES				
VDOT I-66/I-395 Tolls Transfers [Notes 3, 4]	26.2	27.7	1.5	5.7%
DEQ VW Trust Fund Transfers [Note 4]	2.8	0.5	(2.3)	-82.1%
Virginia Passenger Rail Authority [Note 17]	6.6	1.1	(5.5)	-83.3%
TOTAL SOURCES	\$ 1,208.4	\$ 1,249.7	\$ 41.3	3.4%

DRPT Budgeted Expenditures - FY 2026



DRPT Funding Sources - FY 2026



Footnotes to the FY 2026 Annual Budget

- (1) The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY26 and the revenue sources to cover these anticipated expenditures. A cash basis for accounting is utilized to develop the budgeted amounts. Unless the entire amount of allocation in the SYIP will be expended in FY26, the budgeted amounts will not agree to allocations in the SYIP due to the timing of the related cash expenditures. The actual cash outlays of many capital projects may lag the related allocation of resources by as much as five years. Therefore, many capital expenditures allocated in the SYIP will be expended in future years, whereas many capital amounts included in the Budget were allocated in prior Six Year Improvement Plans.

There are line items required to be approved by the CTB in the SYIP that do not result in actual cash expenditures through DRPT and are not included in the budget. These items include Federal 5307 fund allocations with grantee FTA contracting and a portion of VPRA allocations for the Transforming Rail in Virginia project. Likewise, there are cash expenditures made by DRPT that are included in the budget that are not included in the DRPT SYIP. These include such items as a portion of the 93% or \$172.2 million of revenues from the Commonwealth Rail Fund paid to the VPRA, \$19.9 million of off-the-top State funding for support of the Agency's on-going administrative costs, and \$2.7 million for the Rail Industrial Access projects which are approved in separate resolutions.

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

- (2) Funds are allocated by statute (§33.2-1526.1) with 46.5% for distribution to WMATA for capital purposes and operating assistance, a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 6.0% for transit ridership incentives, 3.5% for distribution to VRE for capital purposes and operating assistance, and the balance of up to 2.5% awarded as special projects grants subject to CTB approval.
- (3) Public Transportation Programs - Operating Assistance increased by \$7.8 million from FY25 to FY26 to \$164.3 million. This was mainly formula driven. The Operating Assistance line is made up of Commonwealth Mass Transit Funds of \$130.1 million, \$24.9 million in Federal assistance through the FTA 5311 Rural Assistance program, \$4.6 million on projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match), and \$4.7 million of I-66 toll funds.
- (4) Public Transportation Programs - Capital Assistance decreased by \$39.9 million to \$213.2 million. In FY2025 it was projected that there would be an increase in large bus purchases and facility construction needs as supply constraints from COVID eased. Capital projects have become more erratic in FY 2025 with some back orders being filled quickly and other orders delayed due to the continued impact of supply issues. In

addition, many capital facility projects and bus purchases have experienced cost increases due to inflation. Taking these factors into consideration, transit agencies are projecting that orders will take longer to fill than they have in the past, and as such they have reduced their forecasts. This line consists of \$123.8 million of Commonwealth Mass Transit funds, \$15.7 million of Transportation Capital Projects bond proceeds, \$19.8 million of FTA funding, \$0.6 million of FHWA funding, \$5.4 million of priority transportation funds, \$0.5 million of VW trust fund proceeds, and \$23.0 million of I-66 & I-395 tolls. Additionally, \$24.4 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match) is included in this Service Area.

- (5) Public Transportation Programs – Special Programs decreased \$0.6 million from FY25 to FY26 to \$9.4 million. Funding of \$9.4 million comes from the Commonwealth Mass Transit Fund. This service area includes Metrorail State Safety Oversight.
- (6) Public Transportation Programs - Ridership Incentive Programs increased \$40.0 million from FY25 to FY26 to \$77.2 million. This line item consists solely of \$77.2 million of Commonwealth Mass Transit Funds. The FY26 budget supports projects such as zero-fare and reduced-fare programs, improved transit connectivity projects in urbanized areas of the Commonwealth with a population exceeding 100,000, shelter and amenity programs and projects that reduce barriers to transit use for low-income individuals.
- (7) VRE Assistance is \$17.4 million in FY26. This Funding comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. HB 1496 of the 2023 Legislative Assembly established this funding stream beginning in FY25.
- (8) WMATA Assistance increased \$17.0 million to \$347.2 million. Most of this funding, \$270.0 million, comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. This includes in FY22 and beyond \$50.0 million of CMTF funding to replace the bond program that was used in prior years for the Federal State of Good Repair Program. FY26 includes \$77.2 million of the \$136.9 million appropriated in the 2025 Biennial Budget to FY25 which will be transferred into FY26.
- (9) The budgeted Commuter Assistance Programs line item decreased by \$0.9 million to \$7.3 million from FY25 to FY26. Commuter Assistance Programs include Commonwealth Mass Transit Funds of \$6.4 million and FHWA funding of \$0.1 million. Additionally, \$0.8 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, Telework and related state match) is included in this service area.
- (10) The budgeted Human Service Transportation Programs line item decreased by \$4.1 million to \$6.7 million from FY25 to FY26. Funding includes \$5.5 million of FTA 5310 and 5311 awards. The match to these federal awards consists of \$0.5 million of Commonwealth Mass Transit State matching funds for the paratransit capital projects and enhanced transportation services for the elderly and disabled, as well as \$0.7 million of local match to the FTA 5310 funds.

- (11) Planning, Regulation, and Safety Programs of \$6.7 million in FY25 consist of FTA 5303/5304 planning funds of \$6.0 million and Commonwealth Mass Transit state match allocations of \$0.7 million.
- (12) Chapter 854 of the 2018 Acts of Assembly established dedicated capital funding for WMATA. Anticipated expenditures for FY26 are \$154.5 million.
- (13) The 2024 Special Session I Acts of Assembly HB 6001 Chapter 2 Item 433 established General Fund appropriations of \$60.2 million for FY25 and \$84.5 million for FY26 for WMATA Assistance to cover budget shortfalls. The 2025 Biennial Budget accelerated funding to WMATA in FY25 by increasing the FY25 appropriation of \$60.2 million to \$136.9 million and eliminating the FY26 appropriation. Part of the FY25 appropriation, \$77.2 million, will be transferred into FY26.
- (14) The 2006 General Assembly passed legislation (§33.2-1602) to establish the Shortline Railway Preservation and Development fund. The fund was created to support the retention, maintenance, and improvement of Shortline railways in Virginia and to assist with the development of railway transportation facilities. This line item decreased by \$2.9 million to \$7.7 million from FY25 to FY26. The source of funding for the Shortline Railway Preservation fund is the Transportation Trust Fund of \$7.1 million. An additional \$0.6 million of planned expenditure is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.
- (15) The Rail Industrial Access Program funds construction of industrial access railroad tracks. The activities budgeted in this line item consist of Transportation Trust Fund allocations through VDOT of \$2.7 million.
- (16) The budgeted Planning and Freight Rail Programs line item of \$23.2 million represents a decrease of \$4.1 million from FY25 to FY26. The source of funding to cover these expenditures includes \$13.0 million from the 7% allocation of the Commonwealth Rail Fund. The Commonwealth Rail Fund is funded by a 7.5% allocation from the Transportation Trust Fund. Additionally, this line item includes Federal Railroad Administration funds of \$8.6 million, expected VPRA transfers of \$1.1 million, and bond proceeds of \$0.5 million.
- (17) The budget includes an estimate of \$172.2 million of Commonwealth Rail Funds to be transferred to the VPRA in FY26. This represents 93% of the estimated CRF revenues expected to be collected over the course of the fiscal year. In addition, \$20.1 million of FRA funds will be drawn down by DRPT on behalf of VPRA for the FASTLANES grant program.
- (18) In December 2021, the Commonwealth Transportation Board restored \$39.8 million of Priority Transportation Funds to the Commonwealth Mass Transit Fund. In FY26, it is estimated that \$5.4 million of project funding will be used for zero-fare projects and transportation facilities.
- (19) The CTB is authorized by §33.2-1604 of the *Code of Virginia* to approve up to 3.5% per year of the Rail Preservation Fund and Commonwealth Rail Fund and by §33.2-1526.1 G of the *Code of Virginia* to approve up to 3.5% per year of the Commonwealth Mass Transit Fund to support costs of project development, project administration, and project compliance. The Appropriation's Act language allows the CTB to allocate up to 5% of the

Rail Preservation Fund, Commonwealth Mass Transit Fund, and Commonwealth Rail Fund for use to support the DRPT costs of project development, project administration, and project compliance. DRPT forecasts that \$26.9 million (5.0%) of revenues from these funds are available to support the programs' ongoing administrative costs. However, DRPT is forecasting that only \$19.9 million (3.7%) will be used to support the operating budget. The DRPT operating budget represents only 1.6% of the total \$1,249.7 million FY26 budget.

Major Components of Agency Operating Budget

Payroll and Fringe Benefits	\$ 11,100,000
Operations Program Support	4,930,000
Information Technology Costs	1,045,000
Central Service Agencies Indirect Costs	900,000
Rent	565,000
Finance Support	375,000
Legal Services	375,000
Travel and Training	345,000
Other Program and Project Management Initiatives	265,114
Total	\$ 19,900,114

Source of Funding for Agency Operating Budget

Commonwealth Mass Transit Fund	\$ 19,267,052
Commonwealth Rail Fund	479,512
Shortline Railway Preservation and Development Fund	153,550
Total	\$ 19,900,114



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: **Arlington and Henrico Counties Maintenance Payments FY 2026**

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 2026 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*.

####

Commonwealth Transportation Board (CTB) Decision Brief

Arlington and Henrico Counties Maintenance Payments FY 2026

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 2026 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: The *Code of Virginia* §33.2-366, requires the majority vote of the CTB to make these payments. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: Approval will authorize VDOT to make fiscal year 2026 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 2026
CONSTRUCTION AND MAINTENANCE ALLOCATION

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>	
1058.1	\$	25,408.559329

TOTAL MAINTENANCE PAYMENT	<u>\$26,884,796.63</u>
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QUARTERLY PAYMENT	\$6,721,199.16
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**ATTACHMENT A-2
HENRICO COUNTY
FY 2026
CONSTRUCTION AND MAINTENANCE ALLOCATION**

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>	
3649.8	\$	18,488.634822

TOTAL MAINTENANCE PAYMENT	\$67,479,819.37
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QUARTERLY PAYMENT	\$16,869,954.84
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**ATTACHMENT B - FY26
 PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES**

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	1058.1	\$ 8,136.62	\$ 2,034.15
	Henrico County	3649.8	\$ 28,066.38	\$ 7,016.59
County Total		4,707.90	\$ 36,203.00	\$ 9,050.75



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title:

**Title: Payments to Cities, Certain Towns, and Warren County
for Maintenance to Certain Roads and Streets - FY 2026**

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

Resolution of the Board

Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets – FY 2026

June 24, 2025

Page 2 of 2

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 prior to the distribution of Maintenance Payments to Cities, and Certain Towns should be paid to the City of Chesapeake; and

WHEREAS, The Appropriations Act includes a provision (Item 442 E) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D); and

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

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

NOW, THEREFORE BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the Cities and Certain Towns for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 20.63 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, 2025 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 2026 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*.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Payments to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets FY 2026

Issue: Each quarter, pursuant to Commonwealth Transportation Board (CTB) approval, the Virginia Department of Transportation (VDOT) distributes street payments for highway maintenance, construction and reconstruction to cities and towns qualifying for these payments under § 33.2-319 of the *Code of Virginia*. In addition, language in the Appropriations Act provides for assistance payments for roadway maintenance activities to localities in which the Virginia Port Authority owns tax-exempt real estate, (Appropriations Act Provision) with such payments to be treated by the CTB in the same manner as other payments to localities for highway maintenance. Finally, pursuant to overweight vehicle permit statutes set forth in Title 46.2 of the *Code of Virginia*, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is to be distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2026 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, 2025.
 - Pursuant to this statute, VDOT is to recommend to the CTB an annual rate per category to be computed using the base rate of growth planned for the Department's Highway Maintenance and Operations program and the CTB is to establish the annual rates of such payments as part of its allocation for such purpose.
 - In accord with § 33.2-319, VDOT proposes an FY 2026 payment rate for principal and minor arterials of \$30,023 per moving-lane mile available to peak hour traffic.
 - For collectors and locals, the proposed FY 2026 rate is \$17,627 per such moving-lane-mile.
- The Appropriations Act includes a provision (Item 442 E) appropriating funds for, and authorizing the Commonwealth Transportation Board to make payments to, jurisdictions in which the Virginia Port Authority owns tax- exempt real estate; (ii) stating that such payments shall be treated as other CTB payments to localities for highway maintenance and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).
 - The following localities qualify for payments pursuant to this item: Warren County and the cities of Norfolk, Portsmouth, and Newport News.
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of moving-lane- mileage to localities along with their quarterly maintenance payments.
- The City of Chesapeake is the only locality that maintains moveable structures in Virginia. Moveable structures cost considerably more to maintain than stationary structures. To assist

the City of Chesapeake with the costs associated with maintenance of its moveable structures, in June 2004, the CTB approved an additional \$1M allocation to the City of Chesapeake starting in FY 2005 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 for Virginia Port Authority tax exempt real estate pursuant to the Appropriations Act Provision. VDOT recommends that the distribution of the annual overweight permit fee revenue as shown on Attachment C also be approved.

Action Required by CTB: The *Code of Virginia* § 33.2-319 requires the 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 26

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	1.64	1.64	3.28
Bedford	0	0	0	0
Blacksburg	0	0	0	0
Christiansburg	-0.06	2.32	2.26	4.85
Dublin	0	0	0	0
Galax	0	0	0	0
Martinsville	0	0	0	0
Narrows	0	0	0	0
Pearisburg	0	0	0	0
Pulaski	0	0	0	0
Radford	0	0	0	0
Roanoke	0	0	0	0
Rocky Mount	0	0	0	0
Salem	0	0	0	0
Vinton	0	0	0	0
Altavista	0	0	0	0
Danville	0	0.4	0.4	0.8
Farmville	0	0	0	0
Lynchburg	0	0.63	0.63	1.36
South Boston	0	0	0	0
Ashland	0	0.98	0.98	1.96
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	3.97	3.97	7.64
South Hill	0	0	0	0
Chesapeake	0	2.82	2.82	5.64
Chincoteague	0	0	0	0

Emporia	0	3.02	3.02	6.04
Franklin	0	0	0	0
Hampton	0	-0.84	-0.84	-1.68
Newport News	0	0.75	0.75	1.5
Norfolk	0	0.09	0.09	0.22
Poquoson	0	0.33	0.33	0.66
Portsmouth	0	0	0	0
Smithfield	0	0	0	0
Suffolk	0	0.57	0.57	1.14
Virginia Beach	0	0	0	0
Williamsburg	0	0	0	0
Colonial Beach	0	0	0	0
Fredericksburg	0	0	0	0
Charlottesville	0	0	0	0
Culpeper	0	0.34	0.34	0.68
Orange	0	0	0	0
Warrenton	0	0	0	0
Berryville	0	0	0	0
Bridgewater	0	0	0	0
Broadway	0	1.07	1.07	2.14
Buena Vista	0	0	0	0
Clifton Forge	0	0	0	0
Covington	0	0	0	0
Elkton	0	0.54	0.54	1.08
Front Royal	0	0	0	0
Grottoes	0	0	0	0
Harrisonburg	0	0	0	0
Lexington	0	0	0	0
Luray	0	0	0	0
Staunton	0	0.89	0.89	1.78
Strasburg	0	0	0	0
Waynesboro	0	0.86	0.86	1.72
Winchester	0	0	0	0
Woodstock	0	0	0	0
Alexandria	0	0	0	0
Dumfries	0	0	0	0
Fairfax	0	0	0	0
Falls Church	0	0	0	0
Herdon	0	0	0	0
Leesburg	0	0	0	0
Manassas	0	0.11	0.11	0.22
Manassas Park	0	0	0	0
Purcellville	0	0.2	0.2	0.4
Vienna	0	0	0	0
Total	-0.06	20.69	20.63	41.43

Attachment B - FY26

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
	Principal Arterials	1.94	6.68	\$ 30,023.09	\$50,138.57	\$200,554.27
	Minor Arterials	5.55	16.13	\$ 30,023.09	\$121,068.13	\$484,272.52
	Collectors	6.04	12.54	\$ 17,627.53	\$55,262.31	\$221,049.25
	Locals	43.00	86.37	\$ 17,627.53	\$380,622.48	\$1,522,489.91
	Totals:	56.53	121.72		\$607,091.49	\$2,428,365.95
	Comb PA/MA	7.49	22.81	\$ 30,023.09	\$171,206.70	\$684,826.79
	Comb COL/LOC	49.04	98.91	\$ 17,627.53	\$435,884.79	\$1,743,539.16
	Totals:	56.53	121.72		\$607,091.49	\$2,428,365.95
Big Stone Gap						
	Principal Arterials	0.00	0.00	\$ 30,023.09	\$0.00	\$0.00
	Minor Arterials	5.02	10.04	\$ 30,023.09	\$75,357.97	\$301,431.87
	Collectors	1.85	3.66	\$ 17,627.53	\$16,129.19	\$64,516.77
	Locals	23.93	49.09	\$ 17,627.53	\$216,333.88	\$865,335.53
	Totals:	30.80	62.79		\$307,821.04	\$1,231,284.17
	Comb PA/MA	5.02	10.04	\$ 30,023.09	\$75,357.97	\$301,431.87
	Comb COL/LOC	25.78	52.75	\$ 17,627.53	\$232,463.07	\$929,852.30
	Totals:	30.80	62.79		\$307,821.04	\$1,231,284.17

Bluefield

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	4.72	10.84	\$	30,023.09	\$81,362.59	\$325,450.35
Collectors	8.18	16.80	\$	17,627.53	\$74,035.63	\$296,142.53
Locals	25.52	50.86	\$	17,627.53	\$224,134.07	\$896,536.26
Totals:	38.42	78.50			\$379,532.29	\$1,518,129.14
Comb PA/MA	4.72	10.84	\$	30,023.09	\$81,362.59	\$325,450.35
Comb COL/LOC	33.70	67.66	\$	17,627.53	\$298,169.70	\$1,192,678.79
Totals:	38.42	78.50			\$379,532.29	\$1,518,129.14

Bristol

Principal Arterials	6.32	23.08	\$	30,023.09	\$173,233.26	\$692,933.03
Minor Arterials	13.17	32.39	\$	30,023.09	\$243,112.01	\$972,448.04
Collectors	12.81	25.91	\$	17,627.53	\$114,182.34	\$456,729.35
Locals	96.83	193.66	\$	17,627.53	\$853,436.95	\$3,413,747.78
Totals:	129.13	275.04			\$1,383,964.55	\$5,535,858.20
Comb PA/MA	19.49	55.47	\$	30,023.09	\$416,345.27	\$1,665,381.07
Comb COL/LOC	109.64	219.57	\$	17,627.53	\$967,619.28	\$3,870,477.13
Totals:	129.13	275.04			\$1,383,964.55	\$5,535,858.20

Lebanon

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	6.30	14.14	\$	30,023.09	\$106,131.64	\$424,526.56
Collectors	0.89	1.78	\$	17,627.53	\$7,844.25	\$31,377.01
Locals	23.62	46.04	\$	17,627.53	\$202,892.89	\$811,571.56
Totals:	30.81	61.96			\$316,868.78	\$1,267,475.12
Comb PA/MA	6.30	14.14	\$	30,023.09	\$106,131.64	\$424,526.56
Comb COL/LOC	24.51	47.82	\$	17,627.53	\$210,737.14	\$842,948.56
Totals:	30.81	61.96			\$316,868.78	\$1,267,475.12

Marion

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	4.58	16.04	\$	30,023.09	\$120,392.61	\$481,570.44
Collectors	8.42	16.84	\$	17,627.53	\$74,211.91	\$296,847.63
Locals	29.31	58.62	\$	17,627.53	\$258,331.48	\$1,033,325.91
Totals:	42.31	91.50			\$452,936.00	\$1,811,743.98
Comb PA/MA	4.58	16.04	\$	30,023.09	\$120,392.61	\$481,570.44
Comb COL/LOC	37.73	75.46	\$	17,627.53	\$332,543.39	\$1,330,173.54
Totals:	42.31	91.50			\$452,936.00	\$1,811,743.98

Norton

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.56	8.46	\$	30,023.09	\$63,498.85	\$253,995.38
Collectors	7.23	15.05	\$	17,627.53	\$66,323.59	\$265,294.35
Locals	19.79	39.89	\$	17,627.53	\$175,790.56	\$703,162.24
Totals:	30.58	63.40			\$305,612.99	\$1,222,451.97
Comb PA/MA	3.56	8.46	\$	30,023.09	\$63,498.85	\$253,995.38
Comb COL/LOC	27.02	54.94	\$	17,627.53	\$242,114.15	\$968,456.59
Totals:	30.58	63.40			\$305,612.99	\$1,222,451.97

Richlands

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.80	7.88	\$	30,023.09	\$59,145.50	\$236,581.99
Collectors	3.49	7.28	\$	17,627.53	\$32,082.11	\$128,328.43
Locals	28.35	55.32	\$	17,627.53	\$243,788.76	\$975,155.05
Totals:	35.64	70.48			\$335,016.37	\$1,340,065.47
Comb PA/MA	3.80	7.88	\$	30,023.09	\$59,145.50	\$236,581.99
Comb COL/LOC	31.84	62.60	\$	17,627.53	\$275,870.87	\$1,103,483.48
Totals:	35.64	70.48			\$335,016.37	\$1,340,065.47

Saltville

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.33	6.66	\$	30,023.09	\$49,988.45	\$199,953.81
Collectors	0.00	0.00	\$	17,627.53	\$0.00	\$0.00
Locals	13.00	24.36	\$	17,627.53	\$107,351.67	\$429,406.67
Totals:	16.33	31.02			\$157,340.12	\$629,360.48
Comb PA/MA	3.33	6.66	\$	30,023.09	\$49,988.45	\$199,953.81
Comb COL/LOC	13.00	24.36	\$	17,627.53	\$107,351.67	\$429,406.67
Totals:	16.33	31.02			\$157,340.12	\$629,360.48

Tazewell

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	11.01	23.24	\$	30,023.09	\$174,434.18	\$697,736.72
Collectors	1.28	2.56	\$	17,627.53	\$11,281.62	\$45,126.48
Locals	22.76	44.13	\$	17,627.53	\$194,475.74	\$777,902.97
Totals:	35.05	69.93			\$380,191.54	\$1,520,766.18

Comb PA/MA	11.01	23.24	\$	30,023.09	\$174,434.18	\$697,736.72
Comb COL/LOC	24.04	46.69	\$	17,627.53	\$205,757.36	\$823,029.45
Totals:	35.05	69.93			\$380,191.54	\$1,520,766.18

Wise

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	5.51	12.91	\$	30,023.09	\$96,899.54	\$387,598.15
Collectors	1.00	2.00	\$	17,627.53	\$8,813.77	\$35,255.06
Locals	10.78	20.66	\$	17,627.53	\$91,046.20	\$364,184.80
Totals:	17.29	35.57			\$196,759.51	\$787,038.02
Comb PA/MA	5.51	12.91	\$	30,023.09	\$96,899.54	\$387,598.15
Comb COL/LOC	11.78	22.66	\$	17,627.53	\$99,859.97	\$399,439.87
Totals:	17.29	35.57			\$196,759.51	\$787,038.02

Wytheville

Principal Arterials	3.06	11.18	\$	30,023.09	\$83,914.55	\$335,658.20
Minor Arterials	6.11	19.57	\$	30,023.09	\$146,887.99	\$587,551.96
Collectors	18.14	37.26	\$	17,627.53	\$164,200.46	\$656,801.83
Locals	62.31	124.11	\$	17,627.53	\$546,938.24	\$2,187,752.96
Totals:	89.62	192.12			\$941,941.24	\$3,767,764.95
Comb PA/MA	9.17	30.75	\$	30,023.09	\$230,802.54	\$923,210.16
Comb COL/LOC	80.45	161.37	\$	17,627.53	\$711,138.70	\$2,844,554.79
Totals:	89.62	192.12			\$941,941.24	\$3,767,764.95

BRISTOL DISTRICT TOTALS

Principal Arterials	11.32	40.94	\$	30,023.09	\$307,286.37	\$1,229,145.50
Minor Arterials	72.66	178.30	\$	30,023.09	\$1,338,279.45	\$5,353,117.79
Collectors	69.33	141.68	\$	17,627.53	\$624,367.17	\$2,497,468.69
Locals	399.20	793.11	\$	17,627.53	\$3,495,142.91	\$13,980,571.65
Totals:	552.51	1154.03			\$5,765,075.91	\$23,060,303.63
Comb PA/MA	83.98	219.24	\$	30,023.09	\$1,645,565.82	\$6,582,263.29
Comb COL/LOC	468.53	934.79	\$	17,627.53	\$4,119,510.08	\$16,478,040.34
Totals:	552.51	1154.03			\$5,765,075.91	\$23,060,303.63

SALEM DISTRICT

Bedford

Principal Arterials	2.16	6.40	\$	30,023.09	\$48,036.95	\$192,147.81
Minor Arterials	7.64	17.94	\$	30,023.09	\$134,653.58	\$538,614.32
Collectors	9.03	18.06	\$	17,627.53	\$79,588.31	\$318,353.22
Locals	37.86	74.93	\$	17,627.53	\$330,207.74	\$1,320,830.95
Totals:	56.69	117.33			\$592,486.57	\$2,369,946.30
Comb PA/MA	9.80	24.34	\$	30,023.09	\$182,690.53	\$730,762.13
Comb COL/LOC	46.89	92.99	\$	17,627.53	\$409,796.04	\$1,639,184.17
Totals:	56.69	117.33			\$592,486.57	\$2,369,946.30

Blacksburg

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	8.32	28.55	\$	30,023.09	\$214,289.84	\$857,159.36
Collectors	15.35	36.72	\$	17,627.53	\$161,820.74	\$647,282.96
Locals	92.10	184.77	\$	17,627.53	\$814,259.76	\$3,257,039.03
Totals:	115.77	250.04			\$1,190,370.34	\$4,761,481.35
Comb PA/MA	8.32	28.55	\$	30,023.09	\$214,289.84	\$857,159.36
Comb COL/LOC	107.45	221.49	\$	17,627.53	\$976,080.50	\$3,904,321.99
Totals:	115.77	250.04			\$1,190,370.34	\$4,761,481.35

Christiansburg

Principal Arterials	5.66	17.43	\$	30,023.09	\$130,825.64	\$523,302.54
Minor Arterials	9.75	29.22	\$	30,023.09	\$219,318.71	\$877,274.83
Collectors	4.68	10.32	\$	17,627.53	\$45,479.03	\$181,916.13
Locals	105.92	211.21	\$	17,627.53	\$930,777.74	\$3,723,110.97
Totals:	126.01	268.18			\$1,326,401.12	\$5,305,604.46
Comb PA/MA	15.41	46.65	\$	30,023.09	\$350,144.34	\$1,400,577.37
Comb COL/LOC	110.60	221.53	\$	17,627.53	\$976,256.77	\$3,905,027.09
Totals:	126.01	268.18			\$1,326,401.12	\$5,305,604.46

Dublin

Principal Arterials	1.11	3.61	\$	30,023.09	\$27,095.84	\$108,383.37
Minor Arterials	1.22	4.88	\$	30,023.09	\$36,628.18	\$146,512.70
Collectors	2.39	4.78	\$	17,627.53	\$21,064.90	\$84,259.60
Locals	15.79	31.58	\$	17,627.53	\$139,169.36	\$556,677.45
Totals:	20.51	44.85			\$223,958.28	\$895,833.13
Comb PA/MA	2.33	8.49	\$	30,023.09	\$63,724.02	\$254,896.07
Comb COL/LOC	18.18	36.36	\$	17,627.53	\$160,234.26	\$640,937.05
Totals:	20.51	44.85			\$223,958.28	\$895,833.13

Galax

Principal Arterials	5.04	20.16	\$	30,023.09	\$151,316.40	\$605,265.59
Minor Arterials	7.67	15.34	\$	30,023.09	\$115,138.57	\$460,554.27
Collectors	8.46	16.92	\$	17,627.53	\$74,564.46	\$298,257.84
Locals	39.07	77.66	\$	17,627.53	\$342,238.53	\$1,368,954.11
Totals:	60.24	130.08			\$683,257.95	\$2,733,031.81
Comb PA/MA	12.71	35.50	\$	30,023.09	\$266,454.97	\$1,065,819.86
Comb COL/LOC	47.53	94.58	\$	17,627.53	\$416,802.99	\$1,667,211.95
Totals:	60.24	130.08			\$683,257.95	\$2,733,031.81

Martinsville

Principal Arterials	5.04	17.90	\$	30,023.09	\$134,353.35	\$537,413.40
Minor Arterials	16.77	48.21	\$	30,023.09	\$361,853.35	\$1,447,413.40
Collectors	8.51	18.27	\$	17,627.53	\$80,513.75	\$322,055.00
Locals	69.29	139.36	\$	17,627.53	\$614,143.20	\$2,456,572.81
Totals:	99.61	223.74			\$1,190,863.65	\$4,763,454.61

Comb PA/MA	21.81	66.11	\$	30,023.09	\$496,206.70	\$1,984,826.79
Comb COL/LOC	77.80	157.63	\$	17,627.53	\$694,656.95	\$2,778,627.82
Totals:	99.61	223.74			\$1,190,863.65	\$4,763,454.61

Narrows

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.12	0.24	\$	30,023.09	\$1,801.39	\$7,205.54
Collectors	0.30	0.60	\$	17,627.53	\$2,644.13	\$10,576.52
Locals	15.65	30.35	\$	17,627.53	\$133,748.90	\$534,995.59
Totals:	16.07	31.19			\$138,194.41	\$552,777.65
Comb PA/MA	0.12	0.24	\$	30,023.09	\$1,801.39	\$7,205.54
Comb COL/LOC	15.95	30.95	\$	17,627.53	\$136,393.03	\$545,572.11
Totals:	16.07	31.19			\$138,194.41	\$552,777.65

Pearisburg

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.93	1.86	\$	30,023.09	\$13,960.74	\$55,842.96
Collectors	1.02	2.04	\$	17,627.53	\$8,990.04	\$35,960.16
Locals	18.22	36.24	\$	17,627.53	\$159,705.44	\$638,821.75
Totals:	20.17	40.14			\$182,656.22	\$730,624.87
Comb PA/MA	0.93	1.86	\$	30,023.09	\$13,960.74	\$55,842.96
Comb COL/LOC	19.24	38.28	\$	17,627.53	\$168,695.48	\$674,781.91
Totals:	20.17	40.14			\$182,656.22	\$730,624.87

Pulaski

Principal Arterials	3.85	12.08	\$	30,023.09	\$90,669.75	\$362,678.98
Minor Arterials	6.46	17.54	\$	30,023.09	\$131,651.27	\$526,605.08
Collectors	10.36	20.72	\$	17,627.53	\$91,310.61	\$365,242.46
Locals	45.24	90.06	\$	17,627.53	\$396,883.88	\$1,587,535.50
Totals:	65.91	140.40			\$710,515.51	\$2,842,062.03
Comb PA/MA	10.31	29.62	\$	30,023.09	\$222,321.02	\$889,284.07
Comb COL/LOC	55.60	110.78	\$	17,627.53	\$488,194.49	\$1,952,777.96
Totals:	65.91	140.40			\$710,515.51	\$2,842,062.03

Radford

Principal Arterials	9.58	27.69	\$	30,023.09	\$207,834.87	\$831,339.49
Minor Arterials	3.45	6.90	\$	30,023.09	\$51,789.84	\$207,159.35
Collectors	9.54	18.64	\$	17,627.53	\$82,144.30	\$328,577.19
Locals	50.06	100.51	\$	17,627.53	\$442,935.80	\$1,771,743.21
Totals:	72.63	153.74			\$784,704.81	\$3,138,819.25
Comb PA/MA	13.03	34.59	\$	30,023.09	\$259,624.71	\$1,038,498.85
Comb COL/LOC	59.60	119.15	\$	17,627.53	\$525,080.10	\$2,100,320.40
Totals:	72.63	153.74			\$784,704.81	\$3,138,819.25

Roanoke

Principal Arterials	17.42	64.43	\$	30,023.09	\$483,597.00	\$1,934,387.99
Minor Arterials	51.18	148.04	\$	30,023.09	\$1,111,154.74	\$4,444,618.95
Collectors	41.86	93.33	\$	17,627.53	\$411,294.38	\$1,645,177.53
Locals	380.22	760.64	\$	17,627.53	\$3,352,051.42	\$13,408,205.70
Totals:	490.68	1066.44			\$5,358,097.54	\$21,432,390.17

Comb PA/MA	68.60	212.47	\$	30,023.09	\$1,594,751.74	\$6,379,006.94
Comb COL/LOC	422.08	853.97	\$	17,627.53	\$3,763,345.81	\$15,053,383.23
Totals:	490.68	1066.44			\$5,358,097.54	\$21,432,390.17

Rocky Mount

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	10.31	29.13	\$	30,023.09	\$218,643.19	\$874,572.75
Collectors	3.49	6.98	\$	17,627.53	\$30,760.04	\$123,040.17
Locals	28.92	57.75	\$	17,627.53	\$254,497.49	\$1,017,989.95
Totals:	42.72	93.86			\$503,900.72	\$2,015,602.88
Comb PA/MA	10.31	29.13	\$	30,023.09	\$218,643.19	\$874,572.75
Comb COL/LOC	32.41	64.73	\$	17,627.53	\$285,257.53	\$1,141,030.13
Totals:	42.72	93.86			\$503,900.72	\$2,015,602.88

Salem

Principal Arterials	11.57	37.88	\$	30,023.09	\$284,318.71	\$1,137,274.83
Minor Arterials	9.04	25.59	\$	30,023.09	\$192,072.75	\$768,290.99
Collectors	10.72	22.05	\$	17,627.53	\$97,171.77	\$388,687.07
Locals	104.26	206.28	\$	17,627.53	\$909,051.81	\$3,636,207.23
Totals:	135.59	291.80			\$1,482,615.03	\$5,930,460.13
Comb PA/MA	20.61	63.47	\$	30,023.09	\$476,391.46	\$1,905,565.82
Comb COL/LOC	114.98	228.33	\$	17,627.53	\$1,006,223.58	\$4,024,894.31
Totals:	135.59	291.80			\$1,482,615.03	\$5,930,460.13

Vinton

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.61	12.88	\$	30,023.09	\$96,674.37	\$386,697.46
Collectors	3.11	8.60	\$	17,627.53	\$37,899.19	\$151,596.77
Locals	33.44	66.57	\$	17,627.53	\$293,366.20	\$1,173,464.78
Totals:	40.16	88.05			\$427,939.75	\$1,711,759.02
Comb PA/MA	3.61	12.88	\$	30,023.09	\$96,674.37	\$386,697.46
Comb COL/LOC	36.55	75.17	\$	17,627.53	\$331,265.39	\$1,325,061.56
Totals:	40.16	88.05			\$427,939.75	\$1,711,759.02

SALEM DISTRICT TOTALS

Principal Arterials	61.43	207.58	\$	30,023.09	\$1,558,048.50	\$6,232,194.01
Minor Arterials	136.47	386.32	\$	30,023.09	\$2,899,630.49	\$11,598,521.96
Collectors	128.82	278.03	\$	17,627.53	\$1,225,245.66	\$4,900,982.63
Locals	1036.04	2067.91	\$	17,627.53	\$9,113,037.26	\$36,452,149.03
Totals:	1362.76	2939.84			\$14,795,961.91	\$59,183,847.64
Comb PA/MA	197.90	593.90	\$	30,023.09	\$4,457,678.99	\$17,830,715.97
Comb COL/LOC	1164.86	2345.94	\$	17,627.53	\$10,338,282.92	\$41,353,131.67
Totals:	1362.76	2939.84			\$14,795,961.91	\$59,183,847.64

LYNCHBURG DISTRICT

Altavista

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.64	7.28	\$	30,023.09	\$54,642.03	\$218,568.13
Collectors	2.56	5.12	\$	17,627.53	\$22,563.24	\$90,252.96
Locals	20.49	40.51	\$	17,627.53	\$178,522.83	\$714,091.31
Totals:	26.69	52.91			\$255,728.10	\$1,022,912.40
Comb PA/MA	3.64	7.28	\$	30,023.09	\$54,642.03	\$218,568.13
Comb COL/LOC	23.05	45.63	\$	17,627.53	\$201,086.07	\$804,344.27
Totals:	26.69	52.91			\$255,728.10	\$1,022,912.40

Danville

Principal Arterials	25.60	105.79	\$	30,023.09	\$794,035.80	\$3,176,143.19
Minor Arterials	33.13	99.02	\$	30,023.09	\$743,221.71	\$2,972,886.84
Collectors	35.04	72.44	\$	17,627.53	\$319,234.60	\$1,276,938.39
Locals	223.36	448.79	\$	17,627.53	\$1,977,764.99	\$7,911,059.94
Totals:	317.13	726.04			\$3,834,257.09	\$15,337,028.37
Comb PA/MA	58.73	204.81	\$	30,023.09	\$1,537,257.51	\$6,149,030.04
Comb COL/LOC	258.40	521.23	\$	17,627.53	\$2,296,999.58	\$9,187,998.34
Totals:	317.13	726.04			\$3,834,257.09	\$15,337,028.37

Farmville

Principal Arterials	2.39	8.18	\$	30,023.09	\$61,397.23	\$245,588.92
Minor Arterials	7.07	22.18	\$	30,023.09	\$166,478.06	\$665,912.24
Collectors	8.33	16.47	\$	17,627.53	\$72,581.36	\$290,325.45
Locals	33.01	65.53	\$	17,627.53	\$288,783.04	\$1,155,132.15
Totals:	50.80	112.36			\$589,239.69	\$2,356,958.75
Comb PA/MA	9.46	30.36	\$	30,023.09	\$227,875.29	\$911,501.16
Comb COL/LOC	41.34	82.00	\$	17,627.53	\$361,364.40	\$1,445,457.60
Totals:	50.80	112.36			\$589,239.69	\$2,356,958.75

Lynchburg

Principal Arterials	29.88	76.66	\$	30,023.09	\$575,392.61	\$2,301,570.44
Minor Arterials	50.20	131.40	\$	30,023.09	\$986,258.66	\$3,945,034.65
Collectors	37.26	75.21	\$	17,627.53	\$331,441.66	\$1,325,766.66
Locals	271.41	539.04	\$	17,627.53	\$2,375,486.17	\$9,501,944.68
Totals:	388.75	822.31			\$4,268,579.11	\$17,074,316.43
Comb PA/MA	80.08	208.06	\$	30,023.09	\$1,561,651.27	\$6,246,605.09
Comb COL/LOC	308.67	614.25	\$	17,627.53	\$2,706,927.83	\$10,827,711.33
Totals:	388.75	822.31			\$4,268,579.11	\$17,074,316.43

South Boston

Principal Arterials	1.12	4.48	\$	30,023.09	\$33,625.87	\$134,503.46
Minor Arterials	16.80	43.19	\$	30,023.09	\$324,174.37	\$1,296,697.46
Collectors	4.05	8.10	\$	17,627.53	\$35,695.75	\$142,783.01
Locals	42.36	84.48	\$	17,627.53	\$372,293.47	\$1,489,173.88
Totals:	64.33	140.25			\$765,789.45	\$3,063,157.81

Comb PA/MA	17.92	47.67	\$	30,023.09	\$357,800.23	\$1,431,200.93
Comb COL/LOC	46.41	92.58	\$	17,627.53	\$407,989.22	\$1,631,956.88
Totals:	64.33	140.25			\$765,789.45	\$3,063,157.81

LYNCHBURG DISTRICT TOTALS

Principal Arterials	58.99	195.11	\$	30,023.09	\$1,464,451.50	\$5,857,806.02
Minor Arterials	110.84	303.07	\$	30,023.09	\$2,274,774.83	\$9,099,099.33
Collectors	87.24	177.34	\$	17,627.53	\$781,516.62	\$3,126,066.47
Locals	590.63	1178.35	\$	17,627.53	\$5,192,850.49	\$20,771,401.95
Totals:	847.70	1853.87			\$9,713,593.44	\$38,854,373.76
Comb PA/MA	169.83	498.18	\$	30,023.09	\$3,739,226.34	\$14,956,905.34
Comb COL/LOC	677.87	1355.69	\$	17,627.53	\$5,974,367.11	\$23,897,468.42
Totals:	847.70	1853.87			\$9,713,593.44	\$38,854,373.76

RICHMOND DISTRICT

Ashland

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	9.35	30.56	\$	30,023.09	\$229,376.44	\$917,505.78
Collectors	7.46	17.53	\$	17,627.53	\$77,252.66	\$309,010.63
Locals	32.91	67.07	\$	17,627.53	\$295,569.64	\$1,182,278.55
Totals:	49.72	115.16			\$602,198.74	\$2,408,794.96
Comb PA/MA	9.35	30.56	\$	30,023.09	\$229,376.44	\$917,505.78
Comb COL/LOC	40.37	84.60	\$	17,627.53	\$372,822.30	\$1,491,289.18
Totals:	49.72	115.16			\$602,198.74	\$2,408,794.96

Blackstone

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	8.46	18.58	\$	30,023.09	\$139,457.28	\$557,829.10
Collectors	1.73	3.46	\$	17,627.53	\$15,247.81	\$60,991.26
Locals	26.48	52.06	\$	17,627.53	\$229,422.32	\$917,689.30
Totals:	36.67	74.10			\$384,127.41	\$1,536,509.66
Comb PA/MA	8.46	18.58	\$	30,023.09	\$139,457.28	\$557,829.10
Comb COL/LOC	28.21	55.52	\$	17,627.53	\$244,670.14	\$978,680.56
Totals:	36.67	74.10			\$384,127.41	\$1,536,509.66

Chase City

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.88	1.76	\$	30,023.09	\$13,210.16	\$52,840.65
Collectors	2.79	5.58	\$	17,627.53	\$24,590.41	\$98,361.63
Locals	13.78	27.43	\$	17,627.53	\$120,880.80	\$483,523.19
Totals:	17.45	34.77			\$158,681.37	\$634,725.47
Comb PA/MA	0.88	1.76	\$	30,023.09	\$13,210.16	\$52,840.65
Comb COL/LOC	16.57	33.01	\$	17,627.53	\$145,471.21	\$581,884.82
Totals:	17.45	34.77			\$158,681.37	\$634,725.47

Colonial Heights

Principal Arterials	5.16	19.97	\$	30,023.09	\$149,890.30	\$599,561.20
Minor Arterials	3.24	10.76	\$	30,023.09	\$80,762.12	\$323,048.50
Collectors	7.37	18.21	\$	17,627.53	\$80,249.34	\$320,997.35
Locals	72.57	146.21	\$	17,627.53	\$644,330.35	\$2,577,321.41
Totals:	88.34	195.15			\$955,232.12	\$3,820,928.46

Comb PA/MA	8.40	30.73	\$	30,023.09	\$230,652.43	\$922,609.70
Comb COL/LOC	79.94	164.42	\$	17,627.53	\$724,579.69	\$2,898,318.76
Totals:	88.34	195.15			\$955,232.12	\$3,820,928.46

Hopewell

Principal Arterials	6.42	24.40	\$	30,023.09	\$183,140.88	\$732,563.51
Minor Arterials	11.36	33.65	\$	30,023.09	\$252,569.28	\$1,010,277.14
Collectors	6.50	13.58	\$	17,627.53	\$59,845.47	\$239,381.88
Locals	102.52	205.02	\$	17,627.53	\$903,499.14	\$3,613,996.54
Totals:	126.80	276.65			\$1,399,054.77	\$5,596,219.08
Comb PA/MA	17.78	58.05	\$	30,023.09	\$435,710.16	\$1,742,840.65
Comb COL/LOC	109.02	218.60	\$	17,627.53	\$963,344.61	\$3,853,378.43
Totals:	126.80	276.65			\$1,399,054.77	\$5,596,219.08

Petersburg

Principal Arterials	17.00	59.56	\$	30,023.09	\$447,043.88	\$1,788,175.52
Minor Arterials	20.49	45.51	\$	30,023.09	\$341,587.76	\$1,366,351.04
Collectors	22.45	44.91	\$	17,627.53	\$197,913.11	\$791,652.45
Locals	124.80	246.38	\$	17,627.53	\$1,085,767.81	\$4,343,071.26
Totals:	184.74	396.36			\$2,072,312.57	\$8,289,250.27
Comb PA/MA	37.49	105.07	\$	30,023.09	\$788,631.64	\$3,154,526.57
Comb COL/LOC	147.25	291.29	\$	17,627.53	\$1,283,680.93	\$5,134,723.70
Totals:	184.74	396.36			\$2,072,312.57	\$8,289,250.27

Richmond

Principal Arterials	57.53	243.76	\$	30,023.09	\$1,829,607.39	\$7,318,429.58
Minor Arterials	89.08	271.37	\$	30,023.09	\$2,036,841.81	\$8,147,367.22
Collectors	81.23	169.91	\$	17,627.53	\$748,773.48	\$2,995,093.91
Locals	596.80	1153.17	\$	17,627.53	\$5,081,885.18	\$20,327,540.71
Totals:	824.64	1838.21			\$9,697,107.85	\$38,788,431.41
Comb PA/MA	146.61	515.13	\$	30,023.09	\$3,866,449.20	\$15,465,796.80
Comb COL/LOC	678.03	1323.08	\$	17,627.53	\$5,830,658.65	\$23,322,634.61
Totals:	824.64	1838.21			\$9,697,107.85	\$38,788,431.41

South Hill

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	13.09	27.27	\$	30,023.09	\$204,682.45	\$818,729.79
Collectors	5.11	10.22	\$	17,627.53	\$45,038.34	\$180,153.37
Locals	32.84	65.60	\$	17,627.53	\$289,091.52	\$1,156,366.08
Totals:	51.04	103.09			\$538,812.31	\$2,155,249.25
Comb PA/MA	13.09	27.27	\$	30,023.09	\$204,682.45	\$818,729.79
Comb COL/LOC	37.95	75.82	\$	17,627.53	\$334,129.86	\$1,336,519.45
Totals:	51.04	103.09			\$538,812.31	\$2,155,249.25

RICHMOND DISTRICT TOTALS

Principal Arterials	86.11	347.69	\$	30,023.09	\$2,609,682.45	\$10,438,729.81
Minor Arterials	155.95	439.46	\$	30,023.09	\$3,298,487.30	\$13,193,949.22
Collectors	134.64	283.40	\$	17,627.53	\$1,248,910.62	\$4,995,642.48
Locals	1002.70	1962.94	\$	17,627.53	\$8,650,446.76	\$34,601,787.03
Totals:	1379.40	3033.49			\$15,807,527.14	\$63,230,108.54

Comb PA/MA	242.06	787.15	\$	30,023.09	\$5,908,169.76	\$23,632,679.03
Comb COL/LOC	1137.34	2246.34	\$	17,627.53	\$9,899,357.38	\$39,597,429.51
Totals:	1379.40	3033.49			\$15,807,527.14	\$63,230,108.54

HAMPTON ROADS DISTRICT

Chesapeake

Principal Arterials	56.97	227.68	\$	30,023.09	\$1,708,914.55	\$6,835,658.21
Minor Arterials	96.29	294.09	\$	30,023.09	\$2,207,372.98	\$8,829,491.93
Collectors	133.57	283.19	\$	17,627.53	\$1,247,985.17	\$4,991,940.70
Locals	799.77	1617.97	\$	17,627.53	\$7,130,204.36	\$28,520,817.43
Totals:	1086.60	2422.93			\$12,294,477.07	\$49,177,908.27
Comb PA/MA	153.26	521.77	\$	30,023.09	\$3,916,287.54	\$15,665,150.15
Comb COL/LOC	933.34	1901.16	\$	17,627.53	\$8,378,189.53	\$33,512,758.13
Totals:	1086.60	2422.93			\$12,294,477.07	\$49,177,908.27

Chincoteague

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	4.28	8.56	\$	30,023.09	\$64,249.42	\$256,997.69
Collectors	7.07	14.14	\$	17,627.53	\$62,313.32	\$249,253.30
Locals	14.27	27.13	\$	17,627.53	\$119,558.73	\$478,234.93
Totals:	25.62	49.83			\$246,121.48	\$984,485.92
Comb PA/MA	4.28	8.56	\$	30,023.09	\$64,249.42	\$256,997.69
Comb COL/LOC	21.34	41.27	\$	17,627.53	\$181,872.06	\$727,488.23
Totals:	25.62	49.83			\$246,121.48	\$984,485.92

Emporia

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	5.51	15.40	\$	30,023.09	\$115,588.91	\$462,355.66
Collectors	8.83	18.40	\$	17,627.53	\$81,086.65	\$324,346.58
Locals	26.45	54.24	\$	17,627.53	\$239,029.33	\$956,117.32
Totals:	40.79	88.04			\$435,704.89	\$1,742,819.56
Comb PA/MA	5.51	15.40	\$	30,023.09	\$115,588.91	\$462,355.66
Comb COL/LOC	35.28	72.64	\$	17,627.53	\$320,115.98	\$1,280,463.90
Totals:	40.79	88.04			\$435,704.89	\$1,742,819.56

Franklin

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	7.70	23.37	\$	30,023.09	\$175,409.93	\$701,639.72
Collectors	10.42	22.58	\$	17,627.53	\$99,507.42	\$398,029.67
Locals	32.38	64.54	\$	17,627.53	\$284,420.22	\$1,137,680.89
Totals:	50.50	110.49			\$559,337.57	\$2,237,350.28
Comb PA/MA	7.70	23.37	\$	30,023.09	\$175,409.93	\$701,639.72
Comb COL/LOC	42.80	87.12	\$	17,627.53	\$383,927.64	\$1,535,710.56
Totals:	50.50	110.49			\$559,337.57	\$2,237,350.28

Hampton

Principal Arterials	17.47	89.79	\$	30,023.09	\$673,943.42	\$2,695,773.68
Minor Arterials	49.47	186.32	\$	30,023.09	\$1,398,475.75	\$5,593,903.01
Collectors	39.92	110.23	\$	17,627.53	\$485,770.70	\$1,943,082.82
Locals	366.98	746.85	\$	17,627.53	\$3,291,280.51	\$13,165,122.03
Totals:	473.84	1133.19			\$5,849,470.39	\$23,397,881.54

Comb PA/MA	66.94	276.11	\$	30,023.09	\$2,072,419.17	\$8,289,676.69
Comb COL/LOC	406.90	857.08	\$	17,627.53	\$3,777,051.21	\$15,108,204.85
Totals:	473.84	1133.19			\$5,849,470.39	\$23,397,881.54

Newport News

Principal Arterials	50.37	231.77	\$	30,023.09	\$1,739,613.17	\$6,958,452.67
Minor Arterials	9.38	31.02	\$	30,023.09	\$232,829.10	\$931,316.40
Collectors	58.86	139.82	\$	17,627.53	\$616,170.37	\$2,464,681.48
Locals	390.22	795.58	\$	17,627.53	\$3,506,027.91	\$14,024,111.65
Totals:	508.83	1198.19			\$6,094,640.55	\$24,378,562.20

Comb PA/MA	59.75	262.79	\$	30,023.09	\$1,972,442.27	\$7,889,769.07
Comb COL/LOC	449.08	935.40	\$	17,627.53	\$4,122,198.28	\$16,488,793.13
Totals:	508.83	1198.19			\$6,094,640.55	\$24,378,562.20

Norfolk

Principal Arterials	44.98	216.33	\$	30,023.09	\$1,623,724.02	\$6,494,896.09
Minor Arterials	62.72	230.99	\$	30,023.09	\$1,733,758.66	\$6,935,034.66
Collectors	61.27	136.84	\$	17,627.53	\$603,037.86	\$2,412,151.43
Locals	550.65	1083.32	\$	17,627.53	\$4,774,064.40	\$19,096,257.62
Totals:	719.62	1667.48			\$8,734,584.95	\$34,938,339.80

Comb PA/MA	107.70	447.32	\$	30,023.09	\$3,357,482.69	\$13,429,930.74
Comb COL/LOC	611.92	1220.16	\$	17,627.53	\$5,377,102.26	\$21,508,409.05
Totals:	719.62	1667.48			\$8,734,584.95	\$34,938,339.80

Poquoson

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	1.89	4.58	\$	30,023.09	\$34,376.44	\$137,505.77
Collectors	10.36	22.16	\$	17,627.53	\$97,656.53	\$390,626.10
Locals	43.32	86.11	\$	17,627.53	\$379,476.69	\$1,517,906.75
Totals:	55.57	112.85			\$511,509.66	\$2,046,038.63
Comb PA/MA	1.89	4.58	\$	30,023.09	\$34,376.44	\$137,505.77
Comb COL/LOC	53.68	108.27	\$	17,627.53	\$477,133.21	\$1,908,532.85
Totals:	55.57	112.85			\$511,509.66	\$2,046,038.63

Portsmouth

Principal Arterials	11.54	50.52	\$	30,023.09	\$379,191.69	\$1,516,766.75
Minor Arterials	32.32	112.10	\$	30,023.09	\$841,397.23	\$3,365,588.92
Collectors	39.59	93.43	\$	17,627.53	\$411,735.07	\$1,646,940.28
Locals	316.43	628.34	\$	17,627.53	\$2,769,020.81	\$11,076,083.26
Totals:	399.88	884.39			\$4,401,344.80	\$17,605,379.21
Comb PA/MA	43.86	162.62	\$	30,023.09	\$1,220,588.92	\$4,882,355.67
Comb COL/LOC	356.02	721.77	\$	17,627.53	\$3,180,755.88	\$12,723,023.54
Totals:	399.88	884.39			\$4,401,344.80	\$17,605,379.21

Smithfield

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.44	0.88	\$	30,023.09	\$6,605.08	\$26,420.32
Collectors	4.83	9.60	\$	17,627.53	\$42,306.08	\$169,224.30
Locals	44.44	89.05	\$	17,627.53	\$392,432.92	\$1,569,731.70
Totals:	49.71	99.53			\$441,344.08	\$1,765,376.32
Comb PA/MA	0.44	0.88	\$	30,023.09	\$6,605.08	\$26,420.32
Comb COL/LOC	49.27	98.65	\$	17,627.53	\$434,739.00	\$1,738,956.00
Totals:	49.71	99.53			\$441,344.08	\$1,765,376.32

Suffolk

Principal Arterials	69.00	238.09	\$	30,023.09	\$1,787,049.66	\$7,148,198.63
Minor Arterials	62.16	132.15	\$	30,023.09	\$991,887.99	\$3,967,551.97
Collectors	119.68	240.13	\$	17,627.53	\$1,058,224.80	\$4,232,899.18
Locals	535.19	1072.71	\$	17,627.53	\$4,727,307.38	\$18,909,229.51
Totals:	786.03	1683.08			\$8,564,469.82	\$34,257,879.29
Comb PA/MA	131.16	370.24	\$	30,023.09	\$2,778,937.65	\$11,115,750.60
Comb COL/LOC	654.87	1312.84	\$	17,627.53	\$5,785,532.17	\$23,142,128.69
Totals:	786.03	1683.08			\$8,564,469.82	\$34,257,879.29

Virginia Beach

Principal Arterials	69.21	348.96	\$	30,023.09	\$2,619,214.79	\$10,476,859.14
Minor Arterials	106.72	381.56	\$	30,023.09	\$2,863,903.01	\$11,455,612.03
Collectors	153.87	359.62	\$	17,627.53	\$1,584,803.24	\$6,339,212.94
Locals	1184.94	2378.01	\$	17,627.53	\$10,479,611.65	\$41,918,446.61
Totals:	1514.74	3468.15			\$17,547,532.68	\$70,190,130.73
Comb PA/MA	175.93	730.52	\$	30,023.09	\$5,483,117.79	\$21,932,471.18
Comb COL/LOC	1338.81	2737.63	\$	17,627.53	\$12,064,414.89	\$48,257,659.55
Totals:	1514.74	3468.15			\$17,547,532.68	\$70,190,130.73

Williamsburg

Principal Arterials	5.09	16.76	\$	30,023.09	\$125,796.77	\$503,187.07
Minor Arterials	9.29	24.82	\$	30,023.09	\$186,293.30	\$745,173.21
Collectors	6.01	12.83	\$	17,627.53	\$56,540.31	\$226,161.23
Locals	34.38	68.21	\$	17,627.53	\$300,593.48	\$1,202,373.94
Totals:	54.77	122.62			\$669,223.86	\$2,676,895.45
Comb PA/MA	14.38	41.58	\$	30,023.09	\$312,090.07	\$1,248,360.28
Comb COL/LOC	40.39	81.04	\$	17,627.53	\$357,133.79	\$1,428,535.17
Totals:	54.77	122.62			\$669,223.86	\$2,676,895.45

HAMPTON ROADS DISTRICT TOTALS

Principal Arterials	324.63	1419.90	\$	30,023.09	\$10,657,448.06	\$42,629,792.23
Minor Arterials	448.17	1445.84	\$	30,023.09	\$10,852,147.83	\$43,408,591.31
Collectors	654.28	1462.97	\$	17,627.53	\$6,447,137.51	\$25,788,550.02
Locals	4339.42	8712.06	\$	17,627.53	\$38,393,028.41	\$153,572,113.64
Totals:	5766.50	13040.77			\$66,349,761.80	\$265,399,047.21
Comb PA/MA	772.80	2865.74	\$	30,023.09	\$21,509,595.89	\$86,038,383.55
Comb COL/LOC	4993.70	10175.03	\$	17,627.53	\$44,840,165.91	\$179,360,663.66
Totals:	5766.50	13040.77			\$66,349,761.80	\$265,399,047.21

FREDERICKSBURG DISTRICT

Colonial Beach

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	5.13	10.05	\$	30,023.09	\$75,433.03	\$301,732.10
Collectors	0.94	1.88	\$	17,627.53	\$8,284.94	\$33,139.76
Locals	22.31	43.23	\$	17,627.53	\$190,509.55	\$762,038.19
Totals:	28.38	55.16			\$274,227.51	\$1,096,910.06
Comb PA/MA	5.13	10.05	\$	30,023.09	\$75,433.03	\$301,732.10
Comb COL/LOC	23.25	45.11	\$	17,627.53	\$198,794.49	\$795,177.95
Totals:	28.38	55.16			\$274,227.51	\$1,096,910.06

Fredericksburg

Principal Arterials	6.22	24.88	\$	30,023.09	\$186,743.65	\$746,974.60
Minor Arterials	8.33	19.61	\$	30,023.09	\$147,188.22	\$588,752.89
Collectors	17.31	51.88	\$	17,627.53	\$228,629.09	\$914,516.34
Locals	59.00	120.70	\$	17,627.53	\$531,910.77	\$2,127,643.07
Totals:	90.86	217.07			\$1,094,471.73	\$4,377,886.90
Comb PA/MA	14.55	44.49	\$	30,023.09	\$333,931.87	\$1,335,727.49
Comb COL/LOC	76.31	172.58	\$	17,627.53	\$760,539.85	\$3,042,159.42
Totals:	90.86	217.07			\$1,094,471.73	\$4,377,886.90

FREDERICKSBURG DISTRICT TOTALS

Principal Arterials	6.22	24.88	\$	30,023.09	\$186,743.65	\$746,974.60
Minor Arterials	13.46	29.66	\$	30,023.09	\$222,621.25	\$890,484.99
Collectors	18.25	53.76	\$	17,627.53	\$236,914.03	\$947,656.10
Locals	81.31	163.93	\$	17,627.53	\$722,420.32	\$2,889,681.27
Totals:	119.24	272.23			\$1,368,699.24	\$5,474,796.96
Comb PA/MA	19.68	54.54	\$	30,023.09	\$409,364.90	\$1,637,459.59
Comb COL/LOC	99.56	217.69	\$	17,627.53	\$959,334.34	\$3,837,337.37
Totals:	119.24	272.23			\$1,368,699.24	\$5,474,796.96

CULPEPER DISTRICT

Charlottesville

Principal Arterials	12.46	37.97	\$	30,023.09	\$284,994.23	\$1,139,976.91
Minor Arterials	11.83	27.46	\$	30,023.09	\$206,108.55	\$824,434.18
Collectors	17.83	35.44	\$	17,627.53	\$156,179.93	\$624,719.72
Locals	93.23	182.63	\$	17,627.53	\$804,829.03	\$3,219,316.11
Totals:	135.35	283.50			\$1,452,111.73	\$5,808,446.92
Comb PA/MA	24.29	65.43	\$	30,023.09	\$491,102.77	\$1,964,411.09
Comb COL/LOC	111.06	218.07	\$	17,627.53	\$961,008.96	\$3,844,035.83
Totals:	135.35	283.50			\$1,452,111.73	\$5,808,446.92

Culpeper

Principal Arterials	6.51	16.84	\$	30,023.09	\$126,397.23	\$505,588.92
Minor Arterials	4.81	10.74	\$	30,023.09	\$80,612.01	\$322,448.04
Collectors	4.72	9.36	\$	17,627.53	\$41,248.42	\$164,993.70
Locals	53.12	107.27	\$	17,627.53	\$472,726.33	\$1,890,905.32
Totals:	69.16	144.21			\$720,983.99	\$2,883,935.97
Comb PA/MA	11.32	27.58	\$	30,023.09	\$207,009.24	\$828,036.95
Comb COL/LOC	57.84	116.63	\$	17,627.53	\$513,974.75	\$2,055,899.02
Totals:	69.16	144.21			\$720,983.99	\$2,883,935.97

Orange

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	9.97	22.86	\$	30,023.09	\$171,581.99	\$686,327.95
Collectors	0.00	0.00	\$	17,627.53	\$0.00	\$0.00
Locals	18.94	37.70	\$	17,627.53	\$166,139.49	\$664,557.94
Totals:	28.91	60.56			\$337,721.47	\$1,350,885.89
Comb PA/MA	9.97	22.86	\$	30,023.09	\$171,581.99	\$686,327.95
Comb COL/LOC	18.94	37.70	\$	17,627.53	\$166,139.49	\$664,557.94
Totals:	28.91	60.56			\$337,721.47	\$1,350,885.89

Warrenton

Principal Arterials	3.10	12.54	\$	30,023.09	\$94,122.40	\$376,489.61
Minor Arterials	5.30	14.05	\$	30,023.09	\$105,456.12	\$421,824.48
Collectors	2.72	5.44	\$	17,627.53	\$23,973.44	\$95,893.77
Locals	29.44	61.12	\$	17,627.53	\$269,348.68	\$1,077,394.74
Totals:	40.56	93.15			\$492,900.65	\$1,971,602.60
Comb PA/MA	8.40	26.59	\$	30,023.09	\$199,578.52	\$798,314.09
Comb COL/LOC	32.16	66.56	\$	17,627.53	\$293,322.13	\$1,173,288.51
Totals:	40.56	93.15			\$492,900.65	\$1,971,602.60

CULPEPER DISTRICT TOTALS

Principal Arterials	22.07	67.35	\$	30,023.09	\$505,513.86	\$2,022,055.43
Minor Arterials	31.91	75.11	\$	30,023.09	\$563,758.66	\$2,255,034.65
Collectors	25.27	50.24	\$	17,627.53	\$221,401.80	\$885,607.19
Locals	194.73	388.72	\$	17,627.53	\$1,713,043.53	\$6,852,174.11
Totals:	273.98	581.42			\$3,003,717.85	\$12,014,871.38
Comb PA/MA	53.98	142.46	\$	30,023.09	\$1,069,272.52	\$4,277,090.08
Comb COL/LOC	220.00	438.96	\$	17,627.53	\$1,934,445.33	\$7,737,781.31
Totals:	273.98	581.42			\$3,003,717.85	\$12,014,871.38

STAUNTON DISTRICT

Berryville

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	2.15	4.77	\$	30,023.09	\$35,802.54	\$143,210.16
Collectors	1.57	3.00	\$	17,627.53	\$13,220.65	\$52,882.60
Locals	15.81	31.42	\$	17,627.53	\$138,464.26	\$553,857.05
Totals:	19.53	39.19			\$187,487.45	\$749,949.80
Comb PA/MA	2.15	4.77	\$	30,023.09	\$35,802.54	\$143,210.16
Comb COL/LOC	17.38	34.42	\$	17,627.53	\$151,684.91	\$606,739.64
Totals:	19.53	39.19			\$187,487.45	\$749,949.80

Bridgewater

Principal Arterials	3.11	7.08	\$	30,023.09	\$53,140.88	\$212,563.51
Minor Arterials	0.70	1.92	\$	30,023.09	\$14,411.09	\$57,644.34
Collectors	2.35	4.70	\$	17,627.53	\$20,712.35	\$82,849.40
Locals	20.12	40.24	\$	17,627.53	\$177,332.97	\$709,331.87
Totals:	26.28	53.94			\$265,597.28	\$1,062,389.13
Comb PA/MA	3.81	9.00	\$	30,023.09	\$67,551.96	\$270,207.85
Comb COL/LOC	22.47	44.94	\$	17,627.53	\$198,045.32	\$792,181.27
Totals:	26.28	53.94			\$265,597.28	\$1,062,389.13

Broadway

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	2.48	4.96	\$	30,023.09	\$37,228.64	\$148,914.55
Collectors	0.10	0.20	\$	17,627.53	\$881.38	\$3,525.51
Locals	15.68	31.36	\$	17,627.53	\$138,199.85	\$552,799.39
Totals:	18.26	36.52			\$176,309.86	\$705,239.45
Comb PA/MA	2.48	4.96	\$	30,023.09	\$37,228.64	\$148,914.55
Comb COL/LOC	15.78	31.56	\$	17,627.53	\$139,081.22	\$556,324.90
Totals:	18.26	36.52			\$176,309.86	\$705,239.45

Buena Vista

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	5.60	11.78	\$	30,023.09	\$88,418.01	\$353,672.06
Collectors	6.14	12.28	\$	17,627.53	\$54,116.52	\$216,466.09
Locals	35.45	70.90	\$	17,627.53	\$312,448.00	\$1,249,792.00
Totals:	47.19	94.96			\$454,982.54	\$1,819,930.14
Comb PA/MA	5.60	11.78	\$	30,023.09	\$88,418.01	\$353,672.06
Comb COL/LOC	41.59	83.18	\$	17,627.53	\$366,564.52	\$1,466,258.09
Totals:	47.19	94.96			\$454,982.54	\$1,819,930.14

Clifton Forge

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	3.30	5.68	\$	30,023.09	\$42,632.79	\$170,531.18
Collectors	3.38	6.69	\$	17,627.53	\$29,482.05	\$117,928.19
Locals	16.52	32.20	\$	17,627.53	\$141,901.63	\$567,606.52
Totals:	23.20	44.57			\$214,016.47	\$856,065.89
Comb PA/MA	3.30	5.68	\$	30,023.09	\$42,632.79	\$170,531.18
Comb COL/LOC	19.90	38.89	\$	17,627.53	\$171,383.68	\$685,534.71
Totals:	23.20	44.57			\$214,016.47	\$856,065.89

Covington

Principal Arterials	3.04	8.28	\$	30,023.09	\$62,147.81	\$248,591.22
Minor Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Collectors	9.65	20.77	\$	17,627.53	\$91,530.96	\$366,123.83
Locals	28.75	56.46	\$	17,627.53	\$248,812.61	\$995,250.44
Totals:	41.44	85.51			\$402,491.37	\$1,609,965.50
Comb PA/MA	3.04	8.28	\$	30,023.09	\$62,147.81	\$248,591.22
Comb COL/LOC	38.40	77.23	\$	17,627.53	\$340,343.57	\$1,361,374.27
Totals:	41.44	85.51			\$402,491.37	\$1,609,965.50

Elkton

Principal Arterials	0.04	0.08	\$	30,023.09	\$600.46	\$2,401.85
Minor Arterials	1.67	3.34	\$	30,023.09	\$25,069.28	\$100,277.14
Collectors	1.96	3.92	\$	17,627.53	\$17,274.98	\$69,099.92
Locals	16.61	33.15	\$	17,627.53	\$146,088.17	\$584,352.68
Totals:	20.28	40.49			\$189,032.90	\$756,131.58
Comb PA/MA	1.71	3.42	\$	30,023.09	\$25,669.75	\$102,678.98
Comb COL/LOC	18.57	37.07	\$	17,627.53	\$163,363.15	\$653,452.60
Totals:	20.28	40.49			\$189,032.90	\$756,131.58

Front Royal

Principal Arterials	4.19	13.17	\$	30,023.09	\$98,851.04	\$395,404.16
Minor Arterials	5.30	12.00	\$	30,023.09	\$90,069.28	\$360,277.14
Collectors	9.24	21.20	\$	17,627.53	\$93,425.92	\$373,703.67
Locals	48.82	97.37	\$	17,627.53	\$429,098.19	\$1,716,392.76
Totals:	67.55	143.74			\$711,444.43	\$2,845,777.73

Comb PA/MA	9.49	25.17	\$	30,023.09	\$188,920.32	\$755,681.29
Comb COL/LOC	58.06	118.57	\$	17,627.53	\$522,524.11	\$2,090,096.43
Totals:	67.55	143.74			\$711,444.43	\$2,845,777.73

Grottoes

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	1.63	3.26	\$	30,023.09	\$24,468.82	\$97,875.29
Collectors	1.24	2.48	\$	17,627.53	\$10,929.07	\$43,716.28
Locals	19.88	39.18	\$	17,627.53	\$172,661.67	\$690,646.69
Totals:	22.75	44.92			\$208,059.56	\$832,238.26
Comb PA/MA	1.63	3.26	\$	30,023.09	\$24,468.82	\$97,875.29
Comb COL/LOC	21.12	41.66	\$	17,627.53	\$183,590.74	\$734,362.97
Totals:	22.75	44.92			\$208,059.56	\$832,238.26

Harrisonburg

Principal Arterials	9.79	38.66	\$	30,023.09	\$290,173.21	\$1,160,692.84
Minor Arterials	20.39	59.46	\$	30,023.09	\$446,293.30	\$1,785,173.21
Collectors	23.36	51.79	\$	17,627.53	\$228,232.47	\$912,929.87
Locals	89.31	183.63	\$	17,627.53	\$809,235.91	\$3,236,943.64
Totals:	142.85	333.54			\$1,773,934.89	\$7,095,739.56
Comb PA/MA	30.18	98.12	\$	30,023.09	\$736,466.51	\$2,945,866.06
Comb COL/LOC	112.67	235.42	\$	17,627.53	\$1,037,468.38	\$4,149,873.51
Totals:	142.85	333.54			\$1,773,934.89	\$7,095,739.56

Lexington

Principal Arterials	2.15	4.79	\$	30,023.09	\$35,952.66	\$143,810.62
Minor Arterials	2.31	5.00	\$	30,023.09	\$37,528.87	\$150,115.47
Collectors	6.44	12.88	\$	17,627.53	\$56,760.65	\$227,042.61
Locals	16.91	33.52	\$	17,627.53	\$147,718.72	\$590,874.86
Totals:	27.81	56.19			\$277,960.89	\$1,111,843.57
Comb PA/MA	4.46	9.79	\$	30,023.09	\$73,481.52	\$293,926.10
Comb COL/LOC	23.35	46.40	\$	17,627.53	\$204,479.37	\$817,917.47
Totals:	27.81	56.19			\$277,960.89	\$1,111,843.57

Luray

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	8.83	19.72	\$	30,023.09	\$148,013.86	\$592,055.43
Collectors	1.68	3.18	\$	17,627.53	\$14,013.89	\$56,055.55
Locals	28.16	55.48	\$	17,627.53	\$244,493.86	\$977,975.46
Totals:	38.67	78.38			\$406,521.61	\$1,626,086.44
Comb PA/MA	8.83	19.72	\$	30,023.09	\$148,013.86	\$592,055.43
Comb COL/LOC	29.84	58.66	\$	17,627.53	\$258,507.75	\$1,034,031.01
Totals:	38.67	78.38			\$406,521.61	\$1,626,086.44

Staunton

Principal Arterials	3.69	14.64	\$	30,023.09	\$109,884.53	\$439,538.11
Minor Arterials	19.91	48.28	\$	30,023.09	\$362,378.75	\$1,449,515.01
Collectors	19.66	40.95	\$	17,627.53	\$180,461.86	\$721,847.42
Locals	92.68	185.08	\$	17,627.53	\$815,625.89	\$3,262,503.56
Totals:	135.94	288.95			\$1,468,351.03	\$5,873,404.11

Comb PA/MA	23.60	62.92	\$	30,023.09	\$472,263.28	\$1,889,053.12
Comb COL/LOC	112.34	226.03	\$	17,627.53	\$996,087.75	\$3,984,350.99
Totals:	135.94	288.95			\$1,468,351.03	\$5,873,404.11

Strasburg

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.17	0.34	\$	30,023.09	\$2,551.96	\$10,207.85
Collectors	4.79	9.45	\$	17,627.53	\$41,645.04	\$166,580.17
Locals	19.09	38.23	\$	17,627.53	\$168,475.13	\$673,900.54
Totals:	24.05	48.02			\$212,672.14	\$850,688.56
Comb PA/MA	0.17	0.34	\$	30,023.09	\$2,551.96	\$10,207.85
Comb COL/LOC	23.88	47.68	\$	17,627.53	\$210,120.18	\$840,480.71
Totals:	24.05	48.02			\$212,672.14	\$850,688.56

Waynesboro

Principal Arterials	6.14	22.31	\$	30,023.09	\$167,453.81	\$669,815.24
Minor Arterials	12.25	30.19	\$	30,023.09	\$226,599.31	\$906,397.23
Collectors	19.16	39.08	\$	17,627.53	\$172,220.98	\$688,883.94
Locals	91.04	182.06	\$	17,627.53	\$802,317.10	\$3,209,268.42
Totals:	128.59	273.64			\$1,368,591.21	\$5,474,364.83
Comb PA/MA	18.39	52.50	\$	30,023.09	\$394,053.12	\$1,576,212.47
Comb COL/LOC	110.20	221.14	\$	17,627.53	\$974,538.09	\$3,898,152.36
Totals:	128.59	273.64			\$1,368,591.21	\$5,474,364.83

Winchester

Principal Arterials	11.81	34.52	\$	30,023.09	\$259,099.31	\$1,036,397.23
Minor Arterials	5.63	20.31	\$	30,023.09	\$152,442.26	\$609,769.05
Collectors	10.06	21.40	\$	17,627.53	\$94,307.29	\$377,229.18
Locals	73.44	146.49	\$	17,627.53	\$645,564.28	\$2,582,257.12
Totals:	100.94	222.72			\$1,151,413.14	\$4,605,652.58
Comb PA/MA	17.44	54.83	\$	30,023.09	\$411,541.57	\$1,646,166.29
Comb COL/LOC	83.50	167.89	\$	17,627.53	\$739,871.57	\$2,959,486.29
Totals:	100.94	222.72			\$1,151,413.14	\$4,605,652.58

Woodstock

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Collectors	6.80	13.60	\$	17,627.53	\$59,933.61	\$239,734.43
Locals	22.24	45.72	\$	17,627.53	\$201,482.69	\$805,930.75
Totals:	29.04	59.32			\$261,416.29	\$1,045,665.18
Comb PA/MA	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Comb COL/LOC	29.04	59.32	\$	17,627.53	\$261,416.29	\$1,045,665.18
Totals:	29.04	59.32			\$261,416.29	\$1,045,665.18

STAUNTON DISTRICT TOTALS

Principal Arterials	43.96	143.53	\$	30,023.09	\$1,077,303.70	\$4,309,214.79
Minor Arterials	92.32	231.01	\$	30,023.09	\$1,733,908.78	\$6,935,635.12
Collectors	127.58	267.57	\$	17,627.53	\$1,179,149.66	\$4,716,598.65
Locals	650.51	1302.49	\$	17,627.53	\$5,739,920.93	\$22,959,683.74
Totals:	914.37	1944.60			\$9,730,283.07	\$38,921,132.30

Comb PA/MA	136.28	374.54	\$	30,023.09	\$2,811,212.48	\$11,244,849.91
Comb COL/LOC	778.09	1570.06	\$	17,627.53	\$6,919,070.60	\$27,676,282.39
Totals:	914.37	1944.60			\$9,730,283.07	\$38,921,132.30

NORTHERN VIRGINIA DISTRICT

Alexandria

Principal Arterials	17.62	77.46	\$	30,023.09	\$581,397.23	\$2,325,588.92
Minor Arterials	27.43	98.88	\$	30,023.09	\$742,170.90	\$2,968,683.61
Collectors	23.78	56.06	\$	17,627.53	\$247,049.86	\$988,199.43
Locals	139.49	279.90	\$	17,627.53	\$1,233,486.53	\$4,933,946.12
Totals:	208.32	512.30			\$2,804,104.52	\$11,216,418.07
Comb PA/MA	45.05	176.34	\$	30,023.09	\$1,323,568.13	\$5,294,272.53
Comb COL/LOC	163.27	335.96	\$	17,627.53	\$1,480,536.39	\$5,922,145.54
Totals:	208.32	512.30			\$2,804,104.52	\$11,216,418.07

Dumfries

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Collectors	2.20	5.20	\$	17,627.53	\$22,915.79	\$91,663.16
Locals	7.98	16.12	\$	17,627.53	\$71,038.95	\$284,155.81
Totals:	10.18	21.32			\$93,954.74	\$375,818.98
Comb PA/MA	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Comb COL/LOC	10.18	21.32	\$	17,627.53	\$93,954.74	\$375,818.98
Totals:	10.18	21.32			\$93,954.74	\$375,818.98

Fairfax

Principal Arterials	9.71	44.44	\$	30,023.09	\$333,556.58	\$1,334,226.33
Minor Arterials	5.60	16.79	\$	30,023.09	\$126,021.94	\$504,087.76
Collectors	3.56	8.65	\$	17,627.53	\$38,119.54	\$152,478.15
Locals	53.01	106.54	\$	17,627.53	\$469,509.31	\$1,878,037.23
Totals:	71.88	176.42			\$967,207.37	\$3,868,829.47

Comb PA/MA	15.31	61.23	\$	30,023.09	\$459,578.52	\$1,838,314.09
Comb COL/LOC	56.57	115.19	\$	17,627.53	\$507,628.84	\$2,030,515.37
Totals:	71.88	176.42			\$967,207.37	\$3,868,829.47

Falls Church

Principal Arterials	3.74	14.96	\$	30,023.09	\$112,286.37	\$449,145.50
Minor Arterials	1.96	5.24	\$	30,023.09	\$39,330.25	\$157,321.02
Collectors	5.42	11.70	\$	17,627.53	\$51,560.53	\$206,242.12
Locals	22.11	44.14	\$	17,627.53	\$194,519.81	\$778,079.25
Totals:	33.23	76.04			\$397,696.97	\$1,590,787.88
Comb PA/MA	5.70	20.20	\$	30,023.09	\$151,616.63	\$606,466.51
Comb COL/LOC	27.53	55.84	\$	17,627.53	\$246,080.34	\$984,321.37
Totals:	33.23	76.04			\$397,696.97	\$1,590,787.88

Herndon

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	10.83	41.24	\$	30,023.09	\$309,538.11	\$1,238,152.43
Collectors	2.33	7.57	\$	17,627.53	\$33,360.10	\$133,440.41
Locals	38.94	80.92	\$	17,627.53	\$356,604.97	\$1,426,419.86
Totals:	52.10	129.73			\$699,503.18	\$2,798,012.71
Comb PA/MA	10.83	41.24	\$	30,023.09	\$309,538.11	\$1,238,152.43
Comb COL/LOC	41.27	88.49	\$	17,627.53	\$389,965.07	\$1,559,860.28
Totals:	52.10	129.73			\$699,503.18	\$2,798,012.71

Leesburg

Principal Arterials	3.37	13.89	\$	30,023.09	\$104,255.20	\$417,020.79
Minor Arterials	12.27	40.18	\$	30,023.09	\$301,581.99	\$1,206,327.95
Collectors	14.99	45.59	\$	17,627.53	\$200,909.79	\$803,639.17
Locals	80.59	168.95	\$	17,627.53	\$744,542.87	\$2,978,171.48
Totals:	111.22	268.61			\$1,351,289.84	\$5,405,159.38
Comb PA/MA	15.64	54.07	\$	30,023.09	\$405,837.18	\$1,623,348.73
Comb COL/LOC	95.58	214.54	\$	17,627.53	\$945,452.66	\$3,781,810.65
Totals:	111.22	268.61			\$1,351,289.84	\$5,405,159.38

Manassas

Principal Arterials	4.99	17.84	\$	30,023.09	\$133,903.00	\$535,612.01
Minor Arterials	18.33	69.82	\$	30,023.09	\$524,053.12	\$2,096,212.48
Collectors	8.95	20.12	\$	17,627.53	\$88,666.48	\$354,665.94
Locals	71.63	145.79	\$	17,627.53	\$642,479.46	\$2,569,917.84
Totals:	103.90	253.57			\$1,389,102.07	\$5,556,408.27
Comb PA/MA	23.32	87.66	\$	30,023.09	\$657,956.12	\$2,631,824.49
Comb COL/LOC	80.58	165.91	\$	17,627.53	\$731,145.95	\$2,924,583.78
Totals:	103.90	253.57			\$1,389,102.07	\$5,556,408.27

Manassas Park

Principal Arterials	0.31	1.24	\$	30,023.09	\$9,307.16	\$37,228.64
Minor Arterials	1.46	5.84	\$	30,023.09	\$43,833.72	\$175,334.87
Collectors	2.84	6.46	\$	17,627.53	\$28,468.46	\$113,873.85
Locals	18.64	37.86	\$	17,627.53	\$166,844.59	\$667,378.35
Totals:	23.25	51.40			\$248,453.93	\$993,815.71
Comb PA/MA	1.77	7.08	\$	30,023.09	\$53,140.88	\$212,563.51
Comb COL/LOC	21.48	44.32	\$	17,627.53	\$195,313.05	\$781,252.20
Totals:	23.25	51.40			\$248,453.93	\$993,815.71

Purcellville

Principal Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Collectors	5.98	11.96	\$	17,627.53	\$52,706.32	\$210,825.28
Locals	21.10	43.11	\$	17,627.53	\$189,980.72	\$759,922.89
Totals:	27.08	55.07			\$242,687.04	\$970,748.17
Comb PA/MA	0.00	0.00	\$	30,023.09	\$0.00	\$0.00
Comb COL/LOC	27.08	55.07	\$	17,627.53	\$242,687.04	\$970,748.17
Totals:	27.08	55.07			\$242,687.04	\$970,748.17

Vienna

Principal Arterials	2.40	9.60	\$	30,023.09	\$72,055.43	\$288,221.71
Minor Arterials	2.89	7.57	\$	30,023.09	\$56,818.71	\$227,274.83
Collectors	9.56	19.17	\$	17,627.53	\$84,479.95	\$337,919.78
Locals	48.47	96.82	\$	17,627.53	\$426,674.40	\$1,706,697.62
Totals:	63.32	133.16			\$640,028.48	\$2,560,113.94
Comb PA/MA	5.29	17.17	\$	30,023.09	\$128,874.13	\$515,496.54
Comb COL/LOC	58.03	115.99	\$	17,627.53	\$511,154.35	\$2,044,617.40
Totals:	63.32	133.16			\$640,028.48	\$2,560,113.94

NOVA DISTRICT TOTALS

Principal Arterials	42.14	179.43	\$	30,023.09	\$1,346,760.97	\$5,387,043.89
Minor Arterials	80.77	285.56	\$	30,023.09	\$2,143,348.73	\$8,573,394.94
Collectors	79.61	192.48	\$	17,627.53	\$848,236.82	\$3,392,947.30
Locals	501.96	1020.15	\$	17,627.53	\$4,495,681.61	\$17,982,726.44
Totals:	704.48	1677.62			\$8,834,028.14	\$35,336,112.57
Comb PA/MA	122.91	464.99	\$	30,023.09	\$3,490,109.71	\$13,960,438.83
Comb COL/LOC	581.57	1212.63	\$	17,627.53	\$5,343,918.43	\$21,375,673.74
Totals:	704.48	1677.62			\$8,834,028.14	\$35,336,112.57

STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterials	656.87	2626.41	\$ 30,023.09	\$19,713,239.07	\$78,852,956.28
Minor Arterials	1142.55	3374.33	\$ 30,023.09	\$25,326,957.33	\$101,307,829.30
Collectors	1325.02	2907.47	\$ 17,627.53	\$12,812,879.88	\$51,251,519.53
Locals	8796.50	17589.66	\$ 17,627.53	\$77,515,572.22	\$310,062,288.87
Totals:	11920.94	26497.87		\$135,368,648.50	\$541,474,593.99
Comb PA/MA	1799.42	6000.74	\$ 30,023.09	\$45,040,196.40	\$180,160,785.58
Comb COL/LOC	10121.52	20497.13	\$ 17,627.53	\$90,328,452.10	\$361,313,808.40
Totals:	11920.94	26497.87		\$135,368,648.50	\$541,474,593.99

CHESAPEAKE BRIDGE MAINTENANCE		\$250,000.00	\$1,000,000.00
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TOTAL			\$542,474,593.99
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VIRGINIA PORT AUTHORITY
PAYMENT IN LIEU OF TAXES

Norfolk	\$139,698.00	\$558,792.00
Portsmouth	\$83,395.25	\$333,581.00
Newport News	\$23,291.50	\$93,166.00
Warren	\$3,615.25	\$14,461.00
Total	\$250,000.00	\$1,000,000.00

ATTACHMENT C
PERMIT FEE REVENUES - URBAN LOCALITIES
FY26

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	121.72	\$936.01	\$234.00
	Big Stone Gap	62.79	\$482.85	\$120.71
	Bluefield	78.5	\$603.65	\$150.91
	Bristol	275.04	\$2,115.02	\$528.75
	Lebanon	61.96	\$476.46	\$119.12
	Marion	91.5	\$703.62	\$175.91
	Norton	63.4	\$487.54	\$121.88
	Richlands	70.48	\$541.98	\$135.50
	Saltville	31.02	\$238.54	\$59.63
	Tazewell	69.93	\$537.75	\$134.44
	Wise	35.57	\$273.53	\$68.38
	Wytheville	192.12	\$1,477.38	\$369.34
District Total		1,154.03	\$ 8,874.33	\$ 2,218.58
Salem	Bedford	117.33	\$902.25	\$225.56
	Blacksburg	250.04	\$1,922.77	\$480.69
	Christiansburg	268.18	\$2,062.27	\$515.57
	Dublin	44.85	\$344.89	\$86.22
	Galax	130.08	\$1,000.30	\$250.07
	Martinsville	223.74	\$1,720.53	\$430.13
	Narrows	31.19	\$239.85	\$59.96
	Pearisburg	40.14	\$308.67	\$77.17
	Pulaski	140.4	\$1,079.66	\$269.91
	Radford	153.74	\$1,182.24	\$295.56
	Roanoke	1066.44	\$8,200.78	\$2,050.19
	Rocky Mount	93.86	\$721.77	\$180.44
	Salem	291.8	\$2,243.90	\$560.98
Vinton	88.05	\$677.09	\$169.27	
District Total		2,939.84	\$ 22,606.97	\$ 5,651.74

Lynchburg	Altavista	52.91	\$406.87	\$101.72
	Danville	726.04	\$5,583.15	\$1,395.79
	Farmville	112.36	\$864.03	\$216.01
	Lynchburg	822.31	\$6,323.45	\$1,580.86
	South Boston	140.25	\$1,078.50	\$269.63
District Total		1,853.87	\$ 14,256.01	\$ 3,564.00

Richmond	Ashland	115.16	\$885.56	\$221.39
	Blackstone	74.1	\$569.82	\$142.45
	Chase City	34.77	\$267.38	\$66.84
	Colonial Heights	195.15	\$1,500.68	\$375.17
	Hopewell	276.65	\$2,127.40	\$531.85
	Petersburg	396.36	\$3,047.95	\$761.99
	Richmond	1838.21	\$14,135.58	\$3,533.90
	South Hill	103.09	\$792.75	\$198.19
District Total		3,033.49	\$ 23,327.12	\$ 5,831.78

Hampton Roads	Chesapeake	2422.93	\$18,632.00	\$4,658.00
	Chincoteague	49.83	\$383.19	\$95.80
	Emporia	88.04	\$677.02	\$169.25
	Franklin	110.49	\$849.65	\$212.41
	Hampton	1133.19	\$8,714.08	\$2,178.52
	Newport News	1198.19	\$9,213.92	\$2,303.48
	Norfolk	1667.48	\$12,822.69	\$3,205.67
	Poquoson	112.85	\$867.80	\$216.95
	Portsmouth	884.39	\$6,800.84	\$1,700.21
	Smithfield	99.53	\$765.37	\$191.34
	Suffolk	1683.08	\$12,942.65	\$3,235.66
	Virginia Beach	3468.15	\$26,669.60	\$6,667.40
Williamsburg	122.62	\$942.93	\$235.73	
District Total		13,040.77	\$ 100,281.73	\$ 25,070.43

Fredericksburg				
	Colonial Beach	55.16	\$424.17	\$106.04
	Fredericksburg	217.07	\$1,669.24	\$417.31
District Total		272.23	\$ 2,093.41	\$ 523.35

Culpeper				
	Charlottesville	283.5	\$2,180.08	\$545.02
	Culpeper	144.21	\$1,108.96	\$277.24
	Orange	60.56	\$465.70	\$116.42
	Warrenton	93.15	\$716.31	\$179.08
District Total		581.42	\$ 4,471.04	\$ 1,117.76

Staunton				
	Berryville	39.19	\$301.37	\$75.34
	Bridgewater	53.94	\$414.79	\$103.70
	Broadway	36.52	\$280.83	\$70.21
	Buena Vista	94.96	\$730.23	\$182.56
	Clifton Forge	44.57	\$342.74	\$85.68
	Covington	85.51	\$657.56	\$164.39
	Elkton	40.49	\$311.36	\$77.84
	Front Royal	143.74	\$1,105.34	\$276.34
	Grottoes	44.92	\$345.43	\$86.36
	Harrisonburg	333.54	\$2,564.88	\$641.22
	Lexington	56.19	\$432.09	\$108.02
	Luray	78.38	\$602.73	\$150.68
	Staunton	288.95	\$2,221.99	\$555.50
	Strasburg	48.02	\$369.27	\$92.32
	Waynesboro	273.64	\$2,104.25	\$526.06
	Winchester	222.72	\$1,712.69	\$428.17
	Woodstock	59.32	\$456.16	\$114.04
District Total		1,944.60	\$ 14,953.71	\$ 3,738.43

Northern Virginia	Alexandria	512.3	\$3,939.52	\$984.88
	Dumfries	21.32	\$163.95	\$40.99
	Fairfax	176.42	\$1,356.65	\$339.16
	Falls Church	76.04	\$584.74	\$146.18
	Herndon	129.73	\$997.61	\$249.40
	Leesburg	268.61	\$2,065.57	\$516.39
	Manassas	253.57	\$1,949.92	\$487.48
	Manassas Park	51.4	\$395.26	\$98.81
	Purcellville	55.07	\$423.48	\$105.87
Vienna	133.16	\$1,023.98	\$256.00	
District Total		1,677.62	\$ 12,900.67	\$ 3,225.17
Urban Total		26,497.87	\$ 203,764.99	\$ 50,941.25



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Transportation Partnership Opportunity Fund Allocation for the I-64 Exit 211 Interchange Improvement Project in New Kent County.

WHEREAS, Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) to provide funds to address the transportation aspects of economic development opportunities; and

WHEREAS, Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*; and

WHEREAS, Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the Commonwealth Transportation Board (CTB) for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;
2. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs; and

Resolution of the Board

TPOF Allocation for the I-64 Exit 211 Interchange Improvement Project in New Kent County

June 24, 2025

Page 2 of 2

3. Requiring that if funds directed by the Governor are (i) in excess of \$5 million dollars, the Secretary of Transportation is to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of \$35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and

WHEREAS, on June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, incorporating the changes to §33.2-1529.1, as amended by the Acts; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended that the Governor direct \$20 million from the TPOF to the CTB for allocation to the I-64 Exit 211 Interchange Improvement Project to support the associated development activities in New Kent County; and

WHEREAS, to address the transportation needs of the New Kent City Center and Farms of New Kent development opportunities, New Kent County and VDOT have developed a project (Project) with an estimated cost of \$94 million to (i) construct a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate a Diverging Diamond Interchange; (ii) widen and realign I-64 ramps to add capacity and tie into Route 106 improvements; and (iii) construct a shared use path for the length of the Project along Route 106; and

WHEREAS, this Project is vital to the future growth of New Kent County and the economic growth of New Kent County and Virginia as a whole; and

WHEREAS, the Governor has directed \$20 million from the TPOF to the CTB for allocation in support of this Project.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the \$20 million in TPOF funding directed by the Governor is hereby allocated to the I-64 Exit 211 Interchange Improvement Project to support the needs of the associated economic development activities.

BE IT FUTHER RESOLVED, by the Commonwealth Transportation Board, that VDOT will administer the project, entering into the project administration agreements with New Kent County, the Central Virginia Transportation Authority, and Buc-ee's for additional contributions to the Project.

###

CTB Decision Brief

Transportation Partnership Opportunity Fund Allocation for the I-64 Exit 211 Interchange Improvement Project in New Kent County.

Issue: The Governor has directed \$20 million from the Transportation Partnership Opportunity Fund (TPOF) to the Commonwealth Transportation Board (CTB) pursuant to § 33.2-1529.1 of the *Code of Virginia* for allocation to the I-64 Exit 211 Interchange Improvement Project in New Kent County (Project). The direction of funds has been recommended by the Secretaries of Transportation and Commerce and Trade and CTB allocation of said funds to this Project is sought to support the needs of associated economic development activities.

Facts: Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) as a source of financing to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs. Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*.

Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the Commonwealth Transportation Board (CTB) for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs if recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;
2. Requiring that if funds directed by the Governor are (i) in excess of \$5 million dollars, the Secretary of Transportation shall submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of \$35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and
3. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs.

On June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, which had been revised to render them consistent with §33.2-1529.1, as amended by the Acts.

Pursuant to § 33.2-1529.1 (C.2), the Governor has directed \$20 million from the TPOF to the CTB for allocation to the I-64 Exit 211 Interchange Improvement Project in New Kent County. This Project, in its support of associated economic development activities, is vital to the future growth of New Kent County and the economic growth of New Kent County and Virginia as a whole.

- New Kent County and the Virginia Department of Transportation (VDOT) have developed this Project to address the transportation needs of the New Kent City Center and Farms of New Kent development opportunities.
- The Project, which will be administered by VDOT, includes:
 - construction of a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate a Diverging Diamond Interchange;
 - widening and realignment of I-64 ramps to add capacity and tie into the Route 106 improvements, which will provide additional capacity by taking the roadway from a three-lane undivided roadway to a four-lane divided roadway; and
 - construction of a shared use path generally along the west side of Route 106 for the length of the project.
- The Project is estimated to cost \$94 million. In addition to the TPOF funding directed by the Governor, SMART SCALE District Grant Program funds have been allocated to the Project. Further, New Kent County, the Central Virginia Transportation Authority (CVTA) and Buc-ee's will be making additional contributions to the Project.

Pursuant to § 33.2-1529.1 (C.2) and the TPOF Guidelines and Criteria, the Secretary of Transportation will submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations regarding the Governor's direction of this TPOF funding to the CTB.

Recommendations: That the CTB (i) allocate the \$20 million directed by the Governor from the TPOF to the CTB pursuant to § 33.2-1529.1 to the I-64 Exit 211 Interchange Improvement Project in New Kent County, and (ii) direct that VDOT will administer the project, entering into the project administration agreements with New Kent County, the CVTA and Buc-ee's for additional contributions to the project. .

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to allocate the funds.

Result, if Approved: The TPOF funds will be used as directed by the Governor and recommended by the Secretary of Transportation and the Secretary of Commerce and Trade.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Revised Adopted SMART SCALE Consensus Scenario for Preparation of the Final FY 2026-2031 Six-Year Improvement Program.

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 section 33.2-358 of the *Code of Virginia*, and

WHEREAS, the Board has given due consideration to the proposed Consensus Scenario presented at the May 20, 2025, Workshop, and

WHEREAS, at the May 21, 2025, Action Meeting, upon discussion of the Board, it was determined that the proposed removal of the Staff Recommended Duke Street and Route 1 Intersection Improvements project in the City of Alexandria (Application ID 11496, \$6.6M) would be held in abeyance and further considered, and

WHEREAS, since the May 21, 2025 meeting of the Board, the City of Alexandria has requested that the project be withdrawn, and

NOW THEREFORE, BE IT RESOLVED, the Board removes the Staff Recommended Duke Street and Route 1 Intersection Improvements in the City of Alexandria (Application ID 11496, \$6.6M) at the applicant’s request, revising the adopted Consensus Scenario (Attachment B) accordingly.

Resolution of the Board

Revised Adopted SMART SCALE Recommendations for Preparation of the Final FY2026-2031 Six-Year Improvement Program

June 24, 2025

Page 2 of 3

BE IT FURTHER RESOLVED, the Board adopts the revised Consensus Scenario and based on the revised Board requested changes (Attachment A) acted upon at the May 21, 2025, Action Meeting approving the final projects that were identified in the FY2026-2031 Six-Year Improvement Program.

#####

ATTACHMENT A

Bristol

- Unfund
 - App ID 11589 Route 75 at Green Springs Church Road Turn Lane Improvements in Washington County (\$11.5M)
 - App ID 11735 Cummings St at US 11 and Rensburg Dr Improvements in the Town of Abingdon (\$10.4M)
- Fund with DGP
 - App ID 11586 French Moore Blvd Extension submitted by Bristol MPO (\$28.5M)

Culpeper

- No changes to the Staff Recommended Funding Scenario

Fredericksburg

- No changes to the Staff Recommended Funding Scenario

Hampton Roads

- Unfund
 - App ID 11683 Little Creek Road Bicycle Improvements in the City of Norfolk (\$5.4M)
- Fund with DGP
 - App ID 11491 Cheriton RCUT in Northampton County (\$6.8M)

Lynchburg

- No revisions to staff recommended staff scenario, DGP amount being used to cover previous DGP cost increases

Northern Virginia

- Unfund
 - App ID 11496 Duke St and Route 1 Intersection Improvements in the City of Alexandria (\$6.6M)
 - App ID 11469 Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr) in Loudoun County (\$9.3M)
- Fund with DGP
 - App ID 11466 Route 15 at Braddock Road Roundabout in Loudoun County (\$14.5M)

Richmond

- Fund with DGP
 - App ID 11761 U.S. Route 60 at State Route 13/603 RCUT submitted by Powhatan County (\$3.6M)
 - App ID 11470 I64 Exit 211 Interchange Improvement Project submitted by New Kent County for revised request amount (\$18.2M)

Salem

- No changes to the Staff Recommended Funding Scenario

Staunton

- Unfund
 - App ID 11604 Waynesboro Transit Access Project in the City of Waynesboro (\$2.6M)
- Fund with DGP
 - App ID 11809 US 50 and Hayfield Road RCI in Frederick County (\$8.0M)

Commonwealth Transportation Board (CTB) Decision Brief

Title: Reaffirming Adoption of the SMART SCALE Consensus Scenario for Preparation of the Final FY 2026-2031 Six-Year Improvement Program

Issue: Revision by the Commonwealth Transportation Board (Board) of the Consensus Scenario for Round 6 of the SMART SCALE Project Prioritization Process (Consensus Scenario) is sought for preparation of the Final FY 2026-2031 Six-Year Improvement Program.

Facts: The Board was presented with the SMART SCALE Round 6 Consensus Scenario on May 20, 2025 Workshop, reflecting the final recommendations for modifications to the Staff Recommended Scenario. On May 21, 2025, at the Action Meeting, the Board determined that the proposed removal of Staff Recommended Duke Street and Route 1 Intersection Improvements project in the City of Alexandria (Application ID 11496, \$6.6M), would be held in abeyance and further considered. Subsequently, the City of Alexandria submitted a formal request to withdraw the project application from consideration.

Recommendations: OIPI recommends (i) acceptance of withdrawal request of the Duke Street and Route 1 Intersection Improvements project in the City of Alexandria (Application ID 11496, \$6.6M) and (ii) revises the adopted SMART SCALE Consensus Scenario.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to remove the Duke Street and Route 1 Intersection Improvements project in the City of Alexandria and adopt the revised SMART SCALE Consensus Scenario, for preparation of the Final FY 2026-2031 Six-Year Improvement Program.

Result, if Approved: If approved, the Consensus Scenario as presented is revised and will be adopted in the Final FY2026-2031 SYIP.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Attachment B Final Scenario
SMART SCALE Round 6**

Display ID	District	Organization	Name	Area Type	Benefit	Total Cost	SMART SCALE Request	SMART SCALE Score	Fund Eligible	(1) DGP	(2) HPP
11745	Bristol	Wise County	US 23 at Wise-Norton Road (Route 757) Turn Lane Improvement	D	6.42	\$ 5,315,212	\$ 5,315,212	12.08	DGP	\$ 5,315,212	
11586	Bristol	Bristol MPO	French Moore Blvd Extension	D	6.78	\$ 28,534,087	\$ 28,534,087	2.38	HPP	\$ 28,534,087	
11573	Culpeper	Culpeper County	Rt. 229, Rt.694 Double Lane Roundabout	D	17.16	\$ 22,963,251	\$ 22,963,251	7.47	DGP	\$ 22,963,251	
11794	Culpeper	Culpeper Town	Ira Hoffman Roundabout	D	14.04	\$ 20,941,406	\$ 20,941,406	6.70	DGP	\$ 20,941,406	
11487	Culpeper	Charlottesville-Albemarle MPO	US250/Peter Jeff. Pkwy and Rolkin Road Pipeline Bundle	B	24.39	\$ 36,406,798	\$ 36,406,798	6.70	HPP		\$ 36,406,798
11732	Culpeper	Warrenton Town	Lee Highway and Branch Avenue Intersection Improvement	D	7.36	\$ 13,140,255	\$ 13,140,255	5.60	DGP	\$ 13,140,255	
11663	Fredericksburg	Caroline County	Paige and Marye Route 1 Intersection	D	19.63	\$ 7,085,483	\$ 7,085,483	27.71	DGP	\$ 7,085,483	
11661	Fredericksburg	Caroline County	Turn Lanes at Lake Caroline	D	9.25	\$ 9,043,110	\$ 9,043,110	10.23	DGP	\$ 9,043,110	
11640	Fredericksburg	George Washington RC	Rt 3 Pipeline Old Plank Road to Salem Church Rd	B	10.81	\$ 16,803,447	\$ 16,803,447	6.43	HPP		\$ 16,803,447
11624	Fredericksburg	Spotsylvania County	US Rte.1 Southpoint Pkwy Intersection Improvements	B	32.41	\$ 68,659,081	\$ 57,371,621	5.65	BOTH	\$ 57,371,621	
11807	Hampton Roads	Isle of Wight County	US Rt 17 Widening Phase 1 Lane Extension @ State Rt 669	A	32.48	\$ 15,913,234	\$ 13,910,234	23.35	BOTH	\$ 13,910,234	
11560	Hampton Roads	Newport News City	STARS - Jefferson Corridor Improvements	A	17.95	\$ 10,882,866	\$ 10,882,866	16.50	DGP	\$ 10,882,866	
11561	Hampton Roads	Newport News City	Warwick Blvd & Colony Dr Intersection Improvements	A	7.01	\$ 4,762,574	\$ 4,762,574	14.73	DGP	\$ 4,762,574	
11743	Hampton Roads	Norfolk City	Project Pipeline HR-23-06: Monticello Ave Spot Improvements	A	10.83	\$ 7,567,531	\$ 7,567,531	14.31	DGP	\$ 7,567,531	
11699	Hampton Roads	York County	Crosswalks on Merrimac Trail at 2nd St. and Penniman Rd.	A	1.68	\$ 1,825,592	\$ 1,825,592	9.20	DGP	\$ 1,825,592	
11559	Hampton Roads	Newport News City	Jefferson & J. Clyde Morris Blvd Intersection Improvements	A	18.03	\$ 21,403,026	\$ 21,403,026	8.43	BOTH	\$ 21,403,026	
11791	Hampton Roads	Norfolk City	Project Pipeline HR04 Military Highway	A	3.67	\$ 4,506,963	\$ 4,506,963	8.15	DGP	\$ 4,506,963	
11812	Hampton Roads	Northampton County	Northampton Segment: Eastern Shore of Virginia Rail Trail	D	10.47	\$ 17,814,640	\$ 17,814,640	5.88	DGP	\$ 17,814,640	
11671	Hampton Roads	Virginia Beach City	Virginia Beach Trail Phase IV	A	10.59	\$ 23,792,343	\$ 23,792,343	4.45	DGP	\$ 23,792,343	
11811	Hampton Roads	Isle of Wight County	Rt 17 Widening Phase 2	A	10.81	\$ 27,334,264	\$ 27,334,264	3.96	BOTH		\$ 27,334,264
11491	Hampton Roads	Northampton County	Cheriton RCUT	D	2.29	\$ 6,830,131	\$ 6,830,131	3.35	DGP	\$ 6,830,131	
11691	Lynchburg	Pittsylvania County	Orphanage Road and Franklin Turnpike Traffic Signal	D	11.30	\$ 5,973,029	\$ 5,973,029	18.91	DGP	\$ 5,973,029	
11471	Lynchburg	Nelson County	Route 151 at Tanbark Drive Roundabout	C	3.19	\$ 12,693,049	\$ 12,693,049	2.52	DGP	\$ 12,693,049	
11493	Lynchburg	Campbell County	Timberlake Road Improvements (Greenview Dr. to Laxton Rd.)	C	5.69	\$ 33,364,620	\$ 33,364,620	1.71	DGP	\$ 33,364,620	
11492	Lynchburg	Campbell County	Route 29 Safety Improvements - Southern Section	C	4.60	\$ 30,407,170	\$ 30,407,170	1.51	DGP	\$ 30,407,170	
11496	Northern Virginia	Alexandria City	Duke St and Route 1 Intersection Improvements	A	12.43	\$ 6,577,065	\$ 6,577,065	18.90	DGP	\$ 6,577,065	
11577	Northern Virginia	Arlington County	US 50 at VA 27 Interchange Access Improvements	A	24.46	\$ 32,348,376	\$ 32,348,376	7.56	BOTH	\$ 32,348,376	
11475	Northern Virginia	Prince William County	US 29 (Lee Highway) Corridor Improvements	A	18.63	\$ 40,463,612	\$ 40,463,612	4.60	BOTH	\$ 40,463,612	
11466	Northern Virginia	Loudoun County	Route 15 at Braddock Road Roundabout	A	5.70	\$ 46,914,469	\$ 14,538,179	3.92	DGP	\$ 14,538,179	
11598	Richmond	Goochland County	Fairground Rd/Maidens Rd Roundabout	D	11.51	\$ 8,465,347	\$ 5,175,347	22.24	DGP	\$ 5,175,347	
11596	Richmond	Goochland County	Rte 288 - New SB Auxiliary Lane South of U.S. 250	B	25.72	\$ 21,937,569	\$ 14,437,569	17.82	BOTH	\$ 14,437,569	
11656	Richmond	Henrico County	W Broad St & Glenside Dr Intersection Improvements	B	17.03	\$ 12,199,788	\$ 10,199,788	16.70	BOTH	\$ 10,199,788	
11689	Richmond	Hanover County	Operational and Bike/Ped Improvements on US Route Corridor	B	16.15	\$ 14,460,668	\$ 11,960,668	13.50	BOTH	\$ 11,960,668	
11456	Richmond	Richmond Regional TPO	I-95/Route 10 Interchange Improvement, Phase II	B	33.81	\$ 49,199,490	\$ 30,535,523	11.07	HPP		\$ 30,535,523
11508	Richmond	Henrico County	Mechanicsville Tpke (Rte 360) SUP - Laburnum Ave to City	B	26.71	\$ 27,607,338	\$ 25,107,338	10.64	DGP	\$ 25,107,338	
11441	Richmond	Richmond Regional TPO	B Belt Boulevard (SR161) Transit Streetscape	B	31.46	\$ 33,373,813	\$ 31,373,813	10.03	HPP		\$ 31,373,813
11740	Richmond	Petersburg City	I-95@Rives Rd Exit Roundabouts	C	14.78	\$ 20,995,240	\$ 15,743,044	9.39	DGP	\$ 15,743,044	
11761	Richmond	Powhatan County	U.S. Route 60 at State Route 13/603 RCUT	D	2.65	\$ 10,190,338	\$ 3,633,231	7.30	DGP	\$ 3,633,231	
11595	Richmond	Goochland County	Route 250 at Route 288 Interchange Improvements	B	14.01	\$ 29,961,918	\$ 22,461,918	6.24	BOTH		\$ 22,461,918
11590	Richmond	PlanRVA Richmond Regional PDC	Busy Street Extended	B	8.75	\$ 22,293,031	\$ 14,762,577	5.93	HPP		\$ 14,762,577
11470	Richmond	New Kent County	I64 Exit 211 Interchange Improvement Project	B	9.59	\$ 94,000,000	\$ 18,194,107	5.27	BOTH	\$ 18,194,107	
11608	Richmond	Tri-Cities Area MPO	Winston Churchill Drive Corridor Improvements	C	22.03	\$ 42,654,365	\$ 42,654,365	5.16	HPP		\$ 42,654,365
11605	Richmond	Tri-Cities Area MPO	I-85/95 Interchange Improvements	C	23.28	\$ 45,990,644	\$ 45,990,644	5.06	HPP		\$ 45,990,644
11792	Richmond	Ashland Town	I-95 and Route 54 Interchange	B	20.47	\$ 45,756,123	\$ 41,091,948	4.98	BOTH		\$ 41,091,948
11509	Richmond	PlanRVA Richmond Regional PDC	Route 360/I-64 Interchange Improvements	B	10.95	\$ 26,971,616	\$ 26,971,616	4.06	HPP		\$ 26,971,616
11538	Salem	Carroll County	Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT	D	4.62	\$ 10,531,849	\$ 10,531,849	4.39	DGP	\$ 10,531,849	
11728	Salem	Henry County	Roundabout at Dillons Fork Rd (609) and The Great Rd (683)	D	5.46	\$ 17,978,683	\$ 17,978,683	3.04	DGP	\$ 17,978,683	

**Attachment B Final Scenario
SMART SCALE Round 6**

Display ID	District	Organization	Name	Area Type	Benefit	Total Cost	SMART SCALE Request	SMART SCALE Score	Fund Eligibile	(1) DGP	(2) HPP
11539	Salem	Carroll County	Intersection Improvements at Route 100 and Route 221	D	4.78	\$ 25,397,984	\$ 25,397,984	1.88	DGP	\$ 25,397,984	
11746	Staunton	Win-Fred MPO	Route 50/17/522 Partial Median U-turn	C	26.09	\$ 18,452,893	\$ 14,762,314	17.68	HPP		\$ 14,762,314
11736	Staunton	Harrisonburg City	Mt. Clinton Pike Corridor Safety	C	12.30	\$ 12,347,319	\$ 12,347,319	9.96	DGP	\$ 12,347,319	
11819	Staunton	Frederick County	Gateway Drive Ext. and Intersection with Valley Mill Road	C	7.92	\$ 12,861,272	\$ 10,289,018	7.70	BOTH	\$ 10,289,018	
11614	Staunton	Harrisonburg-Rockingham MPO	Port Republic Road at I-81 Exit 245	C	5.94	\$ 10,507,440	\$ 10,507,440	5.65	HPP		\$ 10,507,440
11566	Staunton	Augusta County	Route 256/I-81 Interchange: Three Lane Bridge	C	8.21	\$ 19,384,059	\$ 19,384,059	4.24	BOTH		\$ 19,384,059
11809	Staunton	Frederick County	US 50 and Hayfield Road RCI	D	2.79	\$ 10,011,642	\$ 8,009,314	3.48	DGP	\$ 8,009,314	



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2025-2030 Six-Year Improvement Program Transfers
April 19, 2025 through May 16, 2025

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 Fiscal Years 2025-2030 Program on June 18, 2024; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2025 through 2030 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2025 through 2030 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring

Resolution of the Board
June 24, 2025
FY2025-2030 Six-Year Improvement Program Transfers
April 19, 2025 through May 16, 2025
Page 2 of 2

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

FY2025-2030 Six-Year Improvement Program Transfers

April 19, 2025 through May 16, 2025

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

Facts: On June 18, 2024, 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 2025 through 2030 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from April 19, 2025 through May 16, 2025 is attached.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Statewide	#SS - SPECIAL STRUCTURES FUND	T25409	Bristol	#SS - ERMT SUPERVISORY CONTROL AND DATA ACQUISITION	120692	Special Structures Fund - State (SSF000)	\$ 233,327	\$ 290,000	\$ 11,690,000	>100%	Transfer of surplus funds recommended by District and Asset Management Division from an underway project to fund a scheduled project.
Subtotal Bristol District								\$ 233,327				
2	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Fredericksburg	RTE 1208 - PEDESTRIAN IMPROVEMENT (GREATER ROAD)	110626	CMAQ : Hampton Roads (CF5M30), CMAQ Federal - Primary : Hampton Roads MPO (CNF214), CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214), CMAQ Match : Hampton Roads (CS5M31), CMAQ State Match - Hampton Roads (CNS214), Hampton Roads (CNF214)	\$ 1,893,791	\$ 4,671,665	\$ 4,671,665	68.2%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 1,893,791				
3	Hampton Roads	MARINER'S MUSEUM MULTI-PURPOSE TRAIL	83254	Hampton Roads	Newport News Pedestrian Improvements	103059	CMAQ Federal - Primary : Hampton Roads MPO (CNF214), CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Primary : Hampton Roads MPO (CNS214), CMAQ Match - Urban : Hampton Roads MPO (CNS214)	\$ 597,985	\$ 2,452,692	\$ 2,408,632	32.2%	Transfer of surplus funds recommended by District and MPO from a completed project to fund an underway project.
4	Statewide	#SS - SPECIAL STRUCTURES FUND	T25409	Hampton Roads	#SS - MMBT CLOSURE ARRANGEMENT LEAK - EMERGENCY	127471	Special Structures Fund - State (SSF000)	\$ 415,000	\$ 415,000	\$ 415,000	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from a scheduled, an underway, and completed projects to fund a scheduled project.
5	Hampton Roads	#SS - JAMES RIVER BRIDGE REPLACE LIFTING CABLES (INSTALL)	122526	Hampton Roads	#SS - HIGH RISE BRIDGE BASCULE REPAIRS	127484	Special Structures Fund - State (SSF000)	\$ 562,383	\$ 562,383	\$ 5,562,383	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from a completed project to a scheduled project.
Subtotal Hampton Roads District								\$ 1,575,368				
6	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Lynchburg	#ITTF22 HIGH-WATER MONITORING SYSTEM - LYNCHBURG	119408	ITTF (HS7100)	\$ 120,000	\$ 670,000	\$ 670,000	21.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to fund an underway project.
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	VHSIP DAN CITYWIDE-FLASHING YELLOW ARROW	122914	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 101,899	\$ 520,800	\$ 315,102	24.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an awarded project.
8	Lynchburg	#HB2.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - LYNCHBURG; LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T15987, T21764	Lynchburg	#SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)	113116	HB1887 - DGP (1): DGP - State (GS0100); HB1887 - DGP (1): DGP Supplemental (HB1414) - State (GS0000); HB1887 - DGP (1): DGP-STP STWD Soft Match (GF2101); HB1887 - DGP (1): DGP-STP STWD (GF2100)	\$ 13,370,000	\$ 68,810,092	\$ 93,638,040	24.1%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
Subtotal Lynchburg District								\$ 13,591,899				
9	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Richmond	#OTHERINT - I-85 - CCTV CAMERAS	120443	Other Interstate Corridor Funds - State (CS9199)	\$ 1,534,236	\$ 2,830,610	\$ 2,830,610	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the IOEP Operations Plan Balance Entry line item to fund a scheduled project.
10	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Richmond	#OTHERINT - I-295 - CCTV CAMERAS	120467	Other Interstate Corridor Funds - State (CS9199)	\$ 704,670	\$ 2,727,150	\$ 2,727,150	34.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the IOEP Operations Plan Balance Entry line item to fund a scheduled project.
Subtotal Richmond District								\$ 2,238,906				
11	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Staunton	North End Greenway Extension and Associated Improvements	103007	Revenue Sharing-Local Match (NPL201), Revenue Sharing-State Match (CNS202)	\$ 824,311	\$ 4,181,557	\$ 4,181,557	24.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a completed project.
12	Staunton	STAUNTON DGP DEALLOCATION BALANCE ENTRY	T21768	Staunton	#SMART18 - (St) WILSON COMPLEX ROUNDABOUT	111229	DGP - State (GS0100)	\$ 666,858	\$ 3,027,148	\$ 3,027,148	28.3%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
13	Staunton	STAUNTON DGP DEALLOCATION BALANCE ENTRY	T21768	Staunton	#SMART20 Edgewood Road Sidewalk Improvements	115135	HB1887 - DGP (1): DGP - State (GS0100)	\$ 2,535,582	\$ 3,633,653	\$ 4,727,934	>100%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Staunton District								\$ 4,026,751				
14	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Statewide	Strategic Highway Rail Safety Action Plan - PE Only	118759	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$ 246,346	\$ 550,000	\$ 550,000	81.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to fund an underway project.
Subtotal Statewide District								\$ 246,346				
Grand Total								\$ 23,806,388				

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Fredericksburg	ROARING SPRINGS ROAD (SR 616) - RD/PED IMPROVEMENTS	107414	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 174,145	\$ 3,184,571	\$ 3,184,571	5.8%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.
B	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Fredericksburg	#HB2.FY17 -- NEW COMMUTER PRKG LOT RTE 1 AT COMMONWEALTH DR	109474	HPP - State (HS0100)	\$ 219,857	\$ 17,706,936	\$ 17,369,483	1.3%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to a completed project.
C	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Fredericksburg	RTE 354 OVER DEEP RUN CULVERT REPLACE ID 30563	123071	PROTECT Formula Program Allocation - Soft Match (CF8001), PROTECT Formula Program Allocation-Federal (CF8000)	\$ 274,601	\$ 3,608,636	\$ 2,665,216	8.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to an underway project.
Subtotal Fredericksburg District								\$ 668,603				
D	Hampton Roads	Amtrak Station Relocation - Amtrak Multimodal Station Reloc	102734	Hampton Roads	Amtrak Multimodal Station - Station, Platform, Parking Lot	109076	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31), RSTP - Urban : Hampton Roads MPO (CNF273), RSTP Match - Urban : Hampton Roads MPO (CNS273)	\$ 466,972	\$ 18,295,588	\$ 18,685,716	2.6%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a completed project.
E	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - RTE 134 OVER ROUTE 17 BRIDGE REHAB (FED ID 19853)	122644	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 673,403	\$ 6,673,403	\$ 6,000,000	11.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to an underway project.
F	Hampton Roads	#SGR25LP 122 1480 27TH STREET, #SGR25LP 122 1501 HAMPTON BOULEVARD	125489, 126118	Hampton Roads	#SGR25LP 122 1503 HAMPTON BOULEVARD	125493	SGR - State (SS0100)	\$ 32,200	\$ 558,523	\$ 558,523	6.1%	Transfer of surplus funds recommended by District and Local Assistance Division from underway projects to fund an underway project.
G	Hampton Roads	#SGR25LP 122 1481 27TH STREET	126120	Hampton Roads	#SGR25LP 122 1470 26TH STREET	126117	SGR - State (SS0100)	\$ 16,000	\$ 1,103,502	\$ 1,103,502	1.5%	Transfer of surplus funds recommended by District and Local Assistance Division between underway projects.
Subtotal Hampton Roads District								\$ 1,188,575				
H	Northern Virginia	PEDESTRIAN, BICYCLE, BRIDGE AND TRAFFIC CALMING IMPROVEMENTS	100411	Northern Virginia	#HB2.FY17 BROAD STREET PEDESTRIAN CROSSINGS	110332	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 55,000	\$ 1,330,496	\$ 1,288,900	4.3%	Transfer of surplus funds recommended by District and MPO from an underway project to a scheduled project.
I	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Balance Entry	T13917	Northern Virginia	#SGR21VB(FED ID 00043)BRIDGEREHAB - 21ST STREET N. OVER I-66	118788	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$ 18,055	\$ 4,047,750	\$ 4,047,750	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a completed project.
Subtotal Northern Virginia District								\$ 73,055				
J	Richmond	#SS - VARINA-ENON CONDUIT AND WIRING IN PYLONS AND NAV LGHTS, #SS - VARINA-ENON Deck Overhang Repairs and Waterproofing	120176, 120620	Richmond	#SS - VARINA-ENON Replace elastomeric bearings 320 elastomer	120622	Special Structures Fund - State (SSF000)	\$ 586,000	\$ 8,591,554	\$ 8,591,554	7.3%	Transfer of surplus funds recommended by District and Asset Management Division from underway projects to fund an underway project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
K	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	BOULEVARD MODERNIZATION (TEMPLE AVE TO ESSEX ROAD)	124601	RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1)	\$ 200,000	\$ 4,118,645	\$ 3,918,645	5.1%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
Subtotal Richmond District								\$ 786,000				
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	SHOULDER WIDENING, RUMBLE STRIP INSTALL & GUARDRAIL UPGRADE	122869	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 603,732	\$ 16,353,799	\$ 15,750,067	3.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Salem District								\$ 603,732				
Grand Total								\$ 3,319,965				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 8

CTB Member Concurrence: Green, Lynchburg District

Project Information	Original Application	Current
District	Lynchburg	
Project Description	UPC 113116 #SMART20 RTE 221/501 - INTERSECTION IMPROVEMENT (SPLIT PAIR)	
Organization	City of Lynchburg	
SMART SCALE Round	3	
Scope	At-grade intersection improvements at Route 221 and Route 501, signalization, shared use path, sidewalk, and bus shelter improvements	
Benefits	Economic Development, Environment, Safety, and Accessibility	
Score	2.49	
Rank	7/8	
SMART SCALE Budget	\$16,701,515: \$8,524,970 (DGP) and \$8,176,545 (HPP)	\$16,701,515: \$8,524,970 (DGP) and \$8,176,545 (HPP)
Other Funds	\$21,836,522	\$38,800,009 (Revenue Sharing, Priority Transportation Funds, and Local)
Total Allocations	\$38,538,037	\$55,501,524
Total Cost	\$38,538,037	\$93,638,040
Shortfall		\$38,136,516
Expenditures		\$1,709,878
Status		Project is locally administered and in the preliminary engineering phase. A scope change was approved to convert the proposed at-grade intersection to a grade separated intersection to support future development and growth.

Project Information	Original Application	Current
Justification		<p>The project has experienced significant delays due to the change in scope, non-performance issues with the contracted design firm, and exploration of alternative procurement options. Additional cost increases are due to unanticipated inflation and increased program management costs due to review and rework of original documents. The City has applied for and received additional Revenue Sharing and Priority Transportation Funds and committed additional local resources as well. The City has recently executed a design consultant contract with a new firm has agreed to engage in additional project planning/coordination meetings with VDOT. Additionally, they agree to cover any future cost increases using non-VDOT sources.</p> <p>The City has committed \$24,766,516 in additional local funds. In addition, the City has a pending federal grant application for \$25,000,000. If the City receives all or a portion of the pending grant request, both the City's commitment and the DGP budget will be reduced based on the remaining shortfall.</p>
Proposed SMART SCALE Budget Increase		<p>Increase of up to \$13,370,000 (DGP) for a total revised SMART SCALE budget of up to \$30,071,515 (\$21,894,970 DGP and \$8,176,545 HPP), resulting in a revised score of 1.38 and reduction in rank to 8/8. If the City receives the full \$25,000,000 federal</p>

Project Information	Original Application	Current
		<p>grant requested, the DGP budget increase would be reduced to \$6,568,258 (resulting in a revised score of 1.78 and reduction in rank to 8/8).</p> <p>\$9,908,299 of the DGP budget increase will come from deallocated balances. The remaining \$3,461,701 will come from unallocated balances for Round 6.</p>

Line Item on Threshold Report: 12

CTB Member Concurrence: Good, Staunton

Project Information	Original Application	Current
District	Staunton	
Project Description	UPC 111229 #SMART18 - WILSON COMPLEX ROUNDABOUT	
Organization	Augusta County	
SMART SCALE Round	2	
Scope	Construct a single lane roundabout at the intersection of Woodrow Wilson Ave., Hornet Road, and Vo Tech Road	
Benefits	Safety and Environment	
Score	2.30	
Rank	18/19	
SMART SCALE Budget	\$1,527,222 (DGP)	\$1,665,491 (DGP) Within threshold DGP increase processed July 2024
Other Funds	\$200,000 (Legacy Formula)	\$494,799 (Safety) \$200,000 (Legacy Formula)
Total Allocations	\$1,727,222	\$2,360,290
Total Cost	\$1,727,222	\$3,027,148
Shortfall		\$666,858
Expenditures		\$70,509
Status		Project is VDOT administered and ready to begin the right of way phase.
Justification		UPC 115715 #SMART20 WOODROW WILSON COMPLEX SHORT TERM ACCESS was selected for funding in Round 3 of SMART SCALE. It has an overlapping footprint with UPC 111229. Right of way for

Project Information	Original Application	Current
		both projects is being acquired under UPC 111229. The right of way cost associated with UPC 115715 (\$666,858) was shifted to UPC 111229 and DGP allocations on UPC 115715 were decreased by a like amount.
Proposed SMART SCALE Budget Increase		Increase of \$666,858 (DGP) for a total revised SMART SCALE DGP budget of \$2,332,349. Revised score of 1.51 and reduction in rank to 19/19.

Line Item on Threshold Report: 13

CTB Member Concurrence: Good, Staunton

Project Information	Original Application	Current
District	Staunton	
Project Description	UPC 115135 #SMART20 Edgewood Road Sidewalk Improvements	
Organization	City of Staunton	
SMART SCALE Round	3	
Scope	Construction a new sidewalk and pedestrian access improvements along Edgewood Road in existing rights of way from North Coalter Street to North Augusta Street.	
Benefits	Safety and Environment	
Score	8.68	
Rank	9/20	
SMART SCALE Budget	\$1,098,071 (DGP)	\$1,098,071 (DGP)
Other Funds	NA	NA
Total Allocations	\$1,098,071	\$1,098,071
Total Cost	\$1,098,071	\$4,727,934
Shortfall		\$3,629,863
Expenditures		\$0
Status		Project is locally administered and ready to begin preliminary engineering. In addition to inflation, the cost has increased due to additional storm sewer elements than were originally anticipated. The project is also impacting additional utilities, which has led to additional utility costs and additional right of

Project Information	Original Application	Current
		<p>way acquisition on expensive residential parcels.</p> <p>The City recently cancelled two other SMART SCALE projects valued at \$2.6M in an effort to prioritize ongoing efforts.</p>
Justification		<p>Address current funding shortfall so the project can begin the preliminary engineering phase and avoid delays. The City has committed local funds to cover the remainder of the balance.</p>
Proposed SMART SCALE Budget Increase		<p>Increase of \$2,535,582 (DGP) for a total revised SMART SCALE DGP budget of \$3,633,653.</p> <p>Revised score of 2.62 and reduction in rank to 20/20.</p>



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 24, 2025

MOTION

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

Action: _____

Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2026 – 2031

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 transfer up to fifty percent (50%) of the balance in the Commonwealth Rail Fund to the Shortline Railway Preservation and Development Fund pursuant to Section 33.2-1602 effective July 1, 2025 (Acts of Assembly 2025, Chapters 4 and 24); 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 of each year for state of good repair purposes as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

WHEREAS, Item 438 M of Chapter 725 of the 2025 Acts of the Assembly Special Session I provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner; and

WHEREAS, Section 33.2-1527 of the *Code of Virginia* governs the allocation of funds in the Priority Transportation Fund; the moneys in this fund shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required to make debt service payments, to the extent needed; it is the desire of the Board that priority in the planned allocation of any remaining funds after meeting debt service requirements and then after existing

project commitments, be provided to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4; and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2026 – 2031 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 2026 – 2031 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 2026 – 2031 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

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

WHEREAS, at its April 15, 2025 Workshop, the Board was presented the Draft FY 2026 – 2031 Six-Year Improvement; and

WHEREAS, the Draft Six-Year Improvement Program for Fiscal Years 2026 – 2031 was made available for review and comment; and

WHEREAS, nine public meetings were held, April 22, 2025 for Richmond, April 23, 2025 for Lynchburg, April 24, 2025 for Hampton Roads, May 6, 2025 for Fredericksburg, May 7, 2025 for Culpeper, May 8, 2025 for Northern Virginia, May 13, 2025 for Bristol, May 14, 2025 for Salem, and May 15, 2025 for Staunton; 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 2026 – 2031 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 2025, attached hereto as Attachment A.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board that the allocations of construction funds provided by Section 33.2-358, Maintenance and Operations funds, and Rail and Public Transportation funds in the Final Six-Year Improvement Program for Fiscal Years 2026 – 2031 as amended herein are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 – 2031 as amended herein for Interstate, Primary and Urban Highway Systems, and Rail and Public Transportation are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2026 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the transfers of previous allocations necessary to maximize the use of federal transportation funds as reflected in the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 – 2031, are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner, or his designee, is granted the authority to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2026 – 2031 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 2026 – 2031 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

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

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

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ATTACHMENT A



COMMONWEALTH of VIRGINIA

Tiffany P. Robinson
Director

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

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

DATE: May 9, 2025

TO: Commonwealth Transportation Board Members

FROM: Deanna J. Oware, Chief Financial Officer
Department of Rail and Public Transportation

SUBJECT: Annual Certification for Systematic Review of Funding Policy

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

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

Deanna J.
Oware

Digitally signed by
Deanna J. Oware
Date: 2025.05.09
11:22:58 -04'00'

Deanna J. Oware

Cc: Tiffany P. Robinson, Director
Jennifer Mayton, Deputy Director
Ashley Nusbaum, Controller



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

June 1, 2025

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

From: Laura Farmer
Chief Financial Officer

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

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for projects were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in June 2025.

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

CC: CTB Members

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2026 – 2031

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 2026 – 2031 Six-Year Improvement Program in accordance with policy or statutory formula.

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

CTB approval is sought for the Resolution setting out the Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2026 – 2031 and related matters.

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.

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

Item 438 M of Chapter 725 of the 2025 Acts of the Assembly provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner.

The Final Six-Year Improvement Program for Fiscal Years 2026 – 2031 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 2026 – 2031 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).

Nine public meetings were held, April 22, 2025 for Richmond, April 23, 2025 for Lynchburg, April 24, 2025 for Hampton Roads, May 6, 2025 for Fredericksburg, May 7, 2025 for Culpeper, May 8, 2025 for Northern Virginia, May 13, 2025 for Bristol, May 14, 2025 for Salem, and May 15, 2025 for Staunton, to receive public comments prior to the Board’s adoption of a Final Six-Year Improvement Program.

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

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

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

Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations
For Fiscal Years 2026 – 2031

June 24, 2025

Page 3 of 3

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

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

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2026 – 2031, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner and Director or their designees (i) to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 – 2031 necessary to release funds no longer needed for the delivery of the projects and to apply said funds to projects in the approved program needing funds, consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the thresholds identified above and (ii) authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given the need to have allocations available to continue and/or initiate projects and programs in the Program and Rail and Public Transportation allocations, the public expects the CTB to fulfill its statutory duty by approving the Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2026 – 2031.



BIDS FOR JUNE CTB ACTION MEETING

| Bart Thrasher, P.E.

JUNE 24, 2025

Order No. DB122 – RICHMOND – 121511, 121613, 118966 & 121409

SCOPE:	FALL LINE TRAIL SOUTHERN SECTION
LOCATION:	CITIES OF PETERSBURG, COLONIAL HEIGHTS, and CHESTERFIELD COUNTY
BIDS:	3
BEST VALUE BID:	\$63,227,777 (exceeds range)
CONTRACTOR:	ALLAN MYERS, VA, INC. (GLEN ALLEN, VA)



June 2025 CTB Meeting
DESIGN BUILD PROJECT AWARD

Project Name: Fall Line Trail Southern Section
Project #: 0001-M13-018, P101, R201, C501; EN22-020-954, P101, R201, C501; U000-020-924, P101, R201, C501; EN22-020-943, P101, R201, C501
UPC: UPC 121511 (PE, RW, CN); 121613 (PE, RW, CN); 118966 (PE, RW, CN); 121409 (PE, RW, CN)
Contract #: C00121511DB122
Location: Cities of Petersburg and Colonial Heights, County of Chesterfield, Richmond District

The overall Fall Line Trail is a multiuse trail that will run from Ashland to Petersburg. This Project involves the design and construction of the southernmost 9.6 miles of the Fall Line Trail. The limits of the Project are from Patton Park in the City of Petersburg to the southern end of Chester Linear Park in the County of Chesterfield. The Project includes several 14' wide multi-use structure crossings, including over the Appomattox River and CSXT Railroad.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources:

121511 (PE, RW, CN): Earmarks: HIP-Community Project Grants – Federal VA283 (CFG800); Priority Transportation Funds: Access PTF (CNS246); Accounts Receivable: CVTA AR Funds (NPRR22)

121613 (PE, RW, CN): MAP21 TAP: TAP >200K : Richmond (CF6M20); Priority Transportation Funds: Access PTF (CNS246); Transportation Enhancement Funds: Local Funds for Enhancement Projects (NPL206)

118966 (PE, RW, CN): MAP21 CMAQ: CMAQ : Tri-Cities (CF5MB0); MAP21 CMAQ: CMAQ Match : Tri-Cities (CS5MB1)

121409 (PE, RW, CN): MAP21 TAP: TAP Statewide (CF6100); MAP21 TAP: TAP >200K : Richmond (CF6M20); Priority Transportation Funds: Access PTF (CNS246); Transportation Enhancement Funds: Local Funds for Enhancement Projects (NPL206)

Final Completion Date: October 27, 2028

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Allan Myers, VA, Inc.	\$63,227,777.00	88.11
Branch Civil, Inc.	\$59,585,000.00	87.64
Kokosing Construction Company, Inc.	\$62,610,388.60	84.17

BID RESULTS FOR THE CTB

June 25, 2025

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 121511 (PE, RW, CN); 121613 (PE, RW, CN); 118966 (PE, RW, CN); 121409 (PE, RW, CN)	Fall Line Trail Southern Section Cities of Petersburg and Colonial Heights, County of Chesterfield, Richmond District	AWARD	Allan Myers, VA, Inc. (Glen Allen, VA)	3	\$63,227,777	\$49,776,017	Bid exceeds the EE Range
0001-M13-018, P101, R201, C501; EN22-020-954, P101, R201, C501; U000-020-924, P101, R201, C501; EN22- 020-943, P101, R201, C501	The overall Fall Line Trail is a multiuse trail that will run from Ashland to Petersburg. This Project involves the design and construction of the southernmost 9.6 miles of the Fall Line Trail. The limits of the Project are from Patton Park in the City of Petersburg to the southern end of Chester Linear Park in the County of Chesterfield. The Project includes several 14' wide multi-use structure crossings, including over the Appomattox River and CSXT Railroad.						
Contract #C00121511DB122							
Design, ROW, Construction & QA/QC							

Recommended for Award: \$63,227,777.00