



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219

June 19, 2019

9:00 a.m. or upon adjournment of the June 18, 2019 Workshop Meeting.

Public Comments:

Approval of Minutes May 15, 2019

OFFICE OF LAND USE:

***Presenting: Robert Hofricheter
Director***

1. Action on Statewide Abandonment – Primary System of State Highways Located in Hanover County in the Richmond District.

OFFICE OF SECRETARY OF TRANSPORTATION: ***Presenting: Nick Donohue Deputy Secretary of Transportation***

2. Action on Approval of Annual Safety Performance Targets for Calendar Year 2020.
3. Action on Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 -2025 Six-Year Improvement Program.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

4. Action on Limited Access Control Changes (LACCs) for the Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the Intersection of Logan's Lane and Route 460 Business (Timberlake Road), City of Lynchburg.
5. Action on Limited Access Control Changes (LACCs) for Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass Eastbound City of Lynchburg.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Prvor
Division Administrator

6. Action on FY19-24 Six-Year Improvement Program Transfers For April 20, 2019 through June 5, 2019.
7. Action on Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding.

RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jeremy Latimer
Director of Rail Programs

8. Action on Rail Industrial Access –InterChange Cold Storage, LLC Located in the County of Rockingham in the Staunton District.

Presenting: Jennifer DeBruhl
Chief, Public Transportation

9. Action on I66 Commuter Choice Allocations.

ANNUAL BUDGETS:

Presenting: Laura Farmer
Acting Chief Financial Officer
VDOT

10. Action on Fiscal Year 2020 Annual Budgets: Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.

Presenting: Steve Pittard
Chief Financial Officer
DRPT

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Assistant Division Administrator

11. Action on FY20 Urban Maintenance Payments.
12. Action on FY19-2020 Arlington & Henrico Maintenance Payment.
13. Action on Economic Development Access Allocation Economic Development Access, Specifically, Botetourt County-Botetourt Center at Greenville Located in the Salem District.
14. Action on FY 2020 Revenue Sharing Program Project Allocations and Reallocation of Funds

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

15. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson
2940

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Statewide Abandonment – Primary System of State Highways

WHEREAS, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a petition to abandon from the Primary System of State Highways a segment of Route F095 in Hanover County. This matter is being considered at the request of an adjacent property owner for the purpose of purchasing surplus right of way. The road's total distance of 0.44 mile is

- (a) no longer necessary as a public road, and
- (b) no longer provides a public convenience that warrants maintenance at public expense;
and

WHEREAS, the Hanover County Board of Supervisors supports the Commissioner of Highways' action to abandon from the Primary System of State Highways a segment of Route F095 serving a previous use, pursuant to §33.2-902, and has provided a letter of support, attached hereto as Exhibit A, requesting the abandonment of Route F095, as seen in the map attached hereto as Exhibit B; and

WHEREAS, the Virginia Department of Transportation (VDOT) posted notice, attached hereto as Exhibit C, of the intent to abandon such segment on behalf of the Commonwealth Transportation Board (Board), and such posting was done in accordance with § 33.2-902, and VDOT received no requests for public hearing on the matter; and

WHEREAS, a primary highway that is no longer providing sufficient public convenience to warrant maintenance at public expense may be abandoned by the Board, pursuant to §33.2-902, *Code of Virginia* 1950, as amended.

NOW THEREFORE, BE IT RESOLVED, that the roadway segment identified below, is hereby ordered abandoned as part of Primary system of state highways, pursuant to § 33.2-902, *Code of Virginia*, 1950, as amended.

Primary System of State Highways

Abandonment

Richmond District

Hanover County

- Route F095 – Segment A – B 0.44 Mi.

Total Mileage Abandoned from the Primary System: 0.44 Mi.

#####

CTB Decision Brief

Abandonment of Route F095 Located in Hanover County

Issue: The Hanover County Board of Supervisors has requested the Virginia Department of Transportation (VDOT) abandon 0.44 mile of Route F095 in Hanover County.

Facts: Route F095 in Hanover County, a total distance of 0.44 miles, is no longer necessary as a public road. This matter is being considered at the request of an adjacent property owner for the purpose of purchasing surplus right of way, as it is no longer used for public purposes.

The Hanover County Deputy County Administrator provided a letter of support, dated February 28, 2019 (Exhibit A, attached), indicating the Hanover County Board of Supervisors' support of the abandonment of a 0.44 mile portion of Route F095 (segment identified as "A – B", noted in "Red" on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 0.44 mile portion should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a "Notice of Intent to Abandon" in the *The Mechanicsville Local* publication from March 12 through April 10, 2019 (Exhibit C, attached). No requests for public hearing were submitted during the requisite 30-day timeframe.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the abandonment of the 0.44 mile portion of Route F095 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the change proposed in this brief within four months of the end of the 30-day period after publication of the notice of intent to abandon. A letter of support describing the proposed segment to be abandoned is provided for the Board's consideration.

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

Options: Approve or Deny

Public Comments/Reactions: A public hearing was not requested during the requisite timeframe.

Exhibit A
Hanover County Letter of Support, dated February 28, 2019

BOARD OF SUPERVISORS

W. CANOVA PETERSON, CHAIRMAN
MECHANICSVILLE DISTRICT

SCOTT A. WYATT, VICE-CHAIRMAN
COLD HARBOR DISTRICT

SEAN M. DAVIS
HENRY DISTRICT

WAYNE T. HAZZARD
SOUTH ANNA DISTRICT

ANGELA KELLY-WIECEK
CHICKAHOMINY DISTRICT

FAYE O. PRICHARD
ASHLAND DISTRICT

AUBREY M. STANLEY
BEAVERDAM DISTRICT



HANOVER COURTHOUSE

HANOVER COUNTY

ESTABLISHED IN 1720

CECIL R. HARRIS, JR.
COUNTY ADMINISTRATOR

FRANK W. HARKSEN, JR.
DEPUTY COUNTY ADMINISTRATOR

KATHLEEN T. SEAY
DEPUTY COUNTY ADMINISTRATOR

JAMES P. TAYLOR
DEPUTY COUNTY ADMINISTRATOR

WWW.HANOVERCOUNTY.GOV

P.O. BOX 470, HANOVER, VA 23069
7516 COUNTY COMPLEX ROAD, HANOVER, VA 23069

PHONE: 804-365-6005
FAX: 804-365-6234

February 28, 2019

Robert Butler, PE
Land Use Engineer
VDOT Northern Region Land Development
523 N. Washington Highway
Ashland, VA 23005

RE: Petition of Abandonment, Long Road (Primary Route F095)

Dear Mr. Butler:

Hanover County supports the request of North Lake II, LLC to have the Virginia Department of Transportation abandon Long Road (Primary Route F095) from Ashcake Road (State Route 657) to its terminus, a distance of approximately 0.44 mile, pursuant to Section 33.2-902 of the Code of Virginia. Long Road is shown on a plan titled "Sketch Showing Long Road to be Vacated", prepared by JenningStephenson, P.C., and dated September 24, 2018 (attached).

The Hanover County Board of Supervisors, as part of their approval of rezoning C-2-15(c), Am. 1-17, Northlake, LLC (Baldwin Family Limited Partnership), accepted a conceptual plan which contemplated the abandonment of Long Road in conjunction with development of the property. The Board of Supervisors approved this request on February 28, 2018. A copy of the Board's approval and concept plan is attached.

If you have any questions related to this project, please do not hesitate to contact me.

Sincerely,

Frank W. Harsen, Jr.
Deputy County Administrator

cc: David Maloney

Sketch of Proposed Abandonment



Exhibit C
“Notice of Intent to Abandon”
Published in the *The Mechanicsville Local*
March 20 through April 10, 2019

PUBLIC HEARING

NOTICE

ROUTE F095

LONG RD.

ABANDONMENT

HANOVER COUNTY

April 22, 2019

3 p.m.-4p.m.

Ashland Residency

523 N. Washington Hwy.

Ashland, VA

The VA Dept. of Transportation intends to abandon Long Rd. (Rt. F095) from Rt. 657 to its end, a total distance of 0.44 miles. This matter is being considered upon the request of an adjacent property owner for the purpose of purchasing surplus right of way.

Citizens interested in giving written or oral comments may do so at the public hearing. VDOT staff will be available to discuss information regarding the proposed abandonment. Please contact the VDOT Ashland Residency with any questions.

VA Dept. of Transportation

523 N. Washington Hwy.

Ashland, VA 23005

804-585-3564

This matter is being considered by the VA Dept. of Transportation in accordance with Section 33.2-902 of the Code of Virginia.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

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

Action: _____

Title: Approval of Annual Safety Performance Targets for Calendar Year 2020

WHEREAS, pursuant to §[2.2-229](#) of the *Code of Virginia*, as amended by Chapter 828 of the 2018 Acts of Assembly, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, *including any performance measurement required by Title 23 or 49 of the United States Code*; and

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

WHEREAS, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance

measures and standards relating to the national transportation goals and for each state to set performance targets that reflect the performance measures established in said rule(s); and

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

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

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

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

WHEREAS, OIPI working collaboratively with VDOT has for Calendar Year 2020 established proposed Safety Performance Targets using a data-driven methodology and, where applicable, has coordinated with DMV and agreed on target setting methodologies to establish the proposed common Safety Performance Targets set out in Table A below, having complied with the safety target setting and reporting requirements set forth in 23 CFR §§ 490.207, 490.209, 490.213 and 924.15; and

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

WHEREAS, OIPI in consultation with VDOT recommends adoption of the proposed Calendar Year 2020 Safety Performance Targets set forth in Table A below:

Table A

Annual Safety Performance Measures	2020 Target
Number of Fatalities	950
Rate of Fatalities per 100 million VMT	1.08
Number of Serious Injuries	7,473
Rate of Serious Injuries per 100 million VMT	8.47
Number of Non-Motorized Fatalities and Serious Injuries	711

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the Safety Performance Targets set forth in Table A for calendar year 2020.

####

CTB Decision Brief

Approval of Annual Safety Performance Targets for Calendar Year 2020

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

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

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

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2020 in accordance with the reporting requirements and pursuant to development and publication of the 2017-2021 Virginia Strategic Highway Safety Plan. The proposed targets for the five safety performance measures (Proposed Safety Performance Targets) are set forth below:

Annual Safety Performance Measures	2020 Target
Number of Fatalities ¹	950
Rate of Fatalities per 100 million VMT ¹	1.08
Number of Serious Injuries ¹	7,473
Rate of Serious Injuries per 100 million VMT	8.47
Number of Non-Motorized Fatalities and Serious Injuries	711

The target setting methodology for Calendar Year 2020 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to project future performance based on a number of data variables and expected crash reductions from completed projects. The models were calibrated against past annual performance, or actual annual numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Proposed Safety Performance Targets for Calendar Year 2020.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

¹ Safety Performance Targets common to both VDOT and DMV



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By:

Seconded By:

Action:

Title: Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 - 2025 Six-Year Improvement Program.

WHEREAS, on May 15, 2019, the Board adopted a Consensus Scenario as the approach to be used in funding projects scored pursuant to Round 3 of the SMART SCALE Project Prioritization Process for purposes of preparing the Final FY 2020-2025 Six-Year Improvement Program; and

WHEREAS, substantial additional revenues were identified to support Round 3 project selections following completion of the spring public hearings as a result of additional federal funds made available from the Federal Highway Administration; and

WHEREAS, due to this late notification of additional federal funding, certain districts were prevented from engaging in the desired level of coordination and consideration of project selections; and

WHEREAS, the Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville was ranked number 5 in Culpeper District and selected for funding in the Consensus Scenario using \$5.9 million in Culpeper District Construction District Grant Funding; and

WHEREAS, the 5th Street SW Corridor Improvement in the City of Charlottesville was ranked number 6 in the Culpeper District with a cost of \$6.1 million and was not selected for funding in the Consensus Scenario; and

WHEREAS, the City of Charlottesville and the Culpeper District have recently determined that the 5th Street SW Corridor Improvement warrants immediate consideration for improvement and should be funded in lieu of the Preston Avenue and Grady Avenue Intersection Improvement; and

WHEREAS, the Richmond District did not fully allocate the additional High Priority Projects Program funding made available to the district, leaving more unallocated High Priority Projects Program funding than any other district; and

WHEREAS, the City of Richmond has submitted a reduced SMART SCALE request for the CSX Bridge Replacement for Walking and Biking from \$5.7 million to \$3.1 million due to additional funding committed by CSX Corporation, making it the next highest ranked project eligible for High Priority Funds for which sufficient funds are available to fully fund; and

WHEREAS, the additional High Priority Projects Program funding needed to fully fund the CXS Bridge Replacement for Walking and Biking project is in line with the amount of additional High Priority Projects Program funding other districts received above their distribution to fully fund a project; and

WHEREAS, the City of Richmond intends to take over ownership of the CSX bridge over Lombardy Street upon completion, resolving questions regarding maintenance of the bridge.

NOW THEREFORE BE IT RESOLVED, that the Board finds it appropriate to fund the 5th Street SW Corridor Improvement in the City of Charlottesville for \$6.1 million instead of the Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville for \$5.9 million using Culpeper District Construction District Grant funds.

BE IT FURTHER RESOLVED that the Board finds it appropriate to fund the CSX Bridge Replacement for Walking and Biking in the City of Richmond for \$3.1 million using High Priority Projects funding.

BE IT FURTHER RESOLVED that the Board recommends inclusion of these revisions to the Consensus Scenario adopted May 15, 2019 in the FY2020-2025 Final Six-Year Improvement Program.

###

CTB Decision Brief

Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 -2025 Six-Year Improvement Program

Issue:

On May 15, 2019, the Board adopted a Consensus Scenario as the approach to be used in funding projects scored pursuant to Round 3 of the SMART SCALE Project Prioritization Process for purposes of preparing the Final FY 2020-2025 Six-Year Improvement Program. Substantial additional revenues were identified to support Round 3 project selections following completion of the spring public hearings as a result of additional federal funds made available from the Federal Highway Administration. Due to this late notification of additional federal funding, certain districts were prevented from engaging in the desired level of coordination and consideration of project selections.

Facts:

The Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville was ranked number 5 in Culpeper District and selected for funding in the Consensus Scenario using \$5.9 million in Culpeper District Construction District Grant Funding. The 5th Street SW Corridor Improvement in the City of Charlottesville was ranked number 6 in the Culpeper District with a cost of \$6.1 million and was not selected for funding in the Consensus Scenario.

The City of Charlottesville and the Culpeper District have recently determined that the 5th Street SW Corridor Improvement warrants immediate consideration for improvement and should be funded in lieu of the Preston Avenue and Grady Avenue Intersection Improvement. The City has an HSIP project and a bike/ped project on 5th Street that will compliment the SMART SCALE Project. In addition the recent development on 5th Street Extended has increased traffic on 5th Street enhancing the need to complete this project sooner rather than later.

The Richmond District did not fully allocate the additional High Priority Program funding made available to the district, leaving more unallocated High Priority Projects Program funding than any other district. The City of Richmond has submitted a reduced SMART SCALE request for the CSX Bridge Replacement for Walking and Biking from \$5.7 million to \$3.1 million due to additional funding committed by CSX Corporation, making it the next highest ranked project eligible for High Priority Funds for which sufficient funds are available to fully fund. The additional High Priority Projects Program funding needed to fully fund the CXS Bridge Replacement for Walking and Biking project is in line with the amount of additional High Priority Projects Program funding other districts received above their distribution to fully fund a project.

This project will provide critical safety improvements and enhance multimodal access along Lombardy Street from Leigh Street, north of the Pulse BRT, to Virginia Union University and surrounding Northside communities. The Lombardy Street Bridge in the City of Richmond is structurally deficient. The City of Richmond intends to take over ownership of the CSX bridge

Decision Brief

Revision to SMART SCALE Round 3 Consensus Scenario for the Final FY 2020 -2025 Six-Year Improvement Program

Page 2 of 2

over Lombardy Street upon completion, resolving questions regarding maintenance of the bridge.

Recommendations: The Office of Intermodal Planning and Investment recommends the approval of proposed revisions to the Round 3 Consensus Scenario.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Round 3 Consensus Scenario to be included in the Fiscal Years 2020 – 2025 Six-Year Improvement Program.

Result, if Approved: If approved, the revisions to the Round 3 Consensus Scenario will be included in the 2025 Six-Year Improvement Program.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701 Fax:

(804) 786-2940

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the Intersection of Logan's Lane and Route 460 Business (Timberlake Road) City of Lynchburg

WHEREAS, on January 29, 1970, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 291 from the intersection of Route 297 to 0.2 miles north of the intersection of Route 460, referred to as a section of the Northwest Expressway to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and in accordance with the Highway Commission Policy for bypasses of cities and towns, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on November 16, 1989, the State Highway Commission, predecessor to the CTB, eliminated the Route 291 designation in its entirety and re-designated it as Route 501 Business. The re-designations did not affect the limited access line locations and limits in the relevant area; and

WHEREAS, State Highway Project 0460-118-R19, P101, R201, C501 (the "Project") provides for the realignment of the Route 501 Business ("Lynchburg

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the
Intersection of Logan's Lane and Route 460 Business (Timberlake Road)
City of Lynchburg
June 19, 2019
Page 2 of 3

Expressway") southeast off-ramp, which currently extends to Route 460 Business ("Timberlake Road"). The new alignment of the southeast off-ramp will terminate at a newly constructed roundabout intersection with a newly aligned Logan's lane. The Project also includes the construction of a stormwater management basin. These improvements will reduce current congestion and address current and planned growth along Timberlake Road; and

WHEREAS, the realignment of the Lynchburg Expressway southeast off-ramp to the intersection of Logan's lane and Timberlake Road will require changes in the limited access control lines as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Notice of Willingness for Public Comment ("Willingness") was posted on March 17, 2019 in the *Lynchburg News & Advance* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on March 27, 2019 with no comments or other input from the public; and

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

WHEREAS, the Lynchburg District Office has reviewed and approved the traffic analysis report completed on July 5, 2016 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the proposed Project, which is a State Funded Revenue Sharing project, was reviewed and found to be exempt from the State Environmental Review Process (SERP); and

WHEREAS, the proposed Project is located within in an attainment area, therefore the regional conformity requirements do not apply; and

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the
Intersection of Logan's Lane and Route 460 Business (Timberlake Road)
City of Lynchburg
June 19, 2019
Page 3 of 3

WHEREAS, the proposed Project is in the City of Lynchburg and the proposed LACCs are supported by a letter from the Office of the City Manager dated May 15, 2019; and

WHEREAS, the proposed Project is not on an Interstate Highway, therefore approval of the proposed LACCs and the Interchange Modification Report (IMR) are not required by the Federal Highway Administration (FHWA); and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Lynchburg Expressway and Timberlake Road Interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the
Intersection of Logan’s Lane and Route 460 Business (Timberlake Road)
Project 0460-118-R19, P101, R201, C501
UPC 101211
City of Lynchburg

Issues: The area designated as limited access previously approved for the Route 501 Business (“Lynchburg Expressway”) and Route 460 Business (“Timberlake Road”) Interchange needs to be modified to accommodate the realignment of the Lynchburg Expressway southeast off-ramp, which currently terminates at an intersection with Timberlake Road. The realignment will include a realignment of Logan’s Lane and the construction of a roundabout and stormwater basin 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 §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- Route 291 from the intersection of Route 297 to 0.2 miles north of the intersection of Route 460, referred to as a section of the Northwest Expressway, was previously established on January 29, 1970 by the State Highway Commission, predecessor to the CTB to be designated as a Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and in accordance with the Highway Commission Policy for bypasses of cities and towns, and the January 29, 1970 designation further established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- The Route 291 designation was eliminated in its entirety and re-designated as Route 501 Business on November 16, 1989 by the State Highway Commission, predecessor to the CTB. The re-designation did not affect the limited access line locations and limits in the relevant area.
- State Highway Project 0460-118-R19, P101, R201, C501 (the “Project”) provides for the realignment of the Lynchburg Expressway southeast off-ramp, which currently extends to Timberlake Road. The new alignment of the southeast off-ramp will terminate at a newly constructed roundabout intersection with a newly aligned Logan’s Lane. The Project also includes the construction of a stormwater management basin. These improvements will reduce current congestion and address current and planned growth along Timberlake Road. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).
- A Notice of Willingness for Public Comment (“Willingness”) was posted on March 17, 2019 in the *Lynchburg News & Advance* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed

public input to be collected concerning the request. The Willingness expired on March 27, 2019 with no comments or other input from the public.

- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The Lynchburg District Office has reviewed and approved the traffic analysis report on July 5, 2016 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project, which is a State Funded Revenue Sharing project, was reviewed and found to be exempt from the State Environmental Review Process (SERP).
- The proposed Project is located within an attainment area, therefore the regional conformity requirements do not apply.
- The proposed Project is in the City of Lynchburg and the proposed LACCs are supported by a letter from the Office of the City Manager dated May 15, 2019.
- The proposed Project is not on an Interstate Highway, therefore approval of the proposed LACCs and the Interchange Modification Report (IMR) are not required by the Federal Highway Administration (FHWA).
- The Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Route 501 Business (Lynchburg Expressway) corridor in the City of Lynchburg 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 January 29, 1970.

Action Required by CTB: The *Code of Virginia* § 33.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the
Intersection of Logan's Lane and Route 460 Business (Timberlake Road)
City of Lynchburg
June 19, 2019
Page 3 of 3

approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution to implement such changes.

Options: Approve, Deny, or Defer.

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

11/16/89

Moved by Dr. Thomas, seconded by Mr. Quicke,
that

WHEREAS, with respect to a request by officials of the City of Lynchburg to relocate a section of U.S. Route 501, the establishment of a U.S. Business Route 501 and eliminate U.S. Route 501 Alternate in the City of Lynchburg; and

WHEREAS, said request included a proposal for the elimination of the State Route 291 designation in its entirety; and

WHEREAS, the Executive Committee of the American Association of State Highway and Transportation Officials has heretofore given approval for the U.S. Route designation changes contained herein; and

WHEREAS, our Transportation Engineers concur in the route changes as requested;

NOW, THEREFORE, BE IT RESOLVED, that the new route bypassing the central sector of the City of Lynchburg, beginning at a point on existing U.S. Route 501 near the west corporate limits of Lynchburg and extending in a southeasterly direction to an intersection with U.S. Route 460 thence, overlapping U.S. Route 460 easterly to another point on existing U.S. Route 501 near the east corporate limits of Lynchburg, be designated U.S. Route 501; and

BE IT FURTHER RESOLVED, that the present U.S. Route 501 designation, through the central sector of the City of Lynchburg and between points of intersection with the new U.S. Route 501 designation, be redesignated as U.S. Route 501 Business; and

BE IT ALSO FURTHER RESOLVED, that the U.S. Route 501 Alternate designation through the central sector of the City of Lynchburg and between points of intersection with the old U.S. Route 501 designation shall be eliminated; and

BE IT ALSO FURTHER RESOLVED, that the State Route 291 designation be eliminated in its entirety.

Motion carried.

1-29-70

Moved by Judge Weaver, seconded by Mr. Fitzpatrick,
that

WHEREAS, in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a combined location and design public hearing was held in the Municipal Court Room in South Hill, Virginia, on November 13, 1969, concerning the construction of Project U000-301-101, PE101, RW201, C501, from the SCL of South Hill to intersection with Second Street, in the Town of South Hill; and

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

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

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

MOTION CARRIED.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a location public hearing was held in the Brookville Elementary School, 501 Leesville Road, Lynchburg, Virginia, on December 2, 1969, at 7 p. m., for the purpose of considering the proposed location of Route 291 from the intersection of Route 297 to 0.2 mile north of the intersection of Route 460, referred to as a section of the Northwest Expressway, in Campbell County, State Project 0291-015-102-PE101, and

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

1-29-70

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

BE IT RESOLVED, that the location of this project be approved in accordance with the general plan as proposed and presented at said location public hearing by the Department Engineers. This proposed location for Route 291 passes to the west of the City of Lynchburg and is a part of the Lynchburg Area Major Thoroughfare Plan.

BE IT FURTHER RESOLVED, that this project, as described above, be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and in accordance with the Highway Commission Policy for bypasses of cities and towns.

BE IT FURTHER RESOLVED, that pursuant to Section 33-26 of the 1950 Code of Virginia, as amended, the proposed new location herein approved, in Campbell County, approximately 2.8 miles, be added to the Primary System of Highways and designated Virginia Route 291.

MOTION CARRIED.

Moved by Mr. Landrith, seconded by Judge Weaver,
that

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

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

WHEREAS, the construction of a relocation of Route 58 within the City of Galax renders it necessary to amend the selection of such streets; now therefore

BE IT RESOLVED, that pursuant to Section 33-35.2 of the Code of Virginia, as amended, the addition and deletion of mileage subject to payment at the rate of \$10,000 per mile annually on the primary route extensions within the City of Galax, be approved as follows:



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

Re: LACC Logan's lane - Route 501 (Lynchburg Expressway) and Route 460 Business (Timberlake Road)

1 message

Snider, Lori <lori.snider@vdot.virginia.gov>
To: "Hord, Neil" <neil.hord@vdot.virginia.gov>
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, May 6, 2019 at 12:33 PM

I approve of this LACC from a Right of Way and Utilities standpoint.

Lori

On Mon, May 6, 2019, 12:31 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:

Lori,

I have reviewed the proposed LACC for project purposes from L&D and recommend your approval. If you concur, please reply all so that George can advance this item. Thanks

Neil

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Thu, Apr 11, 2019 at 3:13 PM
Subject: Fwd: LACC Logan's lane - Route 501 (Lynchburg Expressway) and Route 460 Business (Timberlake Road)
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I am working with Steven Jack in GALA to finalize the Decision Brief and Resolution. Please review and if ok provide your recommendation for approval to Lori.

As discussed, this LACC will be moved to the June CTB, but I want to get it finalized so I can work on others.

Thank you,
George

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Fri, Mar 29, 2019 at 2:29 PM
Subject: LACC Logan's lane - Route 501 (Lynchburg Expressway) and Route 460 Business (Timberlake Road)
To: Michael Garrett <michael.garrett@vdot.virginia.gov>, Steven Jack <steven.jack@vdot.virginia.gov>, Jo Maxwell <joanne.maxwell@vdot.virginia.gov>
Cc: Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for GALA review and comments for the **May CTB Meeting**. I am also working on another LACC for the May CTB Meeting as well.

Resolution - I will remove the red text before finalizing the document
Decision Brief - I will remove the red text before finalizing the document
Past Resolutions
Vicinity Map
LA Exhibits
LA Stations and Offset Table
Letter of Local Support from City of Lynchburg (**Awaiting Letter**)

FHWA Approval is **not** required for this Project.

Thank you for your review and comments.

--

Neil M. Hord

Program Manager Property Management

Right of Way & Utilities Division

1401 E. Broad Street, 5th Floor

Richmond, Virginia 23219

Phone: (804) 786-4079

Fax: (804) 786-1706

<http://pmi.vdot.virginia.gov/>



Office of the City Manager

900 Church Street • Lynchburg • Virginia • 24504

P 434-455-3990 • F 434-847-1536

www.lynchburgva.gov

May 15, 2019

Ms. Sharon S. White, P.E., CCM
Virginia Department of Transportation
4219 Campbell Avenue
Lynchburg, VA 24501

RE: Realignment of Route 501 Business Off-Ramp (UPC 101211) Proposed Limited Access Control Changes

Dear Ms. White:

Please accept this letter as confirmation that the City Council of Lynchburg, Virginia has reviewed and supports the limited access revisions along the Route 501 Business off-ramp, as required for the Logan's Lane Project.

Please contact Mr. Tom Martin at (434) 455-3900, if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

Bonnie Svrcek
City Manager

c: Members, City Council
Tom Martin, City Planner
Gaynelle Hart, Public Works Director
Lee Newland, P.E., City Engineer

LIMITED ACCESS CONTROL POINT

LOGAN'S LANE RAMP REALIGNMENT PROJECT

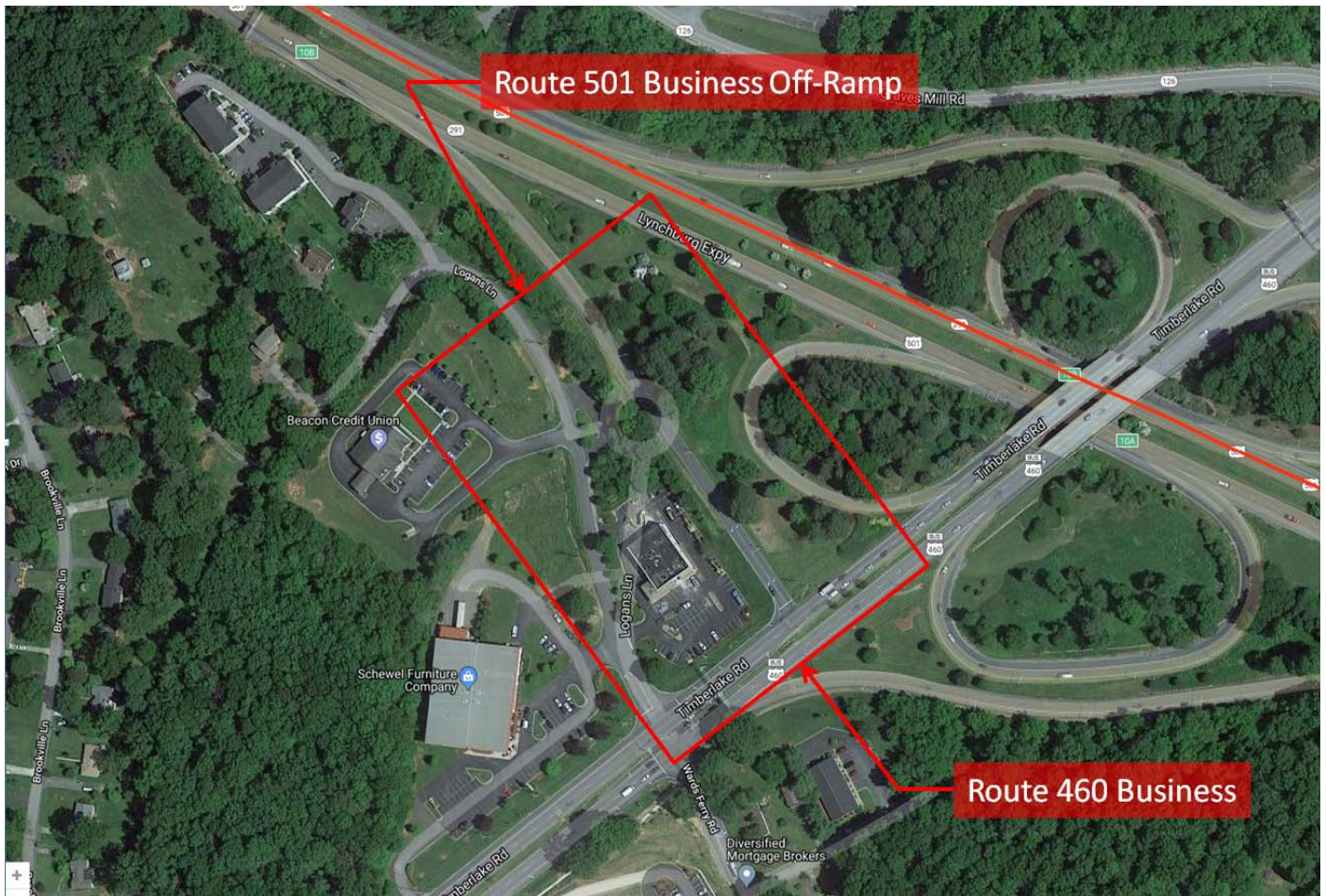
CITY OF LYNCHBURG

PLAN SHEET	POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
LA-1	LA01	501 RAMP	107+86.00	50.69	RT
LA-1	LA02	501 RAMP	107+90.23	34.07	LT
LA-1	LA03	501 RAMP	108+21.22	48.60	LT
LA-1	LA04	501 RAMP	107+85.74	147.63	LT
LA-1	LA05	501 RAMP	108+31.78	209.01	LT
LA-1	LA06	501 RAMP	108+10.18	246.67	LT
LA-1	LA07	501 RAMP	108+18.75	261.31	LT
LA-1	LA08	501 RAMP	108+47.87	220.80	LT
LA-1	LA09	501 RAMP	108+79.65	247.52	LT
LA-1	LA10	LOGANS	109+43.37	145.31	LT
LA-1	LA11	LOGANS	110+99.43	175.61	LT
LA-1	LA12	BUS 460	209+94.16	64.47	LT
LA-1	LA13	BUS 460	207+34.78	72.11	LT
LA-1	LA14	BUS 460	205+78.02	72.11	LT

Project Vicinity Map

UPC 101211
0460-118-R19, P101, R201, C501
City of Lynchburg
Limited Access Change Request

From: Route 501 Business Off-Ramp (Lynchburg Expressway)
To: Route 460 Business (Timberlake Road)

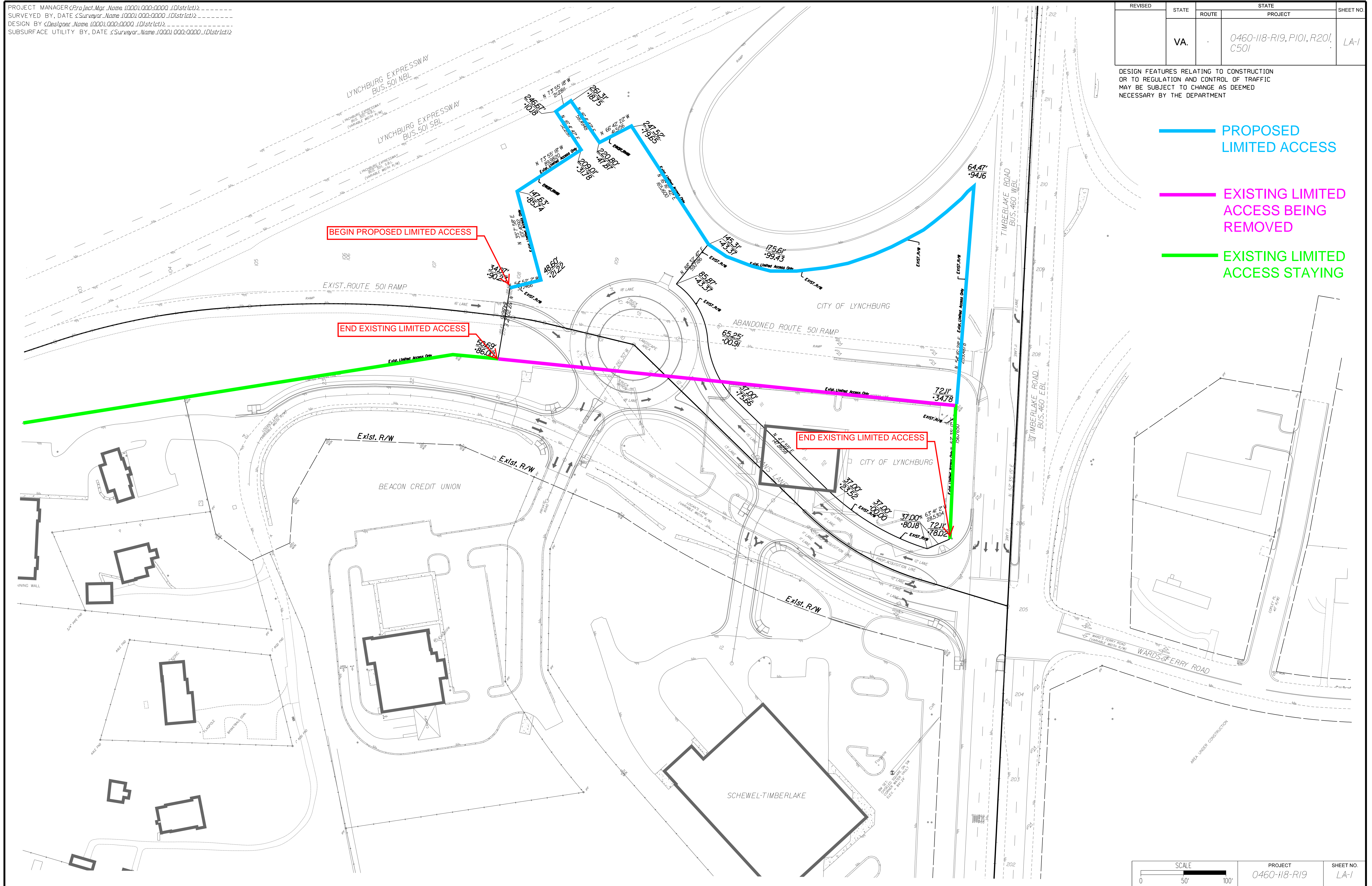


PROJECT MANAGER <Project_Mgr_Name (000) 000-0000 (District)>
 SURVEYED BY, DATE <Surveyor_Name (000) 000-0000 (District)>
 DESIGN BY <Designer_Name (000) 000-0000 (District)>
 SUBSURFACE UTILITY BY, DATE <Surveyor_Name (000) 000-0000 (District)>

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		0460-118-R19, P101, R201, C501	LA-1

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

- PROPOSED LIMITED ACCESS
- EXISTING LIMITED ACCESS BEING REMOVED
- EXISTING LIMITED ACCESS STAYING





COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

June 1, 2019

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

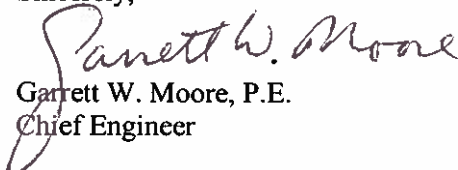
Subject: Approval of Limited Access Control Changes (LACCs) for the Realignment of Route 501 Business (Lynchburg Expressway) Southeast Off-Ramp to the Intersection of Logan's lane and Route 460 Business (Timberlake Road) in the City of Lynchburg.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0460-118-R19, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,


Garrett W. Moore, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass Eastbound City of Lynchburg

WHEREAS, on October 26, 1967, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 460 Lynchburg Bypass (Old Route 297) in Campbell County (now in an annexed area of the City of Lynchburg) to be a Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project U000-015-R08, P101, R201, C501 (UPC 108761) provides for the construction of a roundabout on Liberty Mountain Drive, which includes a new on-ramp and off-ramp from Liberty Mountain Drive to Route 460 Lynchburg Bypass Eastbound as well as deceleration and acceleration lanes on Route 460 Lynchburg Bypass Eastbound to access the roundabout on Liberty Mountain Drive (the “Project”). These improvements will relieve congestion in the area of the Route 460 Lynchburg Bypass – Candler Mountain Road – Liberty University. The construction will replace the existing Liberty Mountain Drive on-ramp to Route 460 Lynchburg Bypass Eastbound and includes the construction of a stormwater management basin; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass
Eastbound
City of Lynchburg
June 19, 2019
Page 2 of 3

WHEREAS, the construction of a roundabout on Liberty Mountain Drive, which includes a new on-ramp and off-ramp from Liberty Mountain Drive to Route 460 Lynchburg Bypass Eastbound as well as deceleration and acceleration lanes on Route 460 Lynchburg Bypass Eastbound to access the roundabout on Liberty Mountain Drive will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Notice of Willingness for Public Comment (“Willingness”) was posted on May 6, 2019 in the *Lynchburg News and Advance* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on May 16, 2019 with no comments or other input from the public; and

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

WHEREAS, the Lynchburg District has reviewed and approved the traffic analysis report completed in August 2015 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the proposed Project, which is a State Funded Revenue Sharing project, was reviewed and found to be exempt from the State Environmental Review Process (SERP); and

WHEREAS, the proposed Project is located within an attainment area, therefore the regional conformity requirements do not apply; and

WHEREAS, the proposed Project is in the City of Lynchburg and is supported by a letter from the City Manager dated May 15, 2019. The LACCs are also supported by a letter from Liberty University dated May 8, 2019; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass
Eastbound
City of Lynchburg
June 19, 2019
Page 3 of 3

WHEREAS, the proposed Project is not on an Interstate Highway, therefore approval of the proposed LACCs are not required by the Federal Highway Administration (FHWA); and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 460 Lynchburg Bypass continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg
Bypass Eastbound
Project U000-015-R08, P101, R201, C501
UPC 108761
City of Lynchburg

Issues: The area designated as limited access previously approved for Route 460 Lynchburg Bypass Eastbound needs to be modified to accommodate the construction of a roundabout on Liberty Mountain Drive, which includes a new on-ramp and off-ramp from Liberty Mountain Drive to Route 460 Lynchburg Bypass Eastbound. The construction will replace the existing Liberty Mountain Drive on-ramp to Route 460 Lynchburg Bypass Eastbound. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- Limited Access Control for Route 460 Lynchburg Bypass (Old Route 297) in Campbell County (now in an annexed area of the City of Lynchburg) was previously established on October 26, 1967 by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB) to be a Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project U000-015-R08, P101, C501 (the “Project”) provides for the construction of a roundabout on Liberty Mountain Drive, which includes a new on-ramp and off-ramp from Liberty Mountain Drive to Route 460 Lynchburg Bypass Eastbound as well as deceleration and acceleration lanes on Route 460 Lynchburg Bypass Eastbound to access the roundabout on Liberty Mountain Drive. These improvements will relieve congestion in the area of the Route 460 Lynchburg Bypass – Candler’s Mountain Road – Liberty University. The construction will replace the existing Liberty Mountain Drive on-ramp to Route 460 Lynchburg Bypass Eastbound and includes the construction of a stormwater management basin. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).
- A Notice of Willingness for Public Comment (“Willingness”) was posted on May 6, 2019 in the *Lynchburg News and Advance* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on May 16, 2019 with no comments or other input from the public.

- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The Lynchburg District has reviewed and approved the traffic analysis report in August 2015 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project, which is a State Funded Revenue Sharing project, was reviewed and found to be exempt from the State Environmental Review Process (SERP).
- This proposed Project is located within an attainment area, therefore the regional conformity requirements do not apply.
- The proposed Project is in the City of Lynchburg and the proposed LACCs are supported by a letter from the Office of the City Manager dated May 15, 2019. The proposed LACCs are also supported by a letter from Liberty University dated May 8, 2019.
- The proposed Project is not on an Interstate Highway, therefore approval of the proposed LACCs are not required by the Federal Highway Administration (FHWA).
- The Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Route 460 Lynchburg Bypass corridor in the City of Lynchburg 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 26, 1967.

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

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass
Eastbound
City of Lynchburg
June 19, 2019
Page 3 of 3

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution to implement such changes.

Options: Approve, Deny, or Defer.

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

Project Vicinity Map

UPC 108761
U000-015-R08, P101, R201, C501
Campbell County/City of Lynchburg
Limited Access Change Request

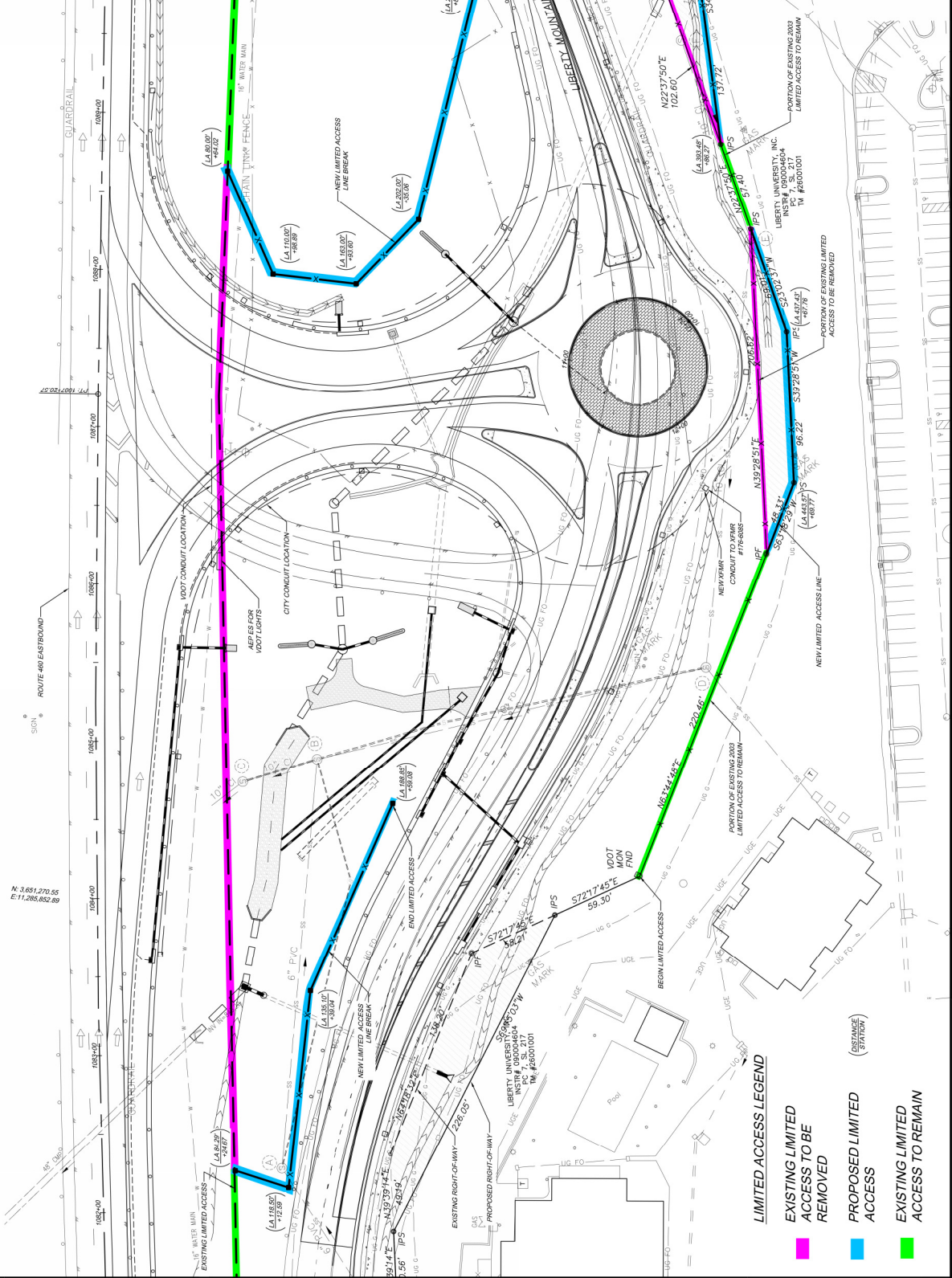
From: Liberty Mountain Drive
To: Route 460 Lynchburg Bypass EBL




REVISION	STATE	PROJECT	SHEET NO.
	VA	460	
	29 / U000-015-R08, R201, C501		

DESIGN FEATURES RELATING TO CONTRIBUTION MAY BE SUBJECT TO CHANGES AS DEMAND NECESSARY BY THE DEPARTMENT

PROJECT MANAGER: TREN J. WARNER, HURT & PROFFITT, INC. (434) 847-7298
 SURVEYED BY: DATE: TROY D. WILLIAMS, HURT & PROFFITT, INC. (434) 847-7298, 9/20/2016
 DESIGN BY: MICHAEL D. BRIANT, HURT & PROFFITT, INC. (434) 847-7298
 SUBMITTAL DATE: 01/11/2018



- LIMITED ACCESS LEGEND**
- █ EXISTING LIMITED ACCESS TO BE REMOVED
 - █ PROPOSED LIMITED ACCESS
 - █ EXISTING LIMITED ACCESS TO REMAIN

HURT & PROFFITT

 2024 LANSHORNE ROAD
 SUITE 100
 ROANOKE, VA 24060
 (540) 984-1100
 WWW.HURTANDPROFFITT.COM

PROJECT	SHEET NO.
U000-015-R08	



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

Re: LACC FOR LIBERTY MOUNTAIN DRIVE ROUNDABOUT AT ROUTE 460 LYNCHBURG BYPASS EASTBOUND

1 message

Snider, Lori <lori.snider@vdot.virginia.gov>
To: "Hord, Neil" <neil.hord@vdot.virginia.gov>
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, May 6, 2019 at 12:23 PM

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

Lori

On Mon, May 6, 2019, 12:11 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:

Lori,

I have reviewed the proposed LACC for project purposes from L&D and recommend your approval. If you concur, please reply all so that George can advance this item. Thanks

Neil

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Fri, May 3, 2019 at 7:08 AM
Subject: Fwd: LACC FOR LIBERTY MOUNTAIN DRIVE ROUNDABOUT AT ROUTE 460 LYNCHBURG BYPASS EASTBOUND
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

Please review and recommend approval from Lori.

Thank you.

George

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

From: **Jack, Steven** <steven.jack@vdot.virginia.gov>
Date: Thu, May 2, 2019 at 10:21 AM
Subject: Re: LACC FOR LIBERTY MOUNTAIN DRIVE ROUNDABOUT AT ROUTE 460 LYNCHBURG BYPASS EASTBOUND
To: Garrett, Michael <michael.garrett@vdot.virginia.gov>
Cc: Rogerson, George <george.rogerson@vdot.virginia.gov>, Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Hord, Neil <neil.hord@vdot.virginia.gov>, Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

George,

I don't have any suggested edits to these; they are fine once you get the dates for the postings, etc., added in.

Steve

On Thu, Apr 18, 2019 at 2:29 PM Garrett, Michael <michael.garrett@vdot.virginia.gov> wrote:

I'll ask Steve to look at this. Thanks

On Thu, Apr 18, 2019 at 2:23 PM Rogerson, George <george.rogerson@vdot.virginia.gov> wrote:

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the June CTB Meeting. **I would like comments back by the COB April 19 because I have another I am working on.**

Resolution

Decision Brief

Past Resolution

Limited Access Line Exhibit

Limited Access Control Point Stations and Offsets Table

Vicinity Map

Letters of Local Support from City of Lynchburg and Liberty University are **forthcoming**.

Thank you for your review and comments.

George

--

Steven P. Jack

Policy Regulatory Manager

Governance and Legislative Affairs Division

Virginia Department of Transportation

1401 E. Broad St.

Richmond, VA 23219

(804) 786-3885

--

Neil M. Hord

Program Manager Property Management

Right of Way & Utilities Division

1401 E. Broad Street, 5th Floor

Richmond, Virginia 23219

Phone: (804) 786-4079

Fax: (804) 786-1706

<http://pml.vdot.virginia.gov/>



Office of the City Manager
900 Church Street • Lynchburg • Virginia • 24504
P 434-455-3990 • F 434-847-1536
www.lyncburgva.gov

May 15, 2019

Ms. Sharon S. White, P.E., CCM
Virginia Department of Transportation
4219 Campbell Avenue
Lynchburg, VA 24501

RE: Liberty University Ramp and Roundabout (UPC 108761) Proposed Limited Access
Control Changes

Dear Ms. White:

Please accept this letter as confirmation that the City Council of Lynchburg, Virginia has reviewed and supports the limited access revisions along the Route 460 off-ramp/on-ramp, as required for the Liberty University Ramp and Roundabout Project.

Please contact Mr. Tom Martin at (434) 455-3900, if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

Bonnie Svrcek
City Manager

c: Members, City Council
Tom Martin, City Planner
Gaynelle Hart, Public Works Director
Lee Newland, P.E., City Engineer



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

June 1, 2019

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprowicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

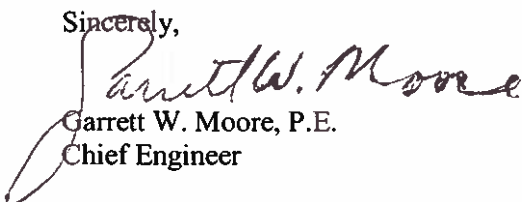
Subject: Approval of Limited Access Control Changes (LACCs) for Liberty Mountain Drive Roundabout with Access To and From Route 460 Lynchburg Bypass Eastbound in the City of Lynchburg.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project U000-015-R08, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,


Garrett W. Moore, P.E.
Chief Engineer

Oct 26, 1967

Moved by Mr. McWane, seconded by Mr. Landrith,
that,

The proposed U. S. Routes 460, 501 and State Route 297 interchange area at the East Corporate Limits of the City of Lynchburg, being partially within the City of Lynchburg and the remainder in Campbell County as shown on the plans for State Project 6297-015-104-HW-201, including any necessary relocations, ramps, connections, etc., as shown on the plans be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

At-grade access will not be permitted under this resolution.

MOTION CARRIED.

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

WHEREAS, the Norfolk-Virginia Beach Toll Road is scheduled for opening to traffic December 1, 1967, and

WHEREAS, under provisions of Section 505 of the Trust Indenture date July 1, 1965, by and between the State Highway Commission and the Virginia National Bank, Trustee, the Commission will prepare a preliminary budget of current expenses for the ensuing fiscal year of operation of this Toll Road, and on or before December 1st, preceding the said fiscal year, it will adopt a final budget for that year, and

WHEREAS, the attached preliminary budget totaling \$186,000, covering estimated operating expense for the fiscal year January 1, 1968 to December 31, 1968, has been submitted by the Toll Facilities' Manager of the Department of Highways and has been approved by the Consulting Engineers on this project, now therefore

BE IT RESOLVED by the State Highway Commission that this budget for the first fiscal year of operation of the Norfolk-Virginia Beach Toll Road be adopted.

To: Sharon S. White, P.E., CCM
Virginia Department of Transportation
4219 Campbell Avenue
Lynchburg, VA 24501

From: Todd Carroll, PE
Corporate Civil Engineer

Date: May 8, 2019

Subject: Liberty University Ramp and Roundabout (UPC 108761) Proposed Limited
Access Control Changes

Dear Ms. White:

Please accept this letter as confirmation that Liberty University has reviewed and supports the limited access revisions along the Route 460 off-ramp/on-ramp, as required for the Liberty University Ramp and Roundabout Project.

Please contact me at (434) 582-2352, if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

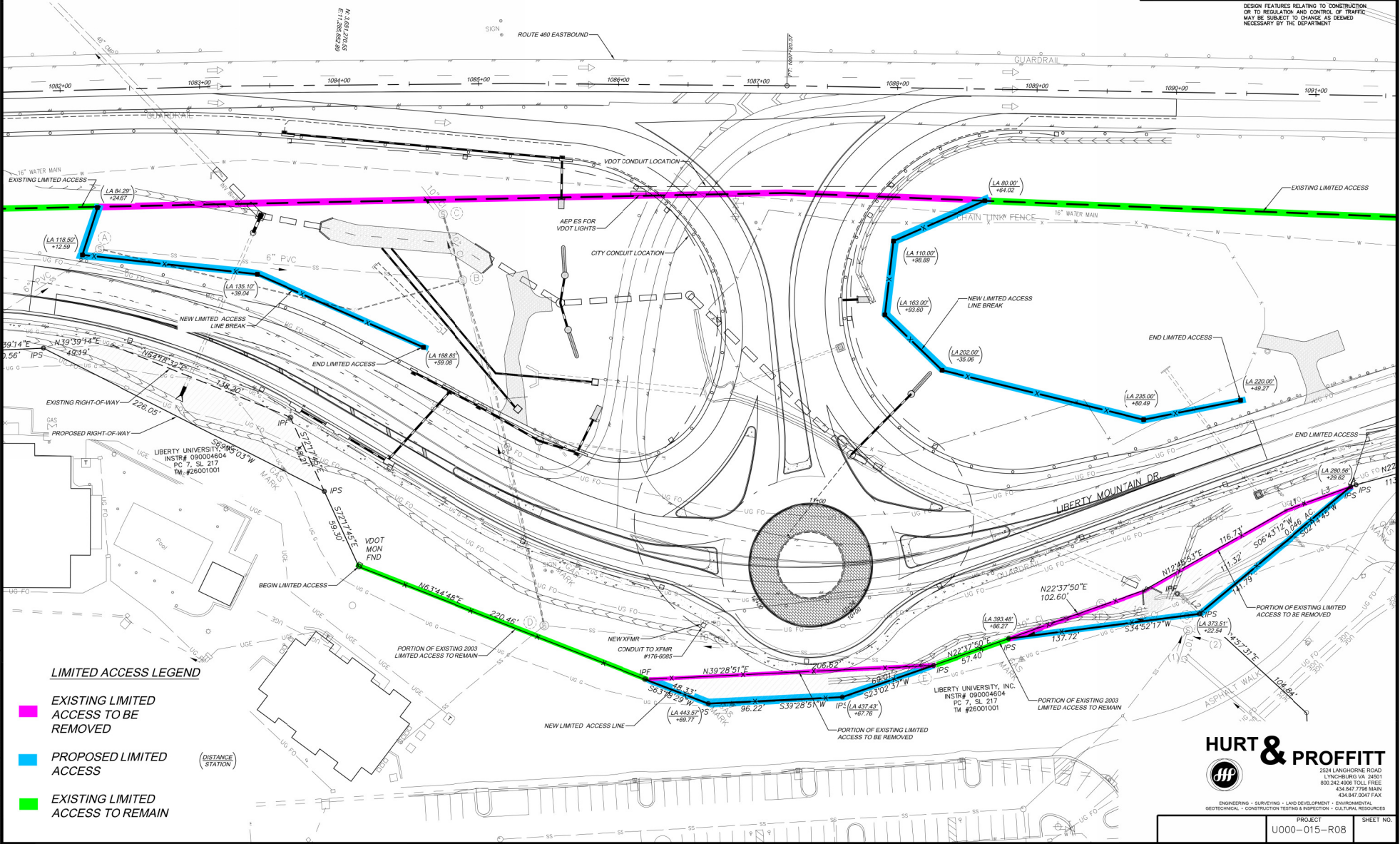


Todd Carroll, PE
Corporate Civil Engineer

PROJECT MANAGER TREN T. WARNER HURT & PROFFITT, INC. (434)847-7796
 SURVEYED BY, DATE TROY D. WILLIAMS HURT & PROFFITT, INC. (434)847-7796, 9/20/2016
 DESIGN BY MICHAEL D. BRYANT HURT & PROFFITT, INC. (434)847-7796
 SUBSURFACE UTILITY BY, DATE

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29/460	U000-015-R08, R201, C501	

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



LIMITED ACCESS LEGEND

- █ EXISTING LIMITED ACCESS TO BE REMOVED
- █ PROPOSED LIMITED ACCESS (DISTANCE STATION)
- █ EXISTING LIMITED ACCESS TO REMAIN

HURT & PROFFITT

 2024 LANGHORNE ROAD
 LYNCHBURG VA 24501
 800.242.4008 TOLL FREE
 434.847.7796 MARK
 434.847.0047 FAX

PROJECT	SHEET NO.
U000-015-R08	

11/10/2016 12:22:00 PM I:\04\16\29\460\2016\09\20\16\U000-015-R08.dwg User: mcherry

LIMITED ACCESS CONTROL POINTS

LIBERTY RAMP AND ROUNDABOUT PROJECT

CITY OF LYNCHBURG

PLAN SHEET	POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
LA-1	LA01	ROUTE 460 EBL	1082+24.67	84.29	RT
LA-1	LA02	ROUTE 460 EBL	1082+12.59	118.50	RT
LA-1	LA03	ROUTE 460 EBL	1083+39.04	135.10	RT
LA-1	LA04	ROUTE 460 EBL	1084+59.08	188.85	RT
LA-1	LA05	ROUTE 460 EBL	1086+69.77	443.57	RT
LA-1	LA06	ROUTE 460 EBL	1087+67.76	437.43	RT
LA-1	LA07	ROUTE 460 EBL	1088+86.27	393.48	RT
LA-1	LA08	ROUTE 460 EBL	1090+22.54	373.51	RT
LA-1	LA09	ROUTE 460 EBL	1091+29.62	280.56	RT
LA-1	LA10	ROUTE 460 EBL	1090+49.27	220.00	RT
LA-1	LA11	ROUTE 460 EBL	1089+80.49	235.00	RT
LA-1	LA12	ROUTE 460 EBL	1088+35.06	202.00	RT
LA-1	LA13	ROUTE 460 EBL	1087+93.60	163.00	RT
LA-1	LA14	ROUTE 460 EBL	1087+98.89	110.00	RT
LA-1	LA15	ROUTE 460 EBL	1088+64.02	80.00	RT



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Seconded By:

Action:

Title: FY19-24 Six-Year Improvement Program Transfers
for April 20 through June 5, 2019

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. On June 20, 2018, a resolution was approved to allocate funds for the Fiscal Years 2019 through 2024 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 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 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board

FY19-24 Six-Year Improvement Program Transfers for April 20, 2019 through June 5, 2019

June 19, 2019

Page 2 of 2

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

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

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

#####

CTB Decision Brief

FY2019-2024 Six-Year Improvement Program Transfers for April 20, 2019 through June 5, 2019

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 20, 2018, 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 2019 through 2024 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 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from April 20, 2019 through June 5, 2019 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2019 – 2024 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.

Decision Brief

FY19-24 Six-Year Improvement Program Transfers for April 20, 2019 through June 5, 2019

June 19, 2019

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	US 58 Rumble Strips - Lee County	106513	Bristol	Roadway Departure Chevron Initiative	107121	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	1,050,000	2,170,000	2,668,503	48.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to an underway project
2	Culpeper	CULPEPER - ENHANCEMENT - BALANCE ENTRY, Rte. 250 Bypass Commuter Trail	T4972, 107547	Culpeper	WATER STREET SHARED USE PATH	109610	Local Funds for Enhancement Projects (NPL206), TAP 5-200K (CF6600), TAP Statewide (CF6100)	92,205	433,986	433,986	21.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the District Enhancement Balance Entry line item and an underway project to an underway project.
3	Northern Virginia	ONE LOUDOUN PARK & RIDE LOT	104343	Northern Virginia	#SMART18 - WAXPOOL RD/LOUDOUN CTY PKWY INTERSECTION IMPROV	111674	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	3,313,681	5,147,160	5,147,160	64.4%	Transfer of surplus funds recommended by District and MPO from a cancelled project to a scheduled project.
4	Richmond	Richmond Region-wide Traffic/Operations Improvements, PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA), LABURNUM AVENUE SIDEWALK	101492, 106299, 109190	Richmond	RTE 615 (CREIGHTON RD) - ROUNDABOUT	81667	CMAQ : Richmond - Federal, CMAQ State Match	1,039,873	8,816,873	7,754,437	11.8%	Transfer of surplus funds recommended by District and MPO from scheduled and underway projects to fund an underway project.
5	Richmond	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot, RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	113832, 70721	Richmond	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)	101020	Federal STP Regional - Richmond (CNF273), Richmond HIP > 200k Federal (CFM290), Richmond HIP > 200k Soft Match (CFM291), RSTP - Federal, RSTP : Richmond Match	3,758,004	63,891,343	59,938,752	5.9%	Transfer of surplus funds recommended by District and MPO from a scheduled project and District RSTP Balance Entry line item to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Hampton Roads	Portsmouth Boulevard Sidewalk Segment 3	111000	Hampton Roads	Portsmouth Boulevard Sidewalk Segment 1	110998	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	46,000	238,000	238,000	19.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
B	Hampton Roads	Portsmouth Boulevard Sidewalk Segment 3	111000	Hampton Roads	Portsmouth Boulevard Sidewalk Segment 2	110999	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	144,355	899,893	899,893	16.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund a scheduled project.
C	Richmond	PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA)	106299	Richmond	RTE 33 - ADD LEFT TURN LANES AT THE INTERSECTION OF RTE 623	56181	CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21)	709,679	9,065,060	8,970,200	7.8%	Transfer of surplus funds recommended by the District and MPO from a scheduled project to fund a completed project.
D	Richmond	Harrowgate Road Sidewalk, Dogwood Ave to South St	115208	Richmond	SOUTH CRATER ROAD AREA - SIGNAL COORDINATION	101039	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	121,373	825,815	1,900,000	14.7%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
E	Richmond	PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA)	106299	Richmond	RTE 360 -(at Spring Run Rd) INTERSECTION IMPROVEMENTS	104886	CMAQ : Richmond (CF5M20), CMAQ Match : Richmond (CS5M21)	70,000	3,698,695	2,141,000	1.9%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
F	Richmond	REPLACE BUCKLE-UP SIGNS - DISTRICTWIDE	107102	Richmond	ROAD DIETS - IMPROVE BICYCLE ACCOMMODATIONS	108888	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	153,000	1,654,500	1,654,500	9.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.
G	Salem	SALEM DISTRICT STP SAFETY/HES BALANCE ENTRY	T16918	Salem	Route 11 & 117 Roanoke Co. - Pedestrian Safety Improvements	107055	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	220,000	1,220,000	1,220,000	18.0%	Transfer of surplus funds recommended District and Traffic Engineering Division from the District Safety Balance Entry line item to fund a scheduled project.
H	Staunton	RICHMOND AVE - STATLER BLVD INTERSECTION	111047	Staunton	SAFETY PRESCOPING - STAUNTON	109483	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	5,766	1,874,570	770,934	0.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from scheduled project to an underway project



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD June 19, 2019

MOTION

Made By:.

Seconded By: .

Action:

Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

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

WHEREAS, the 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; 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, Section 58.1-638 (A)(4) of the *Code of Virginia* authorizes 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 Rail Enhancement Fund for capital improvements of railways; and

WHEREAS, Section 33.2-1601 of the *Code of Virginia* authorizes the Board to allocate funds from the Rail Enhancement Fund in accordance with Board established policies and procedures; and

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

June 19, 2019

Page Two

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 33.2-1603 of the *Code of Virginia* creates a nonreverting fund known as the Intercity Passenger Rail Operating and Capital Fund, which is considered a special fund within the Transportation Trust Fund, and consists of funds designated pursuant to Section 58.1-638.3 (A) (2) of the *Code of Virginia* and funds as may be set forth in the Appropriations Act and by allocation of funds for operations and projects by the Board in accordance with Section 33.2-358; and

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, requires the Board to implement a prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*; and

WHEREAS, Section 33.2-214.4 of the *Code of Virginia*, requires the Department of Rail and Public Transportation in conjunction with the Transit Service Delivery Advisory Committee to develop a process for the distribution of the funds allocated pursuant to subdivision C1 of section 33.2-1526.1 (Operating) of the *Code of Virginia*; and

WHEREAS, Section 33.2-214.4 of the *Code of Virginia*, requires the Board to develop and implement a prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to subdivision C2 of section 33.2-1526.1 (Capital) of the *Code of Virginia*; 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 up to \$500 million in funds until July 1, 2020 for bridge reconstruction and rehabilitation; advancing high priority projects; reconstructing deteriorated Interstate, primary and primary extension pavements; projects undertaken pursuant to the Public-Private Transportation Act; paving or improving unpaved highways; and the Innovation and Technology Transportation Fund and after these and other discretionary allocations are made, the Board is to allocate remaining funds for highway purposes to the High-Priority Projects Program established pursuant to Section 33.2-370 and the Highway Construction District Grant Program established pursuant to Section 33.2-371; and

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

June 19, 2019

Page Three

WHEREAS, Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds on and after July 1, 2020 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, and the Highway Construction District Grant Program established pursuant to Section 33.2-371; and

WHEREAS, paragraph J of Item 453 of Chapter 836 of the 2017 Acts of Assembly, directs, notwithstanding the provisions of Section 33.2-358 of the *Code of Virginia*, the unanticipated amounts available for construction from the December 2015 revenue forecast and from the increased federal funding from the passage of the Fixing America's Surface Transportation (FAST) Act to be distributed following the new construction formula defined by Section 33.2-358 of the *Code of Virginia*, to the State of Good Repair Program, the High-Priority Projects Program, and the Highway Construction District Grant Program; and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2020 through 2025 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.1, and the Commonwealth Transportation Board's Policy and Guidelines for Implementation of a Project Prioritization Process (SMART SCALE Prioritization Process); and

WHEREAS, the Final Six-Year Improvement Program for Fiscal Years 2020 through 2025 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 2020 through 2025 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 2020 through 2025 accounts for and includes allocations to projects selected for funding through the State of Good Repair Project Prioritization Process in accordance with the requirements of Section 33.2-369; and

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

WHEREAS, the Draft Six-Year Improvement Program for Fiscal Years 2020 through 2025 was made available for review and comments; and

Resolution of the Board

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

June 19, 2019

Page Four

WHEREAS, nine public meetings were held on April 11, 2019 in Lynchburg, April 15, 2019 in Hampton Roads, April 22, 2019 in Staunton, April 23, 2019 in Bristol, April 25, 2019 in Richmond, May 6, 2019 in Culpeper, May 7, 2019 in Salem, May 9, 2019 in Fredericksburg, and May 13, 2019 in Northern Virginia to receive public comments prior to the Board's adoption of the Final Six-Year Improvement Program; and

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

WHEREAS, after due consideration the Board has now developed a Final Fiscal Years 2020 through 2025 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 2019, attached hereto as Attachment A; and

WHEREAS, at the end of each federal fiscal year, the Federal Highway Administration (FHWA) makes available unused obligation authority, otherwise known as August Redistribution; and

WHEREAS, VDOT anticipates requesting additional obligation authority from the FHWA through the August Redistribution process in support of the Federal-Aid Highway Program; and

WHEREAS, it is the desire of the Board to ensure the maximum use of all available federal funds.

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 2020 through 2025 are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 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 2020 and prior within the Six-Year Improvement Program satisfactory to the Commissioner or the Director.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the transfers of previous allocations necessary to maximize the use of federal transportation funds as reflected in the Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025, 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 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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 to reallocate up to \$200,000 in 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.

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.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that authority is delegated to the Secretary of Transportation to take the necessary actions to provide for the utilization of additional federal allocations and obligation authority received that are not accounted for in the Budget and the Six Year Improvement Program, in compliance with Board policies.

CTB Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

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 2020-2025 Six-Year Improvement Program in accordance with policy or statutory formula. In addition, each year additional federal funds and obligation authority are anticipated to be made or to become available after adoption of the Virginia Department of Transportation (VDOT) budget and the SYIP and authority to utilize these funds is sought.

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.2-214 (B). The Program shall be based on the most recent official revenue forecasts and debt policy. The CTB adopted the Fiscal Years 2019-2024 SYIP on June 20, 2018.

The CTB has adopted, pursuant to section 33.2-214.1, a prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia* and section 33.2-358 sets forth requirements relating to the allocations made by the CTB to highway system maintenance and project funding programs. The Final Fiscal Years 2020-2025 Six-Year Improvement Program includes allocations programmed to projects selected through the Project Prioritization Process established pursuant to section 33.2-214.1 and in conformity with Section 33.2-358. Additionally, the Final Fiscal Years 2020-2025 Six-Year Improvement Program includes allocations programmed to projects selected through the State of Good Repair Project Prioritization Process established pursuant to Section 33.2-369.

The CTB has adopted, pursuant to section 33.2-214.4, a process for allocating operating funds based on performance subject to subdivision C1 of section 33.2-1526.1 of the *Code of Virginia* and a prioritization process for capital projects funded by the Board, including those projects allocated funds pursuant to subdivision C2 of section 33.2-1526.1 of the *Code of Virginia*. The Final Fiscal Years 2020-2025 Six-Year Improvement Program includes allocations programmed to projects selected through these processes established pursuant to section 33.2-214.4 and in conformity with Section 33.2-1526.1.

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.

CTB Decision Brief

Revised Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

June 19, 2019

Page Two

The VDOT budget and available allocations in the SYIP are in part based on estimates of federal obligation. Each year, the Federal Highway Administration (FHWA) makes available to the states unused obligation authority through a process known as August Redistribution. VDOT anticipates requesting additional obligation authority from FHWA through the August Redistribution process. Accordingly, authority is needed to utilize additional allocations and obligation authority received as a result of the August Redistribution, as well as to maximize use of all available federal funds.

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

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

The Department of Rail and Public Transportation (DRPT) recommends adoption of the Rail and Public Transportation allocations for the Final Six-Year Improvement Program for Fiscal Years 2019 through 2024 and that authority be granted to the Director of DRPT to reallocate up to \$200,000 among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, 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, it is recommended that the Director be authorized to make changes to the scope of a Board-approved grant as needed in order to accomplish the intended project and/or outcome.

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.

VDOT further recommends that the CTB delegate the necessary authority to the Secretary of Transportation to ensure the utilization of additional federal funds received through the August Redistribution that were not accounted for in the VDOT budget and the SYIP.

CTB Decision Brief

Revised Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2020 – 2025 and Authorization Relating to Federal Funding

June 19, 2019

Page Three

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 2020 through 2025, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner or his designee to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 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.

In addition, the resolution will include approval of the Rail and Public Transportation Six-Year Improvement Program and allocations for Fiscal Years 2019 through 2024 and grant of authority for the Director of DRPT to reallocate up to \$200,000 among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, 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.

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given the need to have allocations available to continue and/or initiate projects and programs in the Program and Rail and Public Transportation allocations, the public expects the CTB to fulfill its statutory duty by approving the Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2020 through 2025.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

June 1, 2019

MEMORANDUM

To: The Honorable Shannon Valentine
Chairperson, Commonwealth Transportation Board

From: Laura Farmer *LF*
Acting Chief Financial Officer

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

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for the project were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in June 2019.

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



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

DATE: June 1, 2019

TO: Commonwealth Transportation Board Members

FROM: William S. Pittard, Chief Financial Officer
Department of Rail and Public Transportation

SUBJECT: Annual Certification for Systematic Review of Funding Policy

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

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

A handwritten signature in blue ink that reads "William S. Pittard".

William S. Pittard, Chief Financial Officer

cc: Jennifer L. Mitchell, Director



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access –InterChange Cold Storage, LLC

WHEREAS, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects; and

WHEREAS, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

WHEREAS, InterChange Cold Storage, LLC has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 toward construction of 2,810 feet of track to serve a facility in the County of Rockingham; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's Rail Industrial Access policy and, because the project scores 73 points, has recommended approval of the project; and

WHEREAS, the County of Rockingham, Virginia has, by resolution dated July 25, 2018, shown support for the application of up to \$450,000 in Industrial Access Railroad Track funds for assistance in expanding track facilities to serve the InterChange Cold Storage, LLC facility located in the County of Rockingham; and

WHEREAS, Shenandoah Valley Railroad, by letter dated July 11, 2018 has indicated its support for the project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600, and because the project is in accordance with the provisions of the Board’s policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this project; and

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the Industrial, Airport, and Rail Access Fund be provided to construct approximately 2,810 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$450,000 industrial rail access grant must be borne by InterChange Cold Storage, LLC or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by InterChange Cold Storage, LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

####

CTB Decision Brief

Rail Industrial Access Applicant

Location: County of Rockingham, Virginia

InterChange Cold Storage, LLC

Summary: InterChange Cold Storage, LLC is a cold storage facility located in Harrisonburg, Virginia. They have submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 for a new rail spur at a new facility located in Rockingham County.

The rail spur is part of a \$41.6M capital investment to build a new 250,000 square foot cold storage facility. The new rail spur will allow the company to handle rail cars as well as attract companies who will use rail in the future.

The company currently has 130 employees at other facilities in Rockingham County, and intends to hire 88 people for the new facility. Shenandoah Valley Railroad will provide rail service to the facility.

Facts:

- DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 73 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.
- The Applicant committed to 104 rail carloads annually in its application.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant committed to 88 new jobs.
- The Applicant's new 2,810 foot rail spur will remove approximately 354 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 35% shipping by rail.
- Total Capital Investment in the expanded facility is estimated at \$41.6 M.
- Total railroad track construction cost is estimated at \$1.1M.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2019 Industrial, Airport, and Rail Access Fund

Recommendation: In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

Action Required by CTB: CTB policy for Rail Industrial Access requires Board action on the resolution.

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Seconded By: Action:

**Title: Approval of I-66 Commuter Choice Program of Projects and Inclusion into
FY 2020 – FY 2025 Six Year Improvement Program**

WHEREAS, the Commonwealth Transportation Board (CTB) approved a Memorandum of Agreement (MOA) between the CTB, the Virginia Department of Transportation (VDOT) and the Northern Virginia Transportation Commission (NVTC) relating to implementation of the Transform 66: Inside the Beltway Project (the “Project”) on December 9, 2015, which was subsequently amended and restated on January 5, 2017; and

WHEREAS, the goals of the Project are to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options (collectively, the “Improvement Goals”), all of which are reasonably expected to benefit the users of the portion of I-66 beginning at the Capital Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (the “Facility”); and

WHEREAS, the Project will facilitate implementation of recommendations from VDOT’s June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in the *August 2013 Supplemental Report*, as well as recommendations from the Department of Rail and Public Transportation’s (DRPT) 2009 Transportation Demand Management/Transit Report, and projects in the region’s constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility (“Components”) as described in the aforesaid VDOT and DRPT reports; and

WHEREAS, the MOA delegated to NVTC the authority to select and administer the implementation of Components designed specifically to attain the Improvement Goals to be financed from a portion of the toll revenues of the Facility; and

WHEREAS, such Components shall be selected by NVTC in accordance with a process established by NVTC pursuant to the MOA; and

WHEREAS, the CTB shall approve the Components selected by NVTC and allocate toll revenues for them, provided the Components meet the criteria specified in the MOA and are selected in accordance with NVTC's selection process described in the MOA; and

WHEREAS, VDOT, on behalf of the CTB, will control and manage tolling on the Facility, with the toll revenues being utilized and distributed according to the MOA, to support the tolling operations and tolling maintenance of the Facility, and to fund the Components selected by NVTC and approved by the CTB for the Project designed specifically to attain the Improvement Goals; and

WHEREAS, pursuant to the MOA, as part of the Six Year Improvement Program presented to the CTB for approval in June of each year, NVTC shall submit to the CTB, Components to be funded in whole or in part with Toll Revenues from the Facility, to be paid to NVTC as provided therein; and

WHEREAS, NVTC approved a program of Components, attached hereto, in the amount of \$19,649,539 at its meeting on June 6, 2019; and

WHEREAS, DRPT recommends that the CTB approve the Components, attached hereto, and allocate funding for the Components in the Six Year Improvement Program for FY 2020- FY 2025.

NOW THEREFORE, BE IT RESOLVED that the Board approves the I-66 Commuter Choice Program Components, attached hereto, that have been previously approved by NVTC; and

BE IT FURTHER RESOLVED that the Board allocates \$19,649,539 in funding for the I-66 Commuter Choice Program Components in the Six Year Improvement Program for FY 2020-FY 2025.

#####

CTB Decision Brief

Title: Approval of I-66 Commuter Choice Program of Projects and Inclusion into FY 2020-2025 Six-Year Improvement Program

Issue: In accordance with the Transform 66: Inside the Beltway Memorandum of Agreement (MOA) between the CTB, VDOT and the Northern Virginia Transportation Commission (NVTC), as amended, NVTC, on June 6, 2019 approved its third program of multimodal projects for the I-66 Commuter Choice Program. The new Program of Projects requires CTB approval for inclusion into the Six Year Improvement Program (SYIP) for FY 2020-2025. DRPT and NVTC staff briefed the CTB on the NVTC multimodal program development process at the CTB workshop on May 14, 2019 in Arlington. The total cost of the proposed Program of Projects is \$19,649,539 and includes 12 projects to be implemented by five separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC is attached. Projects are referred to as “Components” in the MOA and the attached resolution.

Facts: A Memorandum of Agreement (MOA) between the CTB, VDOT and NVTC relating to the implementation of the I-66 Commuter Choice Program was approved by the CTB on December 9, 2015 and executed on January 5, 2016. The MOA was subsequently amended, restated and executed by the three Parties on January 5, 2017. The MOA delegates to NVTC the authority to select and administer the implementation of multimodal projects that are specifically designed to attain the improvement goals for the Transform 66: Inside the Beltway Project and to be financed from a portion of the toll revenues from the facility. The MOA outlines the process to be used by NVTC for selecting multimodal projects to be funded with toll revenues and it requires the CTB to give final approval to the program of multimodal projects by allocating funding for the projects in the SYIP. Between fall 2018 and spring 2019 NVTC issued a call for projects, received and evaluated project applications, developed the proposed program of multimodal projects (with input and guidance from DRPT and VDOT), received public input and, on June 6, 2019 approved a program of multimodal projects for funding. The total cost of the proposed Program of Projects is \$19,649,539 and includes 12 projects to be implemented by five separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC is attached.

Recommendation: DRPT recommends that the CTB approve the proposed I-66 Commuter Choice Program of Projects and include funding for the projects in the SYIP for FY 2020-2025. DRPT staff provided input and guidance to NVTC throughout the development of the proposed Program of Projects and coordinated a legal review of the program with the Office of the Attorney General. DRPT is satisfied that the proposed I-66 Commuter Choice Program of Projects was developed in compliance with the MOA and that the selected components meet the improvement goals of Project.

Action Required by CTB: Approval of the attached resolution to allocate \$19,649,539 in funding for the 12 identified multimodal projects in the SYIP for FY 2020-2025.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

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

Action: _____

**Title: Action on Fiscal Year 2020 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; and

WHEREAS, § 33.2-1526 of the *Code* requires portions of the funds collected in the Transportation Trust Fund pursuant to subdivision 2 of § 33.2-1524 to be set aside for the Commonwealth Port Fund, the Commonwealth Airport Fund, the Commonwealth Space Flight Fund and the Commonwealth Mass Transit Fund; and

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

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

WHEREAS, § 33.2-358 (C) provides the Board an option to allocate up to \$500 million annually for construction to be distributed as follows: 25 percent to bridge reconstruction and rehabilitation; 25 percent to advancing high priority projects statewide; 25 percent to reconstructing deteriorated interstate, primary system and municipality maintained primary extension pavements determined to have a Combined Condition Index of less than 60; 15 percent to projects undertaken pursuant to the Public-Private Transportation Act of 1995 (§ 33.2-1800 et seq.); five percent to paving and improving unpaved roads carrying more than 50 vehicles per day; and five percent to the Innovation and Technology Transportation Fund, provided that, at the discretion of the Board such percentages of funds may be adjusted in any given year to meet project cash flow needs or when funds cannot be expended due to legal, environmental, or other project management considerations and provided that such allocations shall cease beginning July 1, 2020. For Fiscal Year 2020, this amount totals \$271,877,040; and

WHEREAS, Item 453. J. of Chapter 836 of the 2017 Acts of Assembly (Appropriation Act) provides that, “[n]otwithstanding the provisions of § 33.2-358, Code of Virginia, the unanticipated amounts available for construction from the December 2015 revenue forecast and from the increased federal funding from the passage of the Fixing America's Surface Transportation (FAST) Act shall be distributed following the new construction formula defined by § 33.2-358, Code of Virginia, advancing the distribution of funds under this formula and provide 45 percent of the additional funding to the State of Good Repair Program, 27.5 percent to the High Priority Projects Program, and 27.5 percent to the District Grant Program”; 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 2019 through 2024 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 alternate construction formula set out in in § 33.2-358 (C) of the *Code of Virginia* shall be used for Fiscal Year 2020 as previously planned.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that, in accord with the Appropriation Act, the additional revenues available for construction from the December 2015 revenue forecast and from the increased federal funding from the passage of the Fixing America's Surface Transportation (FAST) Act shall be distributed following the new

Resolution of the Board

FY 2020 Annual Budgets – Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation

June 19, 2019

Page Three

construction formula defined by § 33.2-358 of the *Code of Virginia*, advancing the distribution of funds under this formula and provide 45 percent of the additional funding to the State of Good Repair Program, 27.5 percent to the High Priority Projects Program, and 27.5 percent to the District Grant Program.

BE IT FURTHER 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 2020 are approved.

#####

CTB Decision Brief

Fiscal Year 2020 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; by § 33.2-1526, to provide the statutory funding to the Commonwealth Port Fund, the Commonwealth Airport Fund, the Commonwealth Space Flight Fund and the Commonwealth Mass Transit Fund; and by § 33.2-358 (B) 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 2020 budgets necessary to effectuate the lawful distribution of available Transportation Trust Fund revenues is sought.

Facts: The CTB must adopt a budget that distributes the available revenues of the Transportation Trust 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 Airport Fund, Space Flight Fund and Port Fund. 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.

For FY 2020, it is recommended that the alternate formula set out in § 33.2-358 (C) of the *Code of Virginia* for distributing construction funds be used. Available funding would be distributed in accordance with the categories outlined in § 33.2-358 (C). For FY 2020, \$271,877,040 is available for such distribution.

Item 453 J of Chapter 836 of the 2017 Acts of Assembly (Appropriation Act) provides that, “[n]otwithstanding the provisions of § 33.2-358, Code of Virginia, the unanticipated amounts available for construction from the December 2015 revenue forecast and from the increased federal funding from the passage of the Fixing America's Surface Transportation (FAST) Act shall be distributed following the new construction formula defined by § 33.2-358, Code of

Virginia, advancing the distribution of funds under this formula and provide 45 percent of the additional funding to the State of Good Repair Program, 27.5 percent to the High Priority Projects Program, and 27.5 percent to the District Grant Program.” The proposed budget reflects this mandate.

Recommendations: VDOT and DRPT recommend the approval of the Fiscal Year 2020 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 2020 Annual Budgets.

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

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



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: _____ Secoded By: _____

Action: _____

**Title: Payments to Cities, Certain Towns, and Warren County
for Maintenance to Certain Roads and Streets - FY 2019-2020**

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

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

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

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

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

Resolution of the Board

Maintenance Payments to Certain Roads and Streets – FY 2019-2020

June 19, 2019

Page Two

WHEREAS, the City of Chesapeake is the only locality that maintains moveable structures in Virginia, a set aside amount of \$1M off the top of the payments to Cities, Certain Towns, and Warren County Maintenance Payments prior to distribution of funds should be paid to the City of Chesapeake; and

WHEREAS, The Appropriations Act includes a provision (Item 461A) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).; and

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

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

NOW, THEREFORE BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the Towns and Cities for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 33.14 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, 2019 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 2019-2020 for each locality pursuant to § 33.2-319 are hereby approved as indicated on Attachment B, which includes payments pursuant to the provisions of the Appropriations Act relating to payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate and the set-aside amount for the City of Chesapeake's moveable structures.

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

####

Decision Brief

Payments to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets - FY 2019-2020

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 2019-2020 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, 2019.
 - 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 FY20 payment rate for principal and minor arterials of \$21,689.51 per moving-lane mile available to peak hour traffic.
 - For collectors and locals, the proposed FY20 rate is \$12,734.62 per such moving-lane-mile.
 - This year's maintenance payment rates are equal to last year's rates
 - There have been planned reductions in maintenance funding for the past three years. As is practice, the same growth factor is applied to VDOT Maintenance and Locality Maintenance Payments. The reductions planned in FY 2019 and 2020 were scaled back last year from the original plan.
 - Initially presented to the CTB in January 2017, reductions were proposed to the Maintenance Program after applying CPI growth
 - FY 2018 \$25 million one-time
 - FY 2019 \$12 million one-time (reduced to \$2.26M)
 - FY 2020 \$75 million base reduction (reduced to \$67M)
 - Adjustments were applied to the VDOT Maintenance Program and to City and County Street Maintenance Payments based on pro rata shares.
 - Efforts have been made to lessen the impacts of these reductions which included an additional allocation in FY 2020 of \$2,249,982 to normalize this year's maintenance payment rates

- The Appropriations Act includes a provision (Item 461 A) appropriating funds for, and authorizing the Commonwealth Transportation Board to make payments to, jurisdictions in which the Virginia Port Authority owns tax- exempt real estate; (ii) stating that such payments shall be treated as other CTB payments to localities for highway maintenance and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D).
 - The following localities qualify for payments pursuant to this item: Warren County and the cities of Norfolk, Portsmouth, and Newport News.
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of moving-lane- mileage to localities along with their quarterly maintenance payments.
- The City of Chesapeake is the only locality that maintains moveable structures in Virginia. Moveable structures cost considerably more to maintain than stationary structures. To assist the City of Chesapeake with the costs associated with maintenance of its moveable structures, in June 2004, the CTB approved an additional \$1M allocation to the City of Chesapeake starting in FY05 for these movable structures after a review of actual cost data provided by the 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. In October 2016, VDOT requested an update of the City's actual expenditures for movable structures. After this review, 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 for the Cities of Bristol, Charlottesville, Chesapeake, Christiansburg, Fredericksburg, Hampton, Leesburg, Newport News, Norfolk, Poquoson, Suffolk, Virginia Beach, Waynesboro, Williamsburg, and Winchester and the Towns of Ashland, Bedford, Broadway, Lebanon, Luray, Purcellville, Smithville, South Boston, and Wytheville be approved. VDOT also recommends that the calculations and payments as shown on Attachment B be approved, which include payments pursuant to § 33.2-319 representing no change from last year's maintenance payment rates statewide (after a 2.75% budget increase and base program adjustments were applied) and a 0.29% overall budget increase (which addresses additional mileage added) and a \$1M set-aside for the City of Chesapeake's moveable structure maintenance and payments pursuant to the Appropriations Act Provision. VDOT recommends that the distribution of the annual overweight permit fee revenue as shown on Attachment C be approved.

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

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

Options: Approve, Deny, or Defer.

CTB Decision Brief
Maintenance Payments for Certain Roads and Streets - FY 2016-2017
June 14, 2016
Page Two

Public Comments/Reactions: None.

Attachment A
Modifications to the Urban System
FY 20

Locality Name	State Arterials (Centerline Miles)	Collector/Local (Centerline Miles)	Total (Centerline Miles)	Total (Lane Miles)
Town of Ashland		-1.29	-1.29	-2.58
Town of Bedford		0.2	0.2	0.4
Town of Broadway		0.57	0.57	1.14
City of Bristol	0.25	0.88	1.13	4.3
City of Charlottesville		-0.25	-0.25	-0.5
City of Chesapeake	0.02	8.09	8.11	17.66
City of Christiansburg		5.45	5.45	10.5
City of Fredericksburg	0.04	0.47	0.51	1.02
City of Hampton		0.31	0.31	0.62
Town of Lebanon		0.39	0.39	0.78
City of Leesburg	0.71	0.37	1.08	4.14
Town of Luray		0.43	0.43	0.86
City of Newport News		0.65	0.65	1.3
City of Norfolk		1.04	1.04	2.34
City of Poquoson		0.25	0.25	0.5
Town of Purcellville		1.16	1.16	2.14
Town of Smithville		0.13	0.13	0.26
Town of South Boston		0.27	0.27	0.54
City of Suffolk		6.88	6.88	14.54
City of Virginia Beach		2.06	2.06	8.9
City of Waynesboro		0.67	0.67	1.34
City of Williamsburg		0.71	0.71	1.42
City of Winchester	0.49	0.84	1.33	4.32
Town of Wytheville		1.35	1.35	2.7
Total	1.51	31.63	33.14	78.64

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT					
Abingdon					
Principal Arterial	2.07	7.20	\$21,689.51	\$39,041.12	\$156,164.47
Minor Arterials	5.59	16.29	\$21,689.51	\$88,330.53	\$353,322.12
Collectors	5.95	12.34	\$12,734.62	\$39,286.30	\$157,145.21
Locals	40.71	81.81	\$12,734.62	\$260,454.82	\$1,041,819.26
Totals:	54.32	117.64		\$427,112.77	\$1,708,451.06
Comb PA/MA	7.66	23.49	\$21,689.51	\$127,371.65	\$509,486.59
Comb COL/LOC	46.66	94.15	\$12,734.62	\$299,741.12	\$1,198,964.47
Totals:	54.32	117.64		\$427,112.77	\$1,708,451.06
Big Stone Gap					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	5.41	10.82	\$21,689.51	\$58,670.12	\$234,680.50
Collectors	1.85	3.66	\$12,734.62	\$11,652.18	\$46,608.71
Locals	24.35	49.94	\$12,734.62	\$158,991.73	\$635,966.92
Totals:	31.61	64.42		\$229,314.03	\$917,256.13
Comb PA/MA	5.41	10.82	\$21,689.51	\$58,670.12	\$234,680.50
Comb COL/LOC	26.20	53.60	\$12,734.62	\$170,643.91	\$682,575.63
Totals:	31.61	64.42		\$229,314.03	\$917,256.13
Bluefield					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	4.81	10.17	\$21,689.51	\$55,145.58	\$220,582.32
Collectors	8.50	17.44	\$12,734.62	\$55,522.94	\$222,091.77
Locals	25.43	50.68	\$12,734.62	\$161,347.64	\$645,390.54
Totals:	38.74	78.29		\$272,016.16	\$1,088,064.63
Comb PA/MA	4.81	10.17	\$21,689.51	\$55,145.58	\$220,582.32
Comb COL/LOC	33.93	68.12	\$12,734.62	\$216,870.58	\$867,482.31
Totals:	38.74	78.29		\$272,016.16	\$1,088,064.63

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Bristol					
Principal Arterial	6.24	22.76	\$21,689.51	\$123,413.31	\$493,653.25
Minor Arterials	13.15	31.97	\$21,689.51	\$173,353.41	\$693,413.63
Collectors	12.73	25.68	\$12,734.62	\$81,756.26	\$327,025.04
Locals	96.98	193.96	\$12,734.62	\$617,501.72	\$2,470,006.90
Totals:	129.10	274.37		\$996,024.70	\$3,984,098.82
Comb PA/MA	19.39	54.73	\$21,689.51	\$296,766.72	\$1,187,066.88
Comb COL/LOC	109.71	219.64	\$12,734.62	\$699,257.98	\$2,797,031.94
Totals:	129.10	274.37		\$996,024.70	\$3,984,098.82
Lebanon					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	6.47	14.62	\$21,689.51	\$79,275.16	\$317,100.64
Collectors	0.89	1.78	\$12,734.62	\$5,666.91	\$22,667.62
Locals	24.53	47.45	\$12,734.62	\$151,064.43	\$604,257.72
Totals:	31.89	63.85		\$236,006.49	\$944,025.98
Comb PA/MA	6.47	14.62	\$21,689.51	\$79,275.16	\$317,100.64
Comb COL/LOC	25.42	49.23	\$12,734.62	\$156,731.34	\$626,925.34
Totals:	31.89	63.85		\$236,006.49	\$944,025.98
Marion					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	4.58	16.00	\$21,689.51	\$86,758.04	\$347,032.16
Collectors	8.41	16.82	\$12,734.62	\$53,549.08	\$214,196.31
Locals	30.04	60.08	\$12,734.62	\$191,273.99	\$765,095.97
Totals:	43.03	92.90		\$331,581.11	\$1,326,324.44
Comb PA/MA	4.58	16.00	\$21,689.51	\$86,758.04	\$347,032.16
Comb COL/LOC	38.45	76.90	\$12,734.62	\$244,823.07	\$979,292.28
Totals:	43.03	92.90		\$331,581.11	\$1,326,324.44

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Norton					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.53	8.40	\$21,689.51	\$45,547.97	\$182,191.88
Collectors	7.28	15.15	\$12,734.62	\$48,232.37	\$192,929.49
Locals	19.27	38.85	\$12,734.62	\$123,685.00	\$494,739.99
Totals:	30.08	62.40		\$217,465.34	\$869,861.36
Comb PA/MA	3.53	8.40	\$21,689.51	\$45,547.97	\$182,191.88
Comb COL/LOC	26.55	54.00	\$12,734.62	\$171,917.37	\$687,669.48
Totals:	30.08	62.40		\$217,465.34	\$869,861.36
Richlands					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.80	7.88	\$21,689.51	\$42,728.33	\$170,913.34
Collectors	3.47	7.24	\$12,734.62	\$23,049.66	\$92,198.65
Locals	28.69	55.92	\$12,734.62	\$178,029.99	\$712,119.95
Totals:	35.96	71.04		\$243,807.98	\$975,231.94
Comb PA/MA	3.80	7.88	\$21,689.51	\$42,728.33	\$170,913.34
Comb COL/LOC	32.16	63.16	\$12,734.62	\$201,079.65	\$804,318.60
Totals:	35.96	71.04		\$243,807.98	\$975,231.94
Saltville					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.33	6.66	\$21,689.51	\$36,113.03	\$144,452.14
Collectors	0.00	0.00	\$12,734.62	\$0.00	\$0.00
Locals	13.11	24.54	\$12,734.62	\$78,126.89	\$312,507.57
Totals:	16.44	31.20		\$114,239.93	\$456,959.71
Comb PA/MA	3.33	6.66	\$21,689.51	\$36,113.03	\$144,452.14
Comb COL/LOC	13.11	24.54	\$12,734.62	\$78,126.89	\$312,507.57
Totals:	16.44	31.20		\$114,239.93	\$456,959.71

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Tazewell					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	11.03	23.28	\$21,689.51	\$126,232.95	\$504,931.79
Collectors	1.28	2.56	\$12,734.62	\$8,150.16	\$32,600.63
Locals	22.83	44.27	\$12,734.62	\$140,940.41	\$563,761.63
Totals:	35.14	70.11		\$275,323.51	\$1,101,294.05
Comb PA/MA	11.03	23.28	\$21,689.51	\$126,232.95	\$504,931.79
Comb COL/LOC	24.11	46.83	\$12,734.62	\$149,090.56	\$596,362.25
Totals:	35.14	70.11		\$275,323.51	\$1,101,294.05
Wise					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	5.51	12.85	\$21,689.51	\$69,677.55	\$278,710.20
Collectors	0.98	1.96	\$12,734.62	\$6,239.96	\$24,959.86
Locals	10.45	20.00	\$12,734.62	\$63,673.10	\$254,692.40
Totals:	16.94	34.81		\$139,590.61	\$558,362.46
Comb PA/MA	5.51	12.85	\$21,689.51	\$69,677.55	\$278,710.20
Comb COL/LOC	11.43	21.96	\$12,734.62	\$69,913.06	\$279,652.26
Totals:	16.94	34.81		\$139,590.61	\$558,362.46
Wytheville					
Principal Arterial	3.06	11.18	\$21,689.51	\$60,622.18	\$242,488.72
Minor Arterials	6.38	20.51	\$21,689.51	\$111,212.96	\$444,851.85
Collectors	17.72	36.42	\$12,734.62	\$115,948.72	\$463,794.86
Locals	59.99	119.47	\$12,734.62	\$380,351.26	\$1,521,405.05
Totals:	87.15	187.58		\$668,135.12	\$2,672,540.48
Comb PA/MA	9.44	31.69	\$21,689.51	\$171,835.14	\$687,340.57
Comb COL/LOC	77.71	155.89	\$12,734.62	\$496,299.98	\$1,985,199.91
Totals:	87.15	187.58		\$668,135.12	\$2,672,540.48

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT TOTALS					
Principal Arterial	11.37	41.14	\$21,689.51	\$223,076.61	\$892,306.44
Minor Arterials	73.59	179.45	\$21,689.51	\$973,045.64	\$3,892,182.57
Collectors	69.06	141.05	\$12,734.62	\$449,054.54	\$1,796,218.15
Locals	396.38	786.97	\$12,734.62	\$2,505,440.98	\$10,021,763.90
Totals:	550.40	1148.61		\$4,150,617.77	\$16,602,471.06
Comb PA/MA	84.96	220.59	\$21,689.51	\$1,196,122.25	\$4,784,489.01
Comb COL/LOC	465.44	928.02	\$12,734.62	\$2,954,495.51	\$11,817,982.05
Totals:	550.40	1148.61		\$4,150,617.77	\$16,602,471.06

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
SALEM DISTRICT					
Bedford					
Principal Arterial	2.16	6.40	\$21,689.51	\$34,703.22	\$138,812.86
Minor Arterials	6.11	15.19	\$21,689.51	\$82,365.91	\$329,463.66
Collectors	8.98	17.96	\$12,734.62	\$57,178.44	\$228,713.78
Locals	29.94	59.09	\$12,734.62	\$188,122.17	\$752,488.70
Totals:	47.19	98.64		\$362,369.75	\$1,449,478.99
Comb PA/MA	8.27	21.59	\$21,689.51	\$117,069.13	\$468,276.52
Comb COL/LOC	38.92	77.05	\$12,734.62	\$245,300.62	\$981,202.47
Totals:	47.19	98.64		\$362,369.75	\$1,449,478.99
Blacksburg					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	7.89	27.09	\$21,689.51	\$146,892.21	\$587,568.83
Collectors	15.31	36.64	\$12,734.62	\$116,649.12	\$466,596.48
Locals	91.25	182.15	\$12,734.62	\$579,902.76	\$2,319,611.03
Totals:	114.45	245.88		\$843,444.08	\$3,373,776.34
Comb PA/MA	7.89	27.09	\$21,689.51	\$146,892.21	\$587,568.83
Comb COL/LOC	106.56	218.79	\$12,734.62	\$696,551.88	\$2,786,207.51
Totals:	114.45	245.88		\$843,444.08	\$3,373,776.34
Christiansburg					
Principal Arterial	5.82	18.04	\$21,689.51	\$97,819.69	\$391,278.76
Minor Arterials	10.01	26.41	\$21,689.51	\$143,204.99	\$572,819.96
Collectors	4.67	10.02	\$12,734.62	\$31,900.22	\$127,600.89
Locals	102.20	203.49	\$12,734.62	\$647,841.96	\$2,591,367.82
Totals:	122.70	257.96		\$920,766.86	\$3,683,067.44
Comb PA/MA	15.83	44.45	\$21,689.51	\$241,024.68	\$964,098.72
Comb COL/LOC	106.87	213.51	\$12,734.62	\$679,742.18	\$2,718,968.72
Totals:	122.70	257.96		\$920,766.86	\$3,683,067.44

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Galax					
Principal Arterial	5.04	20.16	\$21,689.51	\$109,315.13	\$437,260.52
Minor Arterials	7.68	15.36	\$21,689.51	\$83,287.72	\$333,150.87
Collectors	8.45	16.90	\$12,734.62	\$53,803.77	\$215,215.08
Locals	39.20	77.92	\$12,734.62	\$248,070.40	\$992,281.59
Totals:	60.37	130.34		\$494,477.02	\$1,977,908.06
Comb PA/MA	12.72	35.52	\$21,689.51	\$192,602.85	\$770,411.40
Comb COL/LOC	47.65	94.82	\$12,734.62	\$301,874.17	\$1,207,496.67
Totals:	60.37	130.34		\$494,477.02	\$1,977,908.06
Martinsville					
Principal Arterial	5.03	17.86	\$21,689.51	\$96,843.66	\$387,374.65
Minor Arterials	15.97	45.30	\$21,689.51	\$245,633.70	\$982,534.80
Collectors	8.53	18.30	\$12,734.62	\$58,260.89	\$233,043.55
Locals	70.02	140.82	\$12,734.62	\$448,322.30	\$1,793,289.19
Totals:	99.55	222.28		\$849,060.55	\$3,396,242.19
Comb PA/MA	21.00	63.16	\$21,689.51	\$342,477.36	\$1,369,909.45
Comb COL/LOC	78.55	159.12	\$12,734.62	\$506,583.18	\$2,026,332.73
Totals:	99.55	222.28		\$849,060.55	\$3,396,242.19
Narrows					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.12	0.24	\$21,689.51	\$1,301.37	\$5,205.48
Collectors	0.30	0.60	\$12,734.62	\$1,910.19	\$7,640.77
Locals	15.45	29.95	\$12,734.62	\$95,350.47	\$381,401.87
Totals:	15.87	30.79		\$98,562.03	\$394,248.12
Comb PA/MA	0.12	0.24	\$21,689.51	\$1,301.37	\$5,205.48
Comb COL/LOC	15.75	30.55	\$12,734.62	\$97,260.66	\$389,042.64
Totals:	15.87	30.79		\$98,562.03	\$394,248.12

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Pearisburg					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.75	1.50	\$21,689.51	\$8,133.57	\$32,534.27
Collectors	1.02	2.04	\$12,734.62	\$6,494.66	\$25,978.62
Locals	18.09	35.98	\$12,734.62	\$114,547.91	\$458,191.63
Totals:	19.86	39.52		\$129,176.13	\$516,704.52
Comb PA/MA	0.75	1.50	\$21,689.51	\$8,133.57	\$32,534.27
Comb COL/LOC	19.11	38.02	\$12,734.62	\$121,042.56	\$484,170.25
Totals:	19.86	39.52		\$129,176.13	\$516,704.52
Pulaski					
Principal Arterial	3.97	12.46	\$21,689.51	\$67,562.82	\$270,251.29
Minor Arterials	6.39	17.40	\$21,689.51	\$94,349.37	\$377,397.47
Collectors	10.67	21.34	\$12,734.62	\$67,939.20	\$271,756.79
Locals	46.32	92.09	\$12,734.62	\$293,182.79	\$1,172,731.16
Totals:	67.35	143.29		\$523,034.18	\$2,092,136.72
Comb PA/MA	10.36	29.86	\$21,689.51	\$161,912.19	\$647,648.77
Comb COL/LOC	56.99	113.43	\$12,734.62	\$361,121.99	\$1,444,487.95
Totals:	67.35	143.29		\$523,034.18	\$2,092,136.72
Radford					
Principal Arterial	9.48	27.71	\$21,689.51	\$150,254.08	\$601,016.32
Minor Arterials	3.45	6.90	\$21,689.51	\$37,414.40	\$149,657.62
Collectors	9.75	19.06	\$12,734.62	\$60,680.46	\$242,721.86
Locals	51.39	103.17	\$12,734.62	\$328,457.69	\$1,313,830.75
Totals:	74.07	156.84		\$576,806.64	\$2,307,226.54
Comb PA/MA	12.93	34.61	\$21,689.51	\$187,668.49	\$750,673.94
Comb COL/LOC	61.14	122.23	\$12,734.62	\$389,138.15	\$1,556,552.60
Totals:	74.07	156.84		\$576,806.64	\$2,307,226.54

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Roanoke					
Principal Arterial	17.02	62.91	\$21,689.51	\$341,121.77	\$1,364,487.07
Minor Arterials	50.66	146.45	\$21,689.51	\$794,107.18	\$3,176,428.74
Collectors	41.44	92.39	\$12,734.62	\$294,137.89	\$1,176,551.54
Locals	375.94	751.97	\$12,734.62	\$2,394,013.05	\$9,576,052.20
Totals:	485.06	1053.72		\$3,823,379.89	\$15,293,519.56
Comb PA/MA	67.68	209.36	\$21,689.51	\$1,135,228.95	\$4,540,915.81
Comb COL/LOC	417.38	844.36	\$12,734.62	\$2,688,150.94	\$10,752,603.74
Totals:	485.06	1053.72		\$3,823,379.89	\$15,293,519.56
Rocky Mount					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	10.13	28.27	\$21,689.51	\$153,290.61	\$613,162.45
Collectors	3.47	6.94	\$12,734.62	\$22,094.57	\$88,378.26
Locals	29.49	58.89	\$12,734.62	\$187,485.44	\$749,941.77
Totals:	43.09	94.10		\$362,870.62	\$1,451,482.48
Comb PA/MA	10.13	28.27	\$21,689.51	\$153,290.61	\$613,162.45
Comb COL/LOC	32.96	65.83	\$12,734.62	\$209,580.01	\$838,320.03
Totals:	43.09	94.10		\$362,870.62	\$1,451,482.48
Salem					
Principal Arterial	11.60	37.95	\$21,689.51	\$205,779.23	\$823,116.90
Minor Arterials	8.82	24.80	\$21,689.51	\$134,474.96	\$537,899.85
Collectors	10.67	21.96	\$12,734.62	\$69,913.06	\$279,652.26
Locals	104.48	207.23	\$12,734.62	\$659,748.83	\$2,638,995.30
Totals:	135.57	291.94		\$1,069,916.08	\$4,279,664.31
Comb PA/MA	20.42	62.75	\$21,689.51	\$340,254.19	\$1,361,016.75
Comb COL/LOC	115.15	229.19	\$12,734.62	\$729,661.89	\$2,918,647.56
Totals:	135.57	291.94		\$1,069,916.08	\$4,279,664.31

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vinton					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.64	13.00	\$21,689.51	\$70,490.91	\$281,963.63
Collectors	3.11	8.60	\$12,734.62	\$27,379.43	\$109,517.73
Locals	33.21	66.12	\$12,734.62	\$210,503.27	\$842,013.07
Totals:	39.96	87.72		\$308,373.61	\$1,233,494.44
Comb PA/MA	3.64	13.00	\$21,689.51	\$70,490.91	\$281,963.63
Comb COL/LOC	36.32	74.72	\$12,734.62	\$237,882.70	\$951,530.81
Totals:	39.96	87.72		\$308,373.61	\$1,233,494.44
SALEM DISTRICT TOTALS					
Principal Arterial	60.12	203.49	\$21,689.51	\$1,103,399.60	\$4,413,598.39
Minor Arterials	131.62	367.91	\$21,689.51	\$1,994,946.91	\$7,979,787.62
Collectors	126.37	272.75	\$12,734.62	\$868,341.90	\$3,473,367.61
Locals	1006.98	2008.87	\$12,734.62	\$6,395,549.02	\$25,582,196.08
Totals:	1325.09	2853.02		\$10,362,237.42	\$41,448,949.70
Comb PA/MA	191.74	571.40	\$21,689.51	\$3,098,346.50	\$12,393,386.01
Comb COL/LOC	1133.35	2281.62	\$12,734.62	\$7,263,890.92	\$29,055,563.68
Totals:	1325.09	2853.02		\$10,362,237.42	\$41,448,949.70

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
LYNCHBURG DISTRICT					
Altavista					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.58	7.16	\$21,689.51	\$38,824.22	\$155,296.89
Collectors	2.59	5.18	\$12,734.62	\$16,491.33	\$65,965.33
Locals	20.29	40.11	\$12,734.62	\$127,696.40	\$510,785.61
Totals:	26.46	52.45		\$183,011.96	\$732,047.83
Comb PA/MA	3.58	7.16	\$21,689.51	\$38,824.22	\$155,296.89
Comb COL/LOC	22.88	45.29	\$12,734.62	\$144,187.73	\$576,750.94
Totals:	26.46	52.45		\$183,011.96	\$732,047.83
Danville					
Principal Arterial	25.54	105.54	\$21,689.51	\$572,277.72	\$2,289,110.89
Minor Arterials	32.86	98.33	\$21,689.51	\$533,182.38	\$2,132,729.52
Collectors	35.57	73.50	\$12,734.62	\$233,998.64	\$935,994.57
Locals	222.45	446.85	\$12,734.62	\$1,422,616.24	\$5,690,464.95
Totals:	316.42	724.22		\$2,762,074.98	\$11,048,299.92
Comb PA/MA	58.40	203.87	\$21,689.51	\$1,105,460.10	\$4,421,840.40
Comb COL/LOC	258.02	520.35	\$12,734.62	\$1,656,614.88	\$6,626,459.52
Totals:	316.42	724.22		\$2,762,074.98	\$11,048,299.92
Farmville					
Principal Arterial	2.46	8.46	\$21,689.51	\$45,873.31	\$183,493.25
Minor Arterials	7.10	22.30	\$21,689.51	\$120,919.02	\$483,676.07
Collectors	8.81	17.43	\$12,734.62	\$55,491.11	\$221,964.43
Locals	33.33	66.17	\$12,734.62	\$210,662.45	\$842,649.81
Totals:	51.70	114.36		\$432,945.89	\$1,731,783.56
Comb PA/MA	9.56	30.76	\$21,689.51	\$166,792.33	\$667,169.33
Comb COL/LOC	42.14	83.60	\$12,734.62	\$266,153.56	\$1,064,614.23
Totals:	51.70	114.36		\$432,945.89	\$1,731,783.56

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT	CENTERLINE	LANE	RATE PER	QUARTERLY	ANNUAL
	MILEAGE	MILEAGE	MILEAGE	L/M	PAYMENT	PAYMENT
Lynchburg						
	Principal Arterial	30.03	76.72	\$21,689.51	\$416,004.80	\$1,664,019.21
	Minor Arterials	48.66	124.69	\$21,689.51	\$676,116.25	\$2,704,465.00
	Collectors	37.07	74.74	\$12,734.62	\$237,946.37	\$951,785.50
	Locals	265.56	531.94	\$12,734.62	\$1,693,513.44	\$6,774,053.76
	Totals:	381.32	808.09		\$3,023,580.87	\$12,094,323.47
	Comb PA/MA	78.69	201.41	\$21,689.51	\$1,092,121.05	\$4,368,484.21
	Comb COL/LOC	302.63	606.68	\$12,734.62	\$1,931,459.82	\$7,725,839.26
	Totals:	381.32	808.09		\$3,023,580.87	\$12,094,323.47
South Boston						
	Principal Arterial	1.02	4.08	\$21,689.51	\$22,123.30	\$88,493.20
	Minor Arterials	16.94	43.37	\$21,689.51	\$235,168.51	\$940,674.05
	Collectors	4.07	8.14	\$12,734.62	\$25,914.95	\$103,659.81
	Locals	42.23	84.25	\$12,734.62	\$268,222.93	\$1,072,891.74
	Totals:	64.26	139.84		\$551,429.70	\$2,205,718.79
	Comb PA/MA	17.96	47.45	\$21,689.51	\$257,291.81	\$1,029,167.25
	Comb COL/LOC	46.30	92.39	\$12,734.62	\$294,137.89	\$1,176,551.54
	Totals:	64.26	139.84		\$551,429.70	\$2,205,718.79
LYNCHBURG DISTRICT TOTALS						
	Principal Arterial	59.05	194.80	\$21,689.51	\$1,056,279.14	\$4,225,116.55
	Minor Arterials	109.14	295.85	\$21,689.51	\$1,604,210.38	\$6,416,841.53
	Collectors	88.11	178.99	\$12,734.62	\$569,842.41	\$2,279,369.63
	Locals	583.86	1169.32	\$12,734.62	\$3,722,711.46	\$14,890,845.86
	Totals:	840.16	1838.96		\$6,953,043.39	\$27,812,173.57
	Comb PA/MA	168.19	490.65	\$21,689.51	\$2,660,489.52	\$10,641,958.08
	Comb COL/LOC	671.97	1348.31	\$12,734.62	\$4,292,553.87	\$17,170,215.49
	Totals:	840.16	1838.96		\$6,953,043.39	\$27,812,173.57

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
RICHMOND DISTRICT					
Ashland					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	9.61	31.66	\$21,689.51	\$171,672.47	\$686,689.89
Collectors	7.44	16.21	\$12,734.62	\$51,607.05	\$206,428.19
Locals	32.00	65.20	\$12,734.62	\$207,574.31	\$830,297.22
Totals:	49.05	113.07		\$430,853.83	\$1,723,415.30
Comb PA/MA	9.61	31.66	\$21,689.51	\$171,672.47	\$686,689.89
Comb COL/LOC	39.44	81.41	\$12,734.62	\$259,181.35	\$1,036,725.41
Totals:	49.05	113.07		\$430,853.83	\$1,723,415.30
Blackstone					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	8.50	18.32	\$21,689.51	\$99,337.96	\$397,351.82
Collectors	1.81	3.62	\$12,734.62	\$11,524.83	\$46,099.32
Locals	26.15	51.40	\$12,734.62	\$163,639.87	\$654,559.47
Totals:	36.46	73.34		\$274,502.65	\$1,098,010.62
Comb PA/MA	8.50	18.32	\$21,689.51	\$99,337.96	\$397,351.82
Comb COL/LOC	27.96	55.02	\$12,734.62	\$175,164.70	\$700,658.79
Totals:	36.46	73.34		\$274,502.65	\$1,098,010.62
Chase City					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.88	1.76	\$21,689.51	\$9,543.38	\$38,173.54
Collectors	2.78	5.56	\$12,734.62	\$17,701.12	\$70,804.49
Locals	14.03	27.93	\$12,734.62	\$88,919.48	\$355,677.94
Totals:	17.69	35.25		\$116,163.99	\$464,655.96
Comb PA/MA	0.88	1.76	\$21,689.51	\$9,543.38	\$38,173.54
Comb COL/LOC	16.81	33.49	\$12,734.62	\$106,620.61	\$426,482.42
Totals:	17.69	35.25		\$116,163.99	\$464,655.96

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Colonial Heights					
Principal Arterial	5.09	19.75	\$21,689.51	\$107,091.96	\$428,367.82
Minor Arterials	3.20	10.60	\$21,689.51	\$57,477.20	\$229,908.81
Collectors	7.28	18.03	\$12,734.62	\$57,401.30	\$229,605.20
Locals	72.29	145.65	\$12,734.62	\$463,699.35	\$1,854,797.40
Totals:	87.86	194.03		\$685,669.81	\$2,742,679.23
Comb PA/MA	8.29	30.35	\$21,689.51	\$164,569.16	\$658,276.63
Comb COL/LOC	79.57	163.68	\$12,734.62	\$521,100.65	\$2,084,402.60
Totals:	87.86	194.03		\$685,669.81	\$2,742,679.23
Hopewell					
Principal Arterial	6.71	25.27	\$21,689.51	\$137,023.48	\$548,093.92
Minor Arterials	11.84	34.88	\$21,689.51	\$189,132.53	\$756,530.11
Collectors	7.04	14.64	\$12,734.62	\$46,608.71	\$186,434.84
Locals	103.47	206.89	\$12,734.62	\$658,666.38	\$2,634,665.53
Totals:	129.06	281.68		\$1,031,431.10	\$4,125,724.40
Comb PA/MA	18.55	60.15	\$21,689.51	\$326,156.01	\$1,304,624.03
Comb COL/LOC	110.51	221.53	\$12,734.62	\$705,275.09	\$2,821,100.37
Totals:	129.06	281.68		\$1,031,431.10	\$4,125,724.40
Petersburg					
Principal Arterial	17.16	60.02	\$21,689.51	\$325,451.10	\$1,301,804.39
Minor Arterials	20.57	45.71	\$21,689.51	\$247,856.88	\$991,427.50
Collectors	21.93	43.87	\$12,734.62	\$139,666.94	\$558,667.78
Locals	124.33	245.56	\$12,734.62	\$781,778.32	\$3,127,113.29
Totals:	183.99	395.16		\$1,494,753.24	\$5,979,012.96
Comb PA/MA	37.73	105.73	\$21,689.51	\$573,307.97	\$2,293,231.89
Comb COL/LOC	146.26	289.43	\$12,734.62	\$921,445.27	\$3,685,781.07
Totals:	183.99	395.16		\$1,494,753.24	\$5,979,012.96

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Richmond					
Principal Arterial	58.75	248.84	\$21,689.51	\$1,349,304.42	\$5,397,217.67
Minor Arterials	88.61	269.72	\$21,689.51	\$1,462,523.66	\$5,850,094.64
Collectors	81.43	170.43	\$12,734.62	\$542,590.32	\$2,170,361.29
Locals	593.20	1146.30	\$12,734.62	\$3,649,423.73	\$14,597,694.91
Totals:	821.99	1835.29		\$7,003,842.12	\$28,015,368.50
Comb PA/MA	147.36	518.56	\$21,689.51	\$2,811,828.08	\$11,247,312.31
Comb COL/LOC	674.63	1316.73	\$12,734.62	\$4,192,014.05	\$16,768,056.19
Totals:	821.99	1835.29		\$7,003,842.12	\$28,015,368.50
South Hill					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	12.97	27.15	\$21,689.51	\$147,217.55	\$588,870.20
Collectors	5.11	10.22	\$12,734.62	\$32,536.95	\$130,147.82
Locals	28.51	57.00	\$12,734.62	\$181,468.34	\$725,873.34
Totals:	46.59	94.37		\$361,222.84	\$1,444,891.35
Comb PA/MA	12.97	27.15	\$21,689.51	\$147,217.55	\$588,870.20
Comb COL/LOC	33.62	67.22	\$12,734.62	\$214,005.29	\$856,021.16
Totals:	46.59	94.37		\$361,222.84	\$1,444,891.35
RICHMOND DISTRICT TOTALS					
Principal Arterial	87.71	353.88	\$21,689.51	\$1,918,870.95	\$7,675,483.80
Minor Arterials	156.18	439.80	\$21,689.51	\$2,384,761.62	\$9,539,046.50
Collectors	134.82	282.58	\$12,734.62	\$899,637.23	\$3,598,548.92
Locals	993.98	1945.93	\$12,734.62	\$6,195,169.77	\$24,780,679.10
Totals:	1372.69	3022.19		\$11,398,439.58	\$45,593,758.31
Comb PA/MA	243.89	793.68	\$21,689.51	\$4,303,632.57	\$17,214,530.30
Comb COL/LOC	1128.80	2228.51	\$12,734.62	\$7,094,807.00	\$28,379,228.02
Totals:	1372.69	3022.19		\$11,398,439.58	\$45,593,758.31

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
HAMPTON ROADS DISTRICT					
Chesapeake					
Principal Arterial	57.20	226.70	\$21,689.51	\$1,229,252.98	\$4,917,011.92
Minor Arterials	96.08	294.33	\$21,689.51	\$1,595,968.37	\$6,383,873.48
Collectors	132.86	280.23	\$12,734.62	\$892,155.64	\$3,568,622.56
Locals	788.00	1594.21	\$12,734.62	\$5,075,414.64	\$20,301,658.55
Totals:	1074.14	2395.47		\$8,792,791.63	\$35,171,166.51
Comb PA/MA	153.28	521.03	\$21,689.51	\$2,825,221.35	\$11,300,885.40
Comb COL/LOC	920.86	1874.44	\$12,734.62	\$5,967,570.28	\$23,870,281.11
Totals:	1074.14	2395.47		\$8,792,791.63	\$35,171,166.51
Chincoteague					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	4.30	8.60	\$21,689.51	\$46,632.45	\$186,529.79
Collectors	7.17	14.34	\$12,734.62	\$45,653.61	\$182,614.45
Locals	13.17	25.77	\$12,734.62	\$82,042.79	\$328,171.16
Totals:	24.64	48.71		\$174,328.85	\$697,315.39
Comb PA/MA	4.30	8.60	\$21,689.51	\$46,632.45	\$186,529.79
Comb COL/LOC	20.34	40.11	\$12,734.62	\$127,696.40	\$510,785.61
Totals:	24.64	48.71		\$174,328.85	\$697,315.39
Emporia					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	5.55	15.48	\$21,689.51	\$83,938.40	\$335,753.61
Collectors	8.50	17.74	\$12,734.62	\$56,478.04	\$225,912.16
Locals	22.27	45.88	\$12,734.62	\$146,066.09	\$584,264.37
Totals:	36.32	79.10		\$286,482.53	\$1,145,930.14
Comb PA/MA	5.55	15.48	\$21,689.51	\$83,938.40	\$335,753.61
Comb COL/LOC	30.77	63.62	\$12,734.62	\$202,544.13	\$810,176.52
Totals:	36.32	79.10		\$286,482.53	\$1,145,930.14

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Franklin					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	7.68	23.29	\$21,689.51	\$126,287.17	\$505,148.69
Collectors	10.66	23.06	\$12,734.62	\$73,415.08	\$293,660.34
Locals	32.38	64.54	\$12,734.62	\$205,473.09	\$821,892.37
Totals:	50.72	110.89		\$405,175.35	\$1,620,701.40
Comb PA/MA	7.68	23.29	\$21,689.51	\$126,287.17	\$505,148.69
Comb COL/LOC	43.04	87.60	\$12,734.62	\$278,888.18	\$1,115,552.71
Totals:	50.72	110.89		\$405,175.35	\$1,620,701.40
Hampton					
Principal Arterial	17.45	89.75	\$21,689.51	\$486,658.38	\$1,946,633.52
Minor Arterials	48.84	184.19	\$21,689.51	\$998,747.71	\$3,994,990.85
Collectors	40.11	110.76	\$12,734.62	\$352,621.63	\$1,410,486.51
Locals	364.65	741.30	\$12,734.62	\$2,360,043.45	\$9,440,173.81
Totals:	471.05	1126.00		\$4,198,071.17	\$16,792,284.69
Comb PA/MA	66.29	273.94	\$21,689.51	\$1,485,406.09	\$5,941,624.37
Comb COL/LOC	404.76	852.06	\$12,734.62	\$2,712,665.08	\$10,850,660.32
Totals:	471.05	1126.00		\$4,198,071.17	\$16,792,284.69
Newport News					
Principal Arterial	49.86	229.94	\$21,689.51	\$1,246,821.48	\$4,987,285.93
Minor Arterials	9.34	30.92	\$21,689.51	\$167,659.91	\$670,639.65
Collectors	56.32	131.36	\$12,734.62	\$418,204.92	\$1,672,819.68
Locals	391.19	794.88	\$12,734.62	\$2,530,623.69	\$10,122,494.75
Totals:	506.71	1187.10		\$4,363,310.00	\$17,453,240.01
Comb PA/MA	59.20	260.86	\$21,689.51	\$1,414,481.39	\$5,657,925.58
Comb COL/LOC	447.51	926.24	\$12,734.62	\$2,948,828.61	\$11,795,314.43
Totals:	506.71	1187.10		\$4,363,310.00	\$17,453,240.01

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Norfolk					
Principal Arterial	49.16	234.96	\$21,689.51	\$1,274,041.82	\$5,096,167.27
Minor Arterials	58.35	204.67	\$21,689.51	\$1,109,798.00	\$4,439,192.01
Collectors	62.63	139.01	\$12,734.62	\$442,559.88	\$1,770,239.53
Locals	549.76	1080.51	\$12,734.62	\$3,439,971.06	\$13,759,884.26
Totals:	719.90	1659.15		\$6,266,370.77	\$25,065,483.06
Comb PA/MA	107.51	439.63	\$21,689.51	\$2,383,839.82	\$9,535,359.28
Comb COL/LOC	612.39	1219.52	\$12,734.62	\$3,882,530.95	\$15,530,123.78
Totals:	719.90	1659.15		\$6,266,370.77	\$25,065,483.06
Poquoson					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	1.81	4.42	\$21,689.51	\$23,966.91	\$95,867.63
Collectors	10.37	22.18	\$12,734.62	\$70,613.47	\$282,453.87
Locals	43.00	85.47	\$12,734.62	\$272,106.99	\$1,088,427.97
Totals:	55.18	112.07		\$366,687.37	\$1,466,749.48
Comb PA/MA	1.81	4.42	\$21,689.51	\$23,966.91	\$95,867.63
Comb COL/LOC	53.37	107.65	\$12,734.62	\$342,720.46	\$1,370,881.84
Totals:	55.18	112.07		\$366,687.37	\$1,466,749.48
Portsmouth					
Principal Arterial	11.50	50.29	\$21,689.51	\$272,691.36	\$1,090,765.46
Minor Arterials	32.59	113.10	\$21,689.51	\$613,270.90	\$2,453,083.58
Collectors	39.67	94.54	\$12,734.62	\$300,982.74	\$1,203,930.97
Locals	313.98	623.37	\$12,734.62	\$1,984,595.02	\$7,938,380.07
Totals:	397.74	881.30		\$3,171,540.02	\$12,686,160.08
Comb PA/MA	44.09	163.39	\$21,689.51	\$885,962.26	\$3,543,849.04
Comb COL/LOC	353.65	717.91	\$12,734.62	\$2,285,577.76	\$9,142,311.04
Totals:	397.74	881.30		\$3,171,540.02	\$12,686,160.08

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Smithfield						
Principal Arterial	0.00	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.44	0.88	0.88	\$21,689.51	\$4,771.69	\$19,086.77
Collectors	4.77	9.48	9.48	\$12,734.62	\$30,181.05	\$120,724.20
Locals	43.38	86.91	86.91	\$12,734.62	\$276,691.46	\$1,106,765.82
Totals:	48.59	97.27	97.27		\$311,644.20	\$1,246,576.79
Comb PA/MA	0.44	0.88	0.88	\$21,689.51	\$4,771.69	\$19,086.77
Comb COL/LOC	48.15	96.39	96.39	\$12,734.62	\$306,872.51	\$1,227,490.02
Totals:	48.59	97.27	97.27		\$311,644.20	\$1,246,576.79
Suffolk						
Principal Arterial	69.13	238.62	238.62	\$21,689.51	\$1,293,887.72	\$5,175,550.88
Minor Arterials	67.20	142.23	142.23	\$21,689.51	\$771,224.75	\$3,084,899.01
Collectors	114.56	229.92	229.92	\$12,734.62	\$731,985.96	\$2,927,943.83
Locals	516.75	1035.83	1035.83	\$12,734.62	\$3,297,725.36	\$13,190,901.43
Totals:	767.64	1646.60	1646.60		\$6,094,823.79	\$24,379,295.15
Comb PA/MA	136.33	380.85	380.85	\$21,689.51	\$2,065,112.47	\$8,260,449.88
Comb COL/LOC	631.31	1265.75	1265.75	\$12,734.62	\$4,029,711.32	\$16,118,845.27
Totals:	767.64	1646.60	1646.60		\$6,094,823.79	\$24,379,295.15
Virginia Beach						
Principal Arterial	67.99	343.40	343.40	\$21,689.51	\$1,862,044.43	\$7,448,177.73
Minor Arterials	106.38	378.26	378.26	\$21,689.51	\$2,051,068.51	\$8,204,274.05
Collectors	152.68	353.57	353.57	\$12,734.62	\$1,125,644.90	\$4,502,579.59
Locals	1173.84	2355.94	2355.94	\$12,734.62	\$7,500,500.16	\$30,002,000.64
Totals:	1500.89	3431.17	3431.17		\$12,539,258.01	\$50,157,032.02
Comb PA/MA	174.37	721.66	721.66	\$21,689.51	\$3,913,112.95	\$15,652,451.79
Comb COL/LOC	1326.52	2709.51	2709.51	\$12,734.62	\$8,626,145.06	\$34,504,580.24
Totals:	1500.89	3431.17	3431.17		\$12,539,258.01	\$50,157,032.02

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Williamsburg					
Principal Arterial	5.03	16.60	\$21,689.51	\$90,011.47	\$360,045.87
Minor Arterials	8.48	23.12	\$21,689.51	\$125,365.37	\$501,461.47
Collectors	5.90	12.75	\$12,734.62	\$40,591.60	\$162,366.41
Locals	33.76	66.97	\$12,734.62	\$213,209.38	\$852,837.50
Totals:	53.17	119.44		\$469,177.81	\$1,876,711.24
Comb PA/MA	13.51	39.72	\$21,689.51	\$215,376.83	\$861,507.34
Comb COL/LOC	39.66	79.72	\$12,734.62	\$253,800.98	\$1,015,203.91
Totals:	53.17	119.44		\$469,177.81	\$1,876,711.24
HAMPTON ROADS DISTRICT TOTALS					
Principal Arterial	327.32	1430.26	\$21,689.51	\$7,755,409.64	\$31,021,638.57
Minor Arterials	447.04	1423.49	\$21,689.51	\$7,718,700.15	\$30,874,800.59
Collectors	646.20	1438.94	\$12,734.62	\$4,581,088.53	\$18,324,354.10
Locals	4286.13	8601.58	\$12,734.62	\$27,384,463.17	\$109,537,852.70
Totals:	5706.69	12894.27		\$47,439,661.49	\$189,758,645.96
Comb PA/MA	774.36	2853.75	\$21,689.51	\$15,474,109.79	\$61,896,439.16
Comb COL/LOC	4932.33	10040.52	\$12,734.62	\$31,965,551.70	\$127,862,206.80
Totals:	5706.69	12894.27		\$47,439,661.49	\$189,758,645.96

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
FREDERICKSBURG DISTRICT					
Colonial Beach					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	5.13	10.05	\$21,689.51	\$54,494.89	\$217,979.58
Collectors	0.94	1.88	\$12,734.62	\$5,985.27	\$23,941.09
Locals	20.07	38.99	\$12,734.62	\$124,130.71	\$496,522.83
Totals:	26.14	50.92		\$184,610.87	\$738,443.49
Comb PA/MA	5.13	10.05	\$21,689.51	\$54,494.89	\$217,979.58
Comb COL/LOC	21.01	40.87	\$12,734.62	\$130,115.98	\$520,463.92
Totals:	26.14	50.92		\$184,610.87	\$738,443.49
Fredericksburg					
Principal Arterial	6.30	25.20	\$21,689.51	\$136,643.91	\$546,575.65
Minor Arterials	8.37	19.69	\$21,689.51	\$106,766.61	\$427,066.45
Collectors	16.33	46.84	\$12,734.62	\$149,122.40	\$596,489.60
Locals	56.19	114.98	\$12,734.62	\$366,056.65	\$1,464,226.61
Totals:	87.19	206.71		\$758,589.58	\$3,034,358.31
Comb PA/MA	14.67	44.89	\$21,689.51	\$243,410.53	\$973,642.10
Comb COL/LOC	72.52	161.82	\$12,734.62	\$515,179.05	\$2,060,716.21
Totals:	87.19	206.71		\$758,589.58	\$3,034,358.31
FREDERICKSBURG DISTRICT TOTALS					
Principal Arterial	6.30	25.20	\$21,689.51	\$136,643.91	\$546,575.65
Minor Arterials	13.50	29.74	\$21,689.51	\$161,261.51	\$645,046.03
Collectors	17.27	48.72	\$12,734.62	\$155,107.67	\$620,430.69
Locals	76.26	153.97	\$12,734.62	\$490,187.36	\$1,960,749.44
Totals:	113.33	257.63		\$943,200.45	\$3,772,801.81
Comb PA/MA	19.80	54.94	\$21,689.51	\$297,905.42	\$1,191,621.68
Comb COL/LOC	93.53	202.69	\$12,734.62	\$645,295.03	\$2,581,180.13
Totals:	113.33	257.63		\$943,200.45	\$3,772,801.81

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
CULPEPER DISTRICT					
Charlottesville					
Principal Arterial	12.42	38.06	\$21,689.51	\$206,375.69	\$825,502.75
Minor Arterials	11.35	26.50	\$21,689.51	\$143,693.00	\$574,772.02
Collectors	17.75	35.30	\$12,734.62	\$112,383.02	\$449,532.09
Locals	93.93	184.41	\$12,734.62	\$587,097.82	\$2,348,391.27
Totals:	135.45	284.27		\$1,049,549.53	\$4,198,198.13
Comb PA/MA	23.77	64.56	\$21,689.51	\$350,068.69	\$1,400,274.77
Comb COL/LOC	111.68	219.71	\$12,734.62	\$699,480.84	\$2,797,923.36
Totals:	135.45	284.27		\$1,049,549.53	\$4,198,198.13
Culpeper					
Principal Arterial	6.22	16.06	\$21,689.51	\$87,083.38	\$348,333.53
Minor Arterials	4.78	10.68	\$21,689.51	\$57,910.99	\$231,643.97
Collectors	4.25	8.42	\$12,734.62	\$26,806.38	\$107,225.50
Locals	52.29	105.39	\$12,734.62	\$335,525.40	\$1,342,101.60
Totals:	67.54	140.55		\$507,326.15	\$2,029,304.60
Comb PA/MA	11.00	26.74	\$21,689.51	\$144,994.37	\$579,977.50
Comb COL/LOC	56.54	113.81	\$12,734.62	\$362,331.78	\$1,449,327.10
Totals:	67.54	140.55		\$507,326.15	\$2,029,304.60
Orange					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	9.90	22.86	\$21,689.51	\$123,955.55	\$495,822.20
Collectors	0.00	0.00	\$12,734.62	\$0.00	\$0.00
Locals	18.79	37.36	\$12,734.62	\$118,941.35	\$475,765.40
Totals:	28.69	60.22		\$242,896.90	\$971,587.60
Comb PA/MA	9.90	22.86	\$21,689.51	\$123,955.55	\$495,822.20
Comb COL/LOC	18.79	37.36	\$12,734.62	\$118,941.35	\$475,765.40
Totals:	28.69	60.22		\$242,896.90	\$971,587.60

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Warrenton					
Principal Arterial	3.11	12.60	\$21,689.51	\$68,321.96	\$273,287.83
Minor Arterials	6.00	15.55	\$21,689.51	\$84,317.97	\$337,271.88
Collectors	2.70	5.40	\$12,734.62	\$17,191.74	\$68,766.95
Locals	28.84	59.92	\$12,734.62	\$190,764.61	\$763,058.43
Totals:	40.65	93.47		\$360,596.27	\$1,442,385.08
Comb PA/MA	9.11	28.15	\$21,689.51	\$152,639.93	\$610,559.71
Comb COL/LOC	31.54	65.32	\$12,734.62	\$207,956.34	\$831,825.38
Totals:	40.65	93.47		\$360,596.27	\$1,442,385.08
CULPEPER DISTRICT TOTALS					
Principal Arterial	21.75	66.72	\$21,689.51	\$361,781.03	\$1,447,124.11
Minor Arterials	32.03	75.59	\$21,689.51	\$409,877.52	\$1,639,510.06
Collectors	24.70	49.12	\$12,734.62	\$156,381.13	\$625,524.53
Locals	193.85	387.08	\$12,734.62	\$1,232,329.18	\$4,929,316.71
Totals:	272.33	578.51		\$2,160,368.85	\$8,641,475.41
Comb PA/MA	53.78	142.31	\$21,689.51	\$771,658.54	\$3,086,634.17
Comb COL/LOC	218.55	436.20	\$12,734.62	\$1,388,710.31	\$5,554,841.24
Totals:	272.33	578.51		\$2,160,368.85	\$8,641,475.41

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
STAUNTON DISTRICT					
Berryville					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	2.15	4.77	\$21,689.51	\$25,864.74	\$103,458.96
Collectors	1.70	3.26	\$12,734.62	\$10,378.72	\$41,514.86
Locals	15.61	32.46	\$12,734.62	\$103,341.44	\$413,365.77
Totals:	19.46	40.49		\$139,584.90	\$558,339.59
Comb PA/MA	2.15	4.77	\$21,689.51	\$25,864.74	\$103,458.96
Comb COL/LOC	17.31	35.72	\$12,734.62	\$113,720.16	\$454,880.63
Totals:	19.46	40.49		\$139,584.90	\$558,339.59
Bridgewater					
Principal Arterial	3.11	7.08	\$21,689.51	\$38,390.43	\$153,561.73
Minor Arterials	0.70	1.92	\$21,689.51	\$10,410.96	\$41,643.86
Collectors	2.35	4.70	\$12,734.62	\$14,963.18	\$59,852.71
Locals	19.97	39.94	\$12,734.62	\$127,155.18	\$508,620.72
Totals:	26.13	53.64		\$190,919.76	\$763,679.03
Comb PA/MA	3.81	9.00	\$21,689.51	\$48,801.40	\$195,205.59
Comb COL/LOC	22.32	44.64	\$12,734.62	\$142,118.36	\$568,473.44
Totals:	26.13	53.64		\$190,919.76	\$763,679.03
Broadway					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	2.48	4.96	\$21,689.51	\$26,894.99	\$107,579.97
Collectors	0.10	0.20	\$12,734.62	\$636.73	\$2,546.92
Locals	14.55	29.10	\$12,734.62	\$92,644.36	\$370,577.44
Totals:	17.13	34.26		\$120,176.08	\$480,704.34
Comb PA/MA	2.48	4.96	\$21,689.51	\$26,894.99	\$107,579.97
Comb COL/LOC	14.65	29.30	\$12,734.62	\$93,281.09	\$373,124.37
Totals:	17.13	34.26		\$120,176.08	\$480,704.34

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Buena Vista					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	6.02	13.46	\$21,689.51	\$72,985.20	\$291,940.80
Collectors	6.57	13.14	\$12,734.62	\$41,833.23	\$167,332.91
Locals	31.31	62.62	\$12,734.62	\$199,360.48	\$797,441.90
Totals:	43.90	89.22		\$314,178.90	\$1,256,715.62
Comb PA/MA	6.02	13.46	\$21,689.51	\$72,985.20	\$291,940.80
Comb COL/LOC	37.88	75.76	\$12,734.62	\$241,193.70	\$964,774.81
Totals:	43.90	89.22		\$314,178.90	\$1,256,715.62
Clifton Forge					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.28	5.67	\$21,689.51	\$30,744.88	\$122,979.52
Collectors	3.40	6.67	\$12,734.62	\$21,234.98	\$84,939.92
Locals	16.46	32.08	\$12,734.62	\$102,131.65	\$408,526.61
Totals:	23.14	44.42		\$154,111.51	\$616,446.05
Comb PA/MA	3.28	5.67	\$21,689.51	\$30,744.88	\$122,979.52
Comb COL/LOC	19.86	38.75	\$12,734.62	\$123,366.63	\$493,466.53
Totals:	23.14	44.42		\$154,111.51	\$616,446.05
Covington					
Principal Arterial	3.04	8.28	\$21,689.51	\$44,897.29	\$179,589.14
Minor Arterials	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Collectors	9.46	20.39	\$12,734.62	\$64,914.73	\$259,658.90
Locals	26.58	51.98	\$12,734.62	\$165,486.39	\$661,945.55
Totals:	39.08	80.65		\$275,298.40	\$1,101,193.59
Comb PA/MA	3.04	8.28	\$21,689.51	\$44,897.29	\$179,589.14
Comb COL/LOC	36.04	72.37	\$12,734.62	\$230,401.11	\$921,604.45
Totals:	39.08	80.65		\$275,298.40	\$1,101,193.59

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Elkton					
Principal Arterial	0.04	0.08	\$21,689.51	\$433.79	\$1,735.16
Minor Arterials	1.62	3.24	\$21,689.51	\$17,568.50	\$70,274.01
Collectors	1.74	3.48	\$12,734.62	\$11,079.12	\$44,316.48
Locals	16.22	32.37	\$12,734.62	\$103,054.91	\$412,219.65
Totals:	19.62	39.17		\$132,136.33	\$528,545.30
Comb PA/MA	1.66	3.32	\$21,689.51	\$18,002.29	\$72,009.17
Comb COL/LOC	17.96	35.85	\$12,734.62	\$114,134.03	\$456,536.13
Totals:	19.62	39.17		\$132,136.33	\$528,545.30
Front Royal					
Principal Arterial	4.09	12.91	\$21,689.51	\$70,002.89	\$280,011.57
Minor Arterials	5.31	12.02	\$21,689.51	\$65,176.98	\$260,707.91
Collectors	7.82	15.64	\$12,734.62	\$49,792.36	\$199,169.46
Locals	48.45	96.63	\$12,734.62	\$307,636.58	\$1,230,546.33
Totals:	65.67	137.20		\$492,608.82	\$1,970,435.27
Comb PA/MA	9.40	24.93	\$21,689.51	\$135,179.87	\$540,719.48
Comb COL/LOC	56.27	112.27	\$12,734.62	\$357,428.95	\$1,429,715.79
Totals:	65.67	137.20		\$492,608.82	\$1,970,435.27
Grottoes					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	1.63	3.26	\$21,689.51	\$17,676.95	\$70,707.80
Collectors	1.24	2.48	\$12,734.62	\$7,895.46	\$31,581.86
Locals	19.64	38.70	\$12,734.62	\$123,207.45	\$492,829.79
Totals:	22.51	44.44		\$148,779.86	\$595,119.45
Comb PA/MA	1.63	3.26	\$21,689.51	\$17,676.95	\$70,707.80
Comb COL/LOC	20.88	41.18	\$12,734.62	\$131,102.91	\$524,411.65
Totals:	22.51	44.44		\$148,779.86	\$595,119.45

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Harrisonburg						
Principal Arterial	10.10	39.90	39.90	\$21,689.51	\$216,352.86	\$865,411.45
Minor Arterials	19.42	55.24	55.24	\$21,689.51	\$299,532.13	\$1,198,128.53
Collectors	22.35	47.99	47.99	\$12,734.62	\$152,783.60	\$611,134.41
Locals	87.51	180.01	180.01	\$12,734.62	\$573,089.74	\$2,292,358.95
Totals:	139.38	323.14	323.14		\$1,241,758.34	\$4,967,033.34
Comb PA/MA	29.52	95.14	95.14	\$21,689.51	\$515,885.00	\$2,063,539.98
Comb COL/LOC	109.86	228.00	228.00	\$12,734.62	\$725,873.34	\$2,903,493.36
Totals:	139.38	323.14	323.14		\$1,241,758.34	\$4,967,033.34
Lexington						
Principal Arterial	2.06	4.63	4.63	\$21,689.51	\$25,105.61	\$100,422.43
Minor Arterials	2.28	4.91	4.91	\$21,689.51	\$26,623.87	\$106,495.49
Collectors	6.44	12.88	12.88	\$12,734.62	\$41,005.48	\$164,021.91
Locals	16.74	33.18	33.18	\$12,734.62	\$105,633.67	\$422,534.69
Totals:	27.52	55.60	55.60		\$198,368.63	\$793,474.52
Comb PA/MA	4.34	9.54	9.54	\$21,689.51	\$51,729.48	\$206,917.93
Comb COL/LOC	23.18	46.06	46.06	\$12,734.62	\$146,639.15	\$586,556.60
Totals:	27.52	55.60	55.60		\$198,368.63	\$793,474.52
Luray						
Principal Arterial	0.00	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	9.08	20.16	20.16	\$21,689.51	\$109,315.13	\$437,260.52
Collectors	1.67	3.16	3.16	\$12,734.62	\$10,060.35	\$40,241.40
Locals	27.79	54.74	54.74	\$12,734.62	\$174,273.27	\$697,093.10
Totals:	38.54	78.06	78.06		\$293,648.75	\$1,174,595.02
Comb PA/MA	9.08	20.16	20.16	\$21,689.51	\$109,315.13	\$437,260.52
Comb COL/LOC	29.46	57.90	57.90	\$12,734.62	\$184,333.62	\$737,334.50
Totals:	38.54	78.06	78.06		\$293,648.75	\$1,174,595.02

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Staunton					
Principal Arterial	3.64	14.44	\$21,689.51	\$78,299.13	\$313,196.52
Minor Arterials	19.97	48.47	\$21,689.51	\$262,822.64	\$1,051,290.55
Collectors	19.78	41.25	\$12,734.62	\$131,325.77	\$525,303.08
Locals	91.37	182.41	\$12,734.62	\$580,730.51	\$2,322,922.03
Totals:	134.76	286.57		\$1,053,178.05	\$4,212,712.18
Comb PA/MA	23.61	62.91	\$21,689.51	\$341,121.77	\$1,364,487.07
Comb COL/LOC	111.15	223.66	\$12,734.62	\$712,056.28	\$2,848,225.11
Totals:	134.76	286.57		\$1,053,178.05	\$4,212,712.18
Strasburg					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.43	6.86	\$21,689.51	\$37,197.51	\$148,790.04
Collectors	1.53	2.93	\$12,734.62	\$9,328.11	\$37,312.44
Locals	16.73	33.46	\$12,734.62	\$106,525.10	\$426,100.39
Totals:	21.69	43.25		\$153,050.72	\$612,202.86
Comb PA/MA	3.43	6.86	\$21,689.51	\$37,197.51	\$148,790.04
Comb COL/LOC	18.26	36.39	\$12,734.62	\$115,853.21	\$463,412.82
Totals:	21.69	43.25		\$153,050.72	\$612,202.86
Waynesboro					
Principal Arterial	6.13	22.33	\$21,689.51	\$121,081.69	\$484,326.76
Minor Arterials	12.30	30.33	\$21,689.51	\$164,460.71	\$657,842.84
Collectors	19.01	38.78	\$12,734.62	\$123,462.14	\$493,848.56
Locals	88.92	177.82	\$12,734.62	\$566,117.53	\$2,264,470.13
Totals:	126.36	269.26		\$975,122.07	\$3,900,488.29
Comb PA/MA	18.43	52.66	\$21,689.51	\$285,542.40	\$1,142,169.60
Comb COL/LOC	107.93	216.60	\$12,734.62	\$689,579.67	\$2,758,318.69
Totals:	126.36	269.26		\$975,122.07	\$3,900,488.29

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Winchester					
Principal Arterial	11.77	34.30	\$21,689.51	\$185,987.55	\$743,950.19
Minor Arterials	5.71	20.45	\$21,689.51	\$110,887.62	\$443,550.48
Collectors	10.17	21.62	\$12,734.62	\$68,830.62	\$275,322.48
Locals	73.79	147.29	\$12,734.62	\$468,920.54	\$1,875,682.18
Totals:	101.44	223.66		\$834,626.33	\$3,338,505.34
Comb PA/MA	17.48	54.75	\$21,689.51	\$296,875.17	\$1,187,500.67
Comb COL/LOC	83.96	168.91	\$12,734.62	\$537,751.17	\$2,151,004.66
Totals:	101.44	223.66		\$834,626.33	\$3,338,505.34
Woodstock					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	3.73	7.46	\$21,689.51	\$40,450.94	\$161,803.74
Collectors	3.13	6.26	\$12,734.62	\$19,929.68	\$79,718.72
Locals	22.51	46.23	\$12,734.62	\$147,180.37	\$588,721.48
Totals:	29.37	59.95		\$207,560.99	\$830,243.95
Comb PA/MA	3.73	7.46	\$21,689.51	\$40,450.94	\$161,803.74
Comb COL/LOC	25.64	52.49	\$12,734.62	\$167,110.05	\$668,440.20
Totals:	29.37	59.95		\$207,560.99	\$830,243.95
STAUNTON DISTRICT TOTALS					
Principal Arterial	43.98	143.95	\$21,689.51	\$780,551.24	\$3,122,204.96
Minor Arterials	99.11	243.18	\$21,689.51	\$1,318,613.76	\$5,274,455.04
Collectors	118.46	244.83	\$12,734.62	\$779,454.25	\$3,117,817.01
Locals	634.15	1271.02	\$12,734.62	\$4,046,489.18	\$16,185,956.71
Totals:	895.70	1902.98		\$6,925,108.43	\$27,700,433.73
Comb PA/MA	143.09	387.13	\$21,689.51	\$2,099,165.00	\$8,396,660.01
Comb COL/LOC	752.61	1515.85	\$12,734.62	\$4,825,943.43	\$19,303,773.73
Totals:	895.70	1902.98		\$6,925,108.43	\$27,700,433.73

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
NORTHERN VIRGINIA DISTRICT					
Alexandria					
Principal Arterial	16.04	70.11	\$21,689.51	\$380,162.89	\$1,520,651.55
Minor Arterials	26.99	96.79	\$21,689.51	\$524,831.92	\$2,099,327.67
Collectors	23.84	55.59	\$12,734.62	\$176,979.38	\$707,917.53
Locals	139.12	279.37	\$12,734.62	\$889,417.70	\$3,557,670.79
Totals:	205.99	501.86		\$1,971,391.88	\$7,885,567.53
Comb PA/MA	43.03	166.90	\$21,689.51	\$904,994.80	\$3,619,979.22
Comb COL/LOC	162.96	334.96	\$12,734.62	\$1,066,397.08	\$4,265,588.32
Totals:	205.99	501.86		\$1,971,391.88	\$7,885,567.53
Dumfries					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Collectors	2.20	5.20	\$12,734.62	\$16,555.01	\$66,220.02
Locals	8.28	16.72	\$12,734.62	\$53,230.71	\$212,922.85
Totals:	10.48	21.92		\$69,785.72	\$279,142.87
Comb PA/MA	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Comb COL/LOC	10.48	21.92	\$12,734.62	\$69,785.72	\$279,142.87
Totals:	10.48	21.92		\$69,785.72	\$279,142.87
Fairfax					
Principal Arterial	9.77	44.07	\$21,689.51	\$238,964.18	\$955,856.71
Minor Arterials	5.67	16.89	\$21,689.51	\$91,583.96	\$366,335.82
Collectors	3.44	8.29	\$12,734.62	\$26,392.50	\$105,570.00
Locals	52.83	106.18	\$12,734.62	\$338,040.49	\$1,352,161.95
Totals:	71.71	175.43		\$694,981.12	\$2,779,924.48
Comb PA/MA	15.44	60.96	\$21,689.51	\$330,548.13	\$1,322,192.53
Comb COL/LOC	56.27	114.47	\$12,734.62	\$364,432.99	\$1,457,731.95
Totals:	71.71	175.43		\$694,981.12	\$2,779,924.48

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Falls Church					
Principal Arterial	3.77	15.08	\$21,689.51	\$81,769.45	\$327,077.81
Minor Arterials	1.94	5.20	\$21,689.51	\$28,196.36	\$112,785.45
Collectors	5.32	11.40	\$12,734.62	\$36,293.67	\$145,174.67
Locals	22.06	44.04	\$12,734.62	\$140,208.17	\$560,832.66
Totals:	33.09	75.72		\$286,467.65	\$1,145,870.60
Comb PA/MA	5.71	20.28	\$21,689.51	\$109,965.82	\$439,863.26
Comb COL/LOC	27.38	55.44	\$12,734.62	\$176,501.83	\$706,007.33
Totals:	33.09	75.72		\$286,467.65	\$1,145,870.60
Herndon					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	10.92	41.58	\$21,689.51	\$225,462.46	\$901,849.83
Collectors	2.34	7.61	\$12,734.62	\$24,227.61	\$96,910.46
Locals	38.86	80.82	\$12,734.62	\$257,303.00	\$1,029,211.99
Totals:	52.12	130.01		\$506,993.07	\$2,027,972.27
Comb PA/MA	10.92	41.58	\$21,689.51	\$225,462.46	\$901,849.83
Comb COL/LOC	41.20	88.43	\$12,734.62	\$281,530.61	\$1,126,122.45
Totals:	52.12	130.01		\$506,993.07	\$2,027,972.27
Leesburg					
Principal Arterial	3.36	13.87	\$21,689.51	\$75,208.38	\$300,833.50
Minor Arterials	12.25	39.62	\$21,689.51	\$214,834.60	\$859,338.39
Collectors	14.90	43.98	\$12,734.62	\$140,017.15	\$560,068.59
Locals	78.15	164.01	\$12,734.62	\$522,151.26	\$2,088,605.03
Totals:	108.66	261.48		\$952,211.38	\$3,808,845.50
Comb PA/MA	15.61	53.49	\$21,689.51	\$290,042.97	\$1,160,171.89
Comb COL/LOC	93.05	207.99	\$12,734.62	\$662,168.40	\$2,648,673.61
Totals:	108.66	261.48		\$952,211.38	\$3,808,845.50

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Manassas					
Principal Arterial	5.23	18.16	\$21,689.51	\$98,470.38	\$393,881.50
Minor Arterials	18.43	67.96	\$21,689.51	\$368,504.77	\$1,474,019.10
Collectors	8.96	19.80	\$12,734.62	\$63,036.37	\$252,145.48
Locals	70.15	142.96	\$12,734.62	\$455,135.32	\$1,820,541.28
Totals:	102.77	248.88		\$985,146.84	\$3,940,587.35
Comb PA/MA	23.66	86.12	\$21,689.51	\$466,975.15	\$1,867,900.60
Comb COL/LOC	79.11	162.76	\$12,734.62	\$518,171.69	\$2,072,686.75
Totals:	102.77	248.88		\$985,146.84	\$3,940,587.35
Manassas Park					
Principal Arterial	0.31	1.24	\$21,689.51	\$6,723.75	\$26,894.99
Minor Arterials	1.50	6.00	\$21,689.51	\$32,534.27	\$130,137.06
Collectors	2.87	6.54	\$12,734.62	\$20,821.10	\$83,284.41
Locals	19.13	38.84	\$12,734.62	\$123,653.16	\$494,612.64
Totals:	23.81	52.62		\$183,732.28	\$734,929.11
Comb PA/MA	1.81	7.24	\$21,689.51	\$39,258.01	\$157,032.05
Comb COL/LOC	22.00	45.38	\$12,734.62	\$144,474.26	\$577,897.06
Totals:	23.81	52.62		\$183,732.28	\$734,929.11
Purcellville					
Principal Arterial	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Collectors	5.96	11.92	\$12,734.62	\$37,949.17	\$151,796.67
Locals	20.76	42.47	\$12,734.62	\$135,209.83	\$540,839.31
Totals:	26.72	54.39		\$173,159.00	\$692,635.98
Comb PA/MA	0.00	0.00	\$21,689.51	\$0.00	\$0.00
Comb COL/LOC	26.72	54.39	\$12,734.62	\$173,159.00	\$692,635.98
Totals:	26.72	54.39		\$173,159.00	\$692,635.98

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vienna					
Principal Arterial	2.40	9.60	\$21,689.51	\$52,054.82	\$208,219.30
Minor Arterials	2.89	7.57	\$21,689.51	\$41,047.40	\$164,189.59
Collectors	9.57	19.19	\$12,734.62	\$61,094.34	\$244,377.36
Locals	48.71	97.30	\$12,734.62	\$309,769.63	\$1,239,078.53
Totals:	63.57	133.66		\$463,966.19	\$1,855,864.77
Comb PA/MA	5.29	17.17	\$21,689.51	\$93,102.22	\$372,408.89
Comb COL/LOC	58.28	116.49	\$12,734.62	\$370,863.97	\$1,483,455.88
Totals:	63.57	133.66		\$463,966.19	\$1,855,864.77
NOVA DISTRICT TOTALS					
Principal Arterial	40.88	172.13	\$21,689.51	\$933,353.84	\$3,733,415.36
Minor Arterials	80.59	281.61	\$21,689.51	\$1,526,995.73	\$6,107,982.91
Collectors	79.40	189.52	\$12,734.62	\$603,366.30	\$2,413,465.18
Locals	498.05	1012.71	\$12,734.62	\$3,224,119.26	\$12,896,477.02
Totals:	698.92	1655.97		\$6,287,835.12	\$25,151,340.47
Comb PA/MA	121.47	453.74	\$21,689.51	\$2,460,349.57	\$9,841,398.27
Comb COL/LOC	577.45	1202.23	\$12,734.62	\$3,827,485.55	\$15,309,942.20
Totals:	698.92	1655.97		\$6,287,835.12	\$25,151,340.47

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 20

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
--------------	-----------------------------------	-----------------	-----------------	----------------------	-------------------

STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterial	658.48	2631.57	\$21,689.51	\$14,269,365.96	\$57,077,463.83
Minor Arterials	1142.80	3336.62	\$21,689.51	\$18,092,413.21	\$72,369,652.86
Collectors	1304.39	2846.50	\$12,734.62	\$9,062,273.96	\$36,249,095.83
Locals	8669.64	17337.45	\$12,734.62	\$55,196,459.38	\$220,785,837.52
Totals:	11775.31	26152.14		\$96,620,512.51	\$386,482,050.04
Comb PA/MA	1801.28	5968.19	\$21,689.51	\$32,361,779.17	\$129,447,116.69
Comb COL/LOC	9974.03	20183.95	\$12,734.62	\$64,258,733.34	\$257,034,933.35
Totals:	11775.31	26152.14		\$96,620,512.51	\$386,482,050.04

CHESAPEAKE BRIDGE MAINTENANCE	\$250,000.00	\$1,000,000.00
-------------------------------	--------------	----------------

TOTAL	\$387,482,050.04
--------------	-------------------------

VIRGINIA PORT AUTHORITY
 PAYMENT IN LIEU OF TAXES

Norfolk	\$170,755.08	\$683,020.32
Portsmouth	\$50,736.54	\$202,946.16
Newport News	\$20,680.65	\$82,722.60
Warren	\$7,827.73	\$31,310.92
Total		\$1,000,000.00

ATTACHMENT C
PERMIT FEE REVENUES - URBAN LOCALITIES
FY 20

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	117.64	\$808.70	\$202.18
	Big Stone Gap	64.42	\$442.85	\$110.71
	Bluefield	78.29	\$538.20	\$134.55
	Bristol	274.37	\$1,886.13	\$471.53
	Lebanon	63.85	\$438.93	\$109.73
	Marion	92.90	\$638.63	\$159.66
	Norton	62.40	\$428.96	\$107.24
	Richlands	71.04	\$488.36	\$122.09
	Saltville	31.20	\$214.48	\$53.62
	Tazewell	70.11	\$481.96	\$120.49
	Wise	34.81	\$239.30	\$59.82
	Wytheville	187.58	\$1,289.50	\$322.37
District Total		1,148.61	\$7,895.99	\$1,974.00
Salem	Bedford	98.64	\$678.09	\$169.52
	Blacksburg	245.88	\$1,690.27	\$422.57
	Christiansburg	257.96	\$1,773.32	\$443.33
	Galax	130.34	\$896.01	\$224.00
	Martinsville	222.28	\$1,528.04	\$382.01
	Narrows	30.79	\$211.66	\$52.92
	Pearisburg	39.52	\$271.68	\$67.92
	Pulaski	143.29	\$985.03	\$246.26
	Radford	156.84	\$1,078.18	\$269.54
	Roanoke	1,053.72	\$7,243.68	\$1,810.92
	Rocky Mount	94.10	\$646.88	\$161.72
	Salem	291.94	\$2,006.91	\$501.73
	Vinton	87.72	\$603.02	\$150.76
District Total		2,853.02	\$19,612.77	\$4,903.19
Lynchburg	Altavista	52.45	\$360.56	\$90.14
	Danville	724.22	\$4,978.57	\$1,244.64
	Farmville	114.36	\$786.16	\$196.54
	Lynchburg	808.09	\$5,555.13	\$1,388.78
	South Boston	139.84	\$961.31	\$240.33
District Total		1,838.96	\$12,641.73	\$3,160.43
Richmond	Ashland	113.07	\$777.29	\$194.32
	Blackstone	73.34	\$504.17	\$126.04
	Chase City	35.25	\$242.32	\$60.58
	Colonial Heights	194.03	\$1,333.84	\$333.46
	Hopewell	281.68	\$1,936.38	\$484.09

	Petersburg	395.16	\$2,716.48	\$679.12
	Richmond	1,835.29	\$12,616.50	\$3,154.12
	South Hill	94.37	\$648.74	\$162.18
District Total		3,022.19	\$20,775.71	\$5,193.93

Hampton Roads	Chesapeake	2,395.47	\$16,467.39	\$4,116.85
	Chincoteague	48.71	\$334.85	\$83.71
	Emporia	79.10	\$543.76	\$135.94
	Franklin	110.89	\$762.30	\$190.58
	Hampton	1,126.00	\$7,740.56	\$1,935.14
	Newport News	1,187.10	\$8,160.59	\$2,040.15
	Norfolk	1,659.15	\$11,405.64	\$2,851.41
	Poquoson	112.07	\$770.41	\$192.60
	Portsmouth	881.30	\$6,058.40	\$1,514.60
	Smithfield	97.27	\$668.67	\$167.17
	Suffolk	1,646.60	\$11,319.37	\$2,829.84
	Virginia Beach	3,431.17	\$23,587.20	\$5,896.80
	Williamsburg	119.44	\$821.08	\$205.27
District Total		12,894.27	\$88,640.24	\$22,160.06

Fredericksburg				
	Colonial Beach	50.92	\$350.04	\$87.51
	Fredericksburg	206.71	\$1,421.01	\$355.25
District Total		257.63	\$1,771.05	\$442.76

Culpeper	Charlottesville	284.27	\$1,954.18	\$488.55
	Culpeper	140.55	\$966.20	\$241.55
	Orange	60.22	\$413.98	\$103.49
	Warrenton	93.47	\$642.55	\$160.64
District Total		578.51	\$3,976.90	\$994.23

Staunton	Berryville	40.49	\$278.34	\$69.59
	Bridgewater	53.64	\$368.74	\$92.19
	Broadway	34.26	\$235.52	\$58.88
	Buena Vista	89.22	\$613.33	\$153.33
	Clifton Forge	44.42	\$305.36	\$76.34
	Covington	80.65	\$554.42	\$138.60
	Elkton	39.17	\$269.27	\$67.32
	Front Royal	137.20	\$943.17	\$235.79
	Grottoes	44.44	\$305.50	\$76.37
	Harrisonburg	323.14	\$2,221.39	\$555.35
	Lexington	55.60	\$382.22	\$95.55
	Luray	78.06	\$536.61	\$134.15
	Staunton	286.57	\$1,969.99	\$492.50
	Strasburg	43.25	\$297.32	\$74.33
	Waynesboro	269.26	\$1,851.00	\$462.75
Winchester	223.66	\$1,537.53	\$384.38	

	Woodstock	59.95	\$412.12	\$103.03
District Total		1,902.98	\$13,081.83	\$3,270.46
<hr/>				
Northern Virginia	Alexandria	501.86	\$3,449.98	\$862.50
	Dumfries	21.92	\$150.69	\$37.67
	Fairfax	175.43	\$1,205.97	\$301.49
	Falls Church	75.72	\$520.53	\$130.13
	Herndon	130.01	\$893.74	\$223.43
	Leesburg	261.48	\$1,797.52	\$449.38
	Manassas	248.88	\$1,710.90	\$427.72
	Manassas Park	52.62	\$361.73	\$90.43
	Purcellville	54.39	\$373.90	\$93.47
	Vienna	133.66	\$918.83	\$229.71
District Total		1,655.97	\$11,383.78	\$2,845.95
<hr/>				
Urban Total		26,152.14	\$179,780.00	\$44,945.00



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By:

Seconded By:

Action:

Title: Arlington and Henrico Counties Maintenance Payments FY 2019-2020

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 2019-2020 to Arlington and Henrico Counties are established as stated on Attachments A-1 and A-2.

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

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

#####

CTB Decision Brief

Arlington and Henrico Counties Maintenance Payments for FY 2019-2020

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 2019-2020 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
 - This year's maintenance payment rates are equal to last year's rates
 - There have been planned reductions in maintenance funding for the past three years. As is practice, the same growth factor is applied to VDOT Maintenance and Locality Maintenance Payments. The reductions planned in FY 2019 and 2020 were scaled back last year from the original plan.
 - Initially presented to the CTB in January 2017, reductions were proposed to the Maintenance Program after applying CPI growth
 - FY 2018 \$25 million one-time
 - FY 2019 \$12 million one-time (reduced to \$2.26M)
 - FY 2020 \$75 million base reduction (reduced to \$67M)
 - Adjustments were applied to the VDOT Maintenance Program and to City and County Street Maintenance Payments based on pro rata shares.
 - Efforts have been made to lessen the impacts of these reductions which included an additional allocation in FY 2020 of \$254,036 to normalize this year's maintenance payment rates.
- 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.

CTB Decision Brief

Arlington and Henrico Counties Maintenance Payments for FY 2019-2020

June 19, 2019

Page Two

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

Results, if Approved: The maintenance payment allocations to Arlington and Henrico Counties will be based on the FY 2019 budget adjusted by \$254,036.12 along with the additional revenues attributable to the overweight permit fees based on lane miles, and quarterly maintenance and construction payments will be made in accord with the amounts allocated.

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None.

ATTACHMENT A-1
ARLINGTON COUNTY
FY 2020
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

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

MAINTENANCE PAYMENT

<u>LANE MILES</u>		<u>RATE</u>	
1059.36		\$	19,125.2894

TOTAL MAINTENANCE PAYMENT	\$20,260,566.60
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT	\$20,260,566.60
QUARTERLY PAYMENT	\$5,065,141.65

ATTACHMENT A-2
HENRICO COUNTY
FY 2020
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

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

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>	
3525.86	\$	13,916.5896

TOTAL MAINTENANCE PAYMENT		\$49,067,946.52
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT		\$49,067,946.52
QUARTERLY PAYMENT		\$12,266,986.63

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

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	1,059.36	\$ 7,282.45	\$ 1,820.61
	Henrico County	3,525.86	\$ 24,238.14	\$ 6,059.53
County Total		4,585.22	\$ 31,520.59	\$ 7,880.15



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda Item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Botetourt Center at Greenfield, West Center Drive
Project ECON-011-827 – Botetourt County**

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

WHEREAS, the Botetourt County Board of Supervisors has, by appropriate resolution, requested Economic Development Access Program funds to serve eligible property to be located within the Botetourt Center at Greenfield property, located off of International Parkway (Route 839) and said access is estimated to cost approximately \$906,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board's (CTB) policy on Economic Development Access.

Resolution of the Board

Economic Development Access Program – Botetourt Center at Greenfield, West Center Drive –
Botetourt County

June 19, 2019

Page Two

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to eligible property within the Botetourt Center at Greenfield property, located off of International Parkway (Route 839), Project ECON-011-827, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Botetourt County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision by the LOCALITY of either i) documentation of a least \$3,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before August 19, 2024, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by July 19, 2024, at least \$3,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,250,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund in accordance with the CTB's Economic Development Access Fund Policy. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

#####

CTB Decision Brief

Economic Development Access – Botetourt County Botetourt Center at Greenfield

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Botetourt County Board of Supervisors has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to eligible property located within the Botetourt Center at Greenfield property development. Allocation of the requested funds by the CTB is sought.

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

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

Botetourt County plans to develop a section of the Botetourt Center at Greenfield comprising 5 parcels totaling 73 acres owned by the County, located off of International Parkway (Route 839) and 0.74 miles west of Route 220. The parcels do not currently have access to a public road system. The County proposes to construct a new roadway extending from International Parkway (Route 839), and continuing southwestward for 3,000 feet to a cul-de-sac that will provide access to the 5 parcels. The project will also include turn lanes along International Parkway. Botetourt County will administer design and construction of the proposed access road project.

Botetourt County's plans for the proposed access road will provide for a 24-foot wide asphalt roadway with shoulders and ditches, extending southwest from International Parkway approximately 0.57 mile in length within 50 feet of right of way to provide adequate access to the parcels within this additional development of Botetourt Center at Greenfield. VDOT Salem District staff concurs with the plans for the project and with the estimated project cost for eligible items and quantities of \$906,000. Botetourt County will be responsible for the required EDA Program matching funds and all project costs exceeding the state EDA Program allocation. Documentation of qualifying capital investment of \$3,250,000 or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the maximum allocation of \$650,000 (\$500,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access

Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



Botetourt County, Virginia

Board of Supervisors

1 West Main Street, No. 1
Fincastle, Virginia 24090
Phone (540) 928-2006
Fax (540) 473-8225

Board of Supervisors

Billy W. Martin, Sr.
Chairman

Donald M. Scothorn
Vice Chairman

Richard G. Bailey

Stephen P. Clinton

I. Ray Sloan

The regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, March 26, 2019, in Rooms 226-228 of the Greenfield Education and Training Center in Daleville, Virginia, beginning at 12:30 P. M.

PRESENT: Members: Mr. Billy W. Martin, Sr., Chairman
Dr. Donald M. Scothorn, Vice-Chairman
Mr. Steve Clinton
Mr. I. Ray Sloan
Dr. Richard G. Bailey

ABSENT: Members: None

There being no further discussion, on motion by Dr. Scothorn, seconded by Dr. Bailey, and carried by the following recorded vote, the Board adopted the following resolution requesting that the Commonwealth Transportation Board approve Economic Development Access Program funding for the West Center Drive road construction project in Botetourt Center at Greenfield.

AYES: Mr. Clinton, Mr. Sloan, Mr. Martin, Dr. Bailey, Dr. Scothorn

NAYS: None

ABSENT: None

ABSTAINING: None

Resolution Number 19-03-09

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

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

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

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

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

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


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

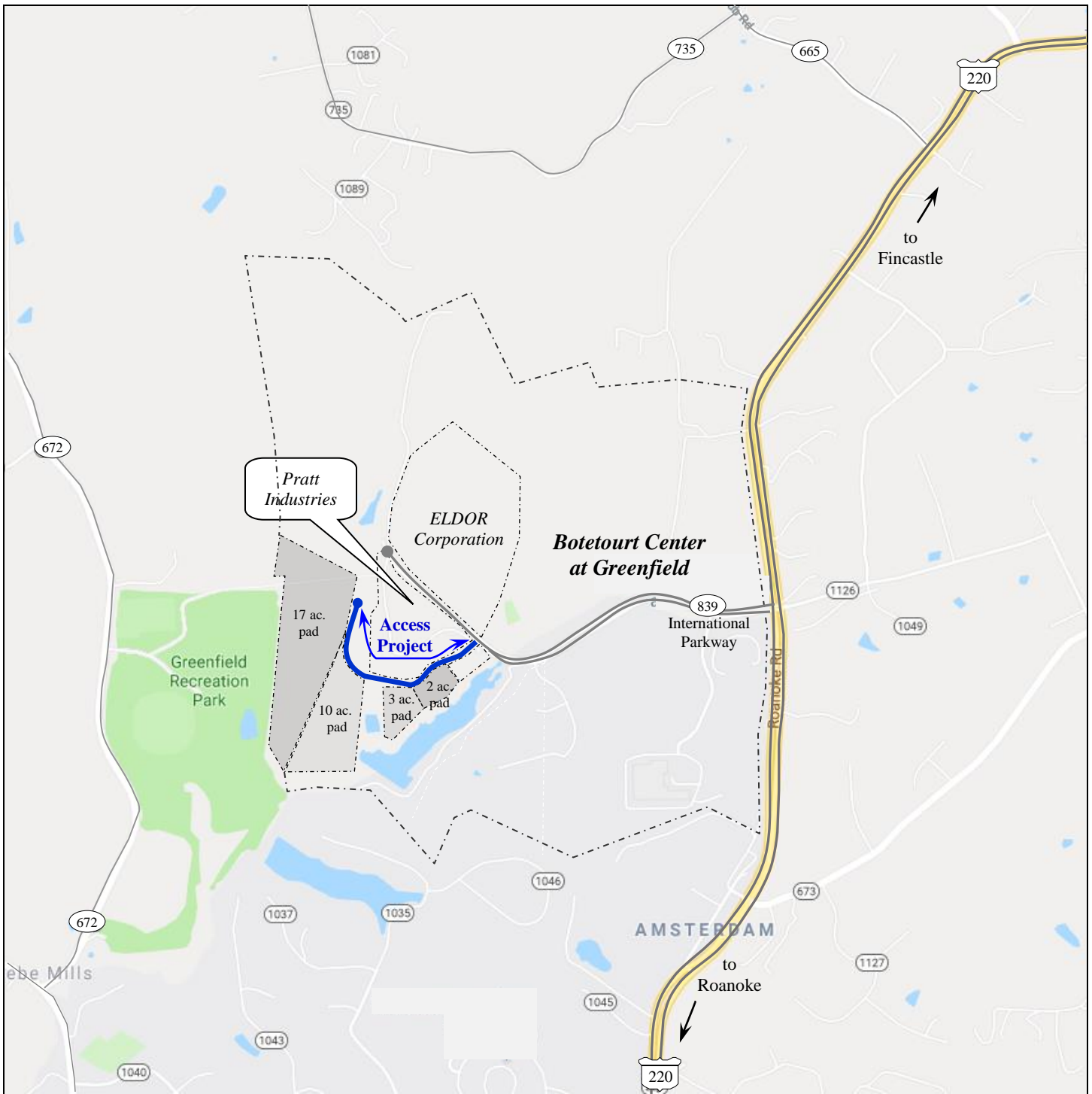
BE IT FURTHER RESOLVED THAT: The Botetourt County Board of Supervisors hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible capital outlay credit as determined by VDoT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on Tax Map 88, Parcel 20, within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and,

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

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

A Copy TESTE:


for Mr. Gary Larrowe
Botetourt County Administrator



PROPOSED INDUSTRIAL ACCESS PROJECT
Botetourt Center at Greenfield, West Center Drive
Project ECON-011-827
Botetourt County

Industrial Facility

Development along planned West Center Drive to include 5 parcels totaling 73 acres.

Access Facility

Project Length: 0.57 mile
 Pavement Width: 24 Feet
 Proposed R/W Width: 50 feet (minimum)
 Estimated Cost: \$906,000
 Proposed Allocation: \$650,000 (Bonded)
 (\$500,000 unmatched, \$150,000 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2019

MOTION

Made By: Choose an item., **Seconded By:** Choose an item.

Action: Motion Carried, Unanimously

Title: FY 2020 Revenue Sharing Program Project Allocations and Reallocation of Funds

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended, prescribes that from revenues made available by the General Assembly, the Commonwealth Transportation Board (“Board”), may make an equivalent matching allocation to any locality for designations by the governing body of up to \$5 million for use by the locality for improvement, construction, reconstruction, or maintenance of systems of highways located within the locality with up to \$2.5 million for use by the locality to maintain the highway systems within such locality; and

WHEREAS, § 33.2-357 further stipulates that, “[i]n allocating funds under this section, the Board shall give priority to projects as follows: first, to projects that have previously received an allocation of funds pursuant to this section; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan pursuant to § 33.2-353 or (ii) accelerate a project in a locality’s capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department’s maintenance performance targets”; and

WHEREAS, the governing bodies of certain eligible localities electing to participate in this program for FY 2019 and FY 2020 have, in concert with the Virginia Department of Transportation (VDOT), identified specific eligible project work; and

WHEREAS, the Board has established the Revenue Sharing Program Guidelines (Guidelines) as supplementary procedures in distributing and administering Revenue Sharing Program funds; and

WHEREAS, project requests for the FY 2019 and FY 2020 program determined to be eligible and in conformance with the Guidelines exceeded available funding; and

WHEREAS, pursuant to the Guidelines, if available funding is depleted prior to completely funding all projects within a priority, any remaining funds will be pro-rated within that priority or allocated as otherwise directed by the Board; and

WHEREAS, by resolution of June 20, 2018, based on available funding, the Board selected eligible projects for FY 2019 and 2020 and allocated funding for those projects in FY 2019 pursuant to § 33.2-357 of the *Code of Virginia* and in accord with the Revenue Sharing Program Policy and Guidelines; and

WHEREAS, pursuant to subsection D of § 33.2-357 of the *Code of Virginia*, the Board is required to make allocations from available funds pursuant to this section in each fiscal year and thus it is necessary for the Board to reiterate allocations previously made on June 20, 2018 for those projects selected for funding in FY 2020; and

WHEREAS, since the Board's action on June 20, 2018, the funding request was withdrawn for one of the projects previously selected to receive funding for Fiscal Year 2020, requiring a revision to the list of approved projects receiving an allocation in Fiscal Year 2020; and

WHEREAS, from projects meeting the criteria for de-allocation and projects that have been canceled at the request of the locality, additional Revenue Sharing funding is available as a result of the Board's January 16, 2019 resolution in accordance with the de-allocation process prescribed in the Board's Revenue Sharing Program Policy and Guidelines; and

WHEREAS, the projects/items of work set out in "Attachment A" fall within the intent of funding set forth in § 33.2-357 and comply with the Board's Revenue Sharing Program Policy and Guidelines for use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the revised project allocations as set forth in "Attachment A" for funding pursuant to § 33.2-357 of the *Code of Virginia* totaling \$100,000,000 from funding available for allocation in FY 2020 and totaling \$12,617,628 funding available for redistribution from prior years' allocations.

#####

CTB Decision Brief

FY 2020 Revenue Sharing Program Project Allocations and Reallocation of Funds

Issue: Pursuant to § 33.2-357 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation from revenues made available by the General Assembly (Revenue Sharing allocation) for improvement, construction, reconstruction, or maintenance of systems of state highways to any locality for designations by the governing body under certain conditions. The CTB approved allocations for eligible projects for Fiscal Year 2019 and Fiscal Year 2020 at the June 20, 2018 CTB meeting. However, pursuant to § 33.2-357 allocations for the Revenue Sharing Program are to be made on an annual basis. Further, since the CTB's action in June 2018, the funding request has been withdrawn for one of the projects previously selected to receive funding for Fiscal Year 2020 and the associated funds are available for redistribution. On January 16, 2019 the CTB approved Revenue Sharing project deallocations in accordance with CTB policy and guidelines. Approval of the Revenue Sharing Program allocations for FY2020, to include re-allocation of those newly available funds is now being requested.

Facts: According to § 33.2-357 of the *Code of Virginia*, in each fiscal year total funds allocated by the CTB shall not exceed the greater of \$100 million or seven percent of funds available for distribution pursuant to subsection D of § 33.2-358. The Revenue Sharing Program allows eligible localities to request up to \$5 million each year to improve, construct, reconstruct or maintain the highway systems located within such locality, in another locality or between two or more localities with up to \$2.5 million of this requested amount for use by a locality for maintenance of the highway systems within the locality.

In allocating funds under § 33.2-357, priority must first be given to projects that have previously received Revenue Sharing allocations (priority 1 projects); second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan or (ii) accelerate a project in the locality's capital plan (priority 2 projects); and, third, to those pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below VDOT's maintenance performance targets (priority 3 projects). The CTB's procedures for administering this Program and the distribution of the Revenue Sharing Program funds for FY 2020 are dictated by its Policy and the Revenue Sharing Program Guidelines (Guidelines), adopted December 5, 2018.

At its June 20, 2018 meeting, the CTB approved project allocations for eligible projects for FY 2019 and FY 2020, however § 33.2-357 requires that Revenue Sharing allocations be made in each fiscal year. Therefore, allocations for the FY 2020 projects need to again be formally approved by the CTB and further, will need to reflect funding revisions based on the withdrawn funding request (released funds).

Funding for projects for FY 2019 and FY 2020 was limited to \$217,161,200, which included Revenue Sharing funds budgeted for FY 2019 and FY 2020 along with funds that were previously de-allocated by the CTB and redistributed under the allocations approved pursuant the CTB's June 20, 2018 action. These funds were distributed as follows:

- All funding requests for priority 1 projects (those that have previously received Revenue Sharing Program allocations) were approved to receive the full amount requested.
- Funding requests for priority 2 projects (those that met a transportation need in the Statewide Transportation Plan or would accelerate a project in the locality's capital plan) were approved for funding of up to \$1 million per locality and requests over \$1 million per locality were approved at a pro-rated amount of 91.8%, in accordance with the Guidelines.

Available funding was insufficient at the time of the CTB's June 20, 2018 meeting to fully fund priority 2 projects. Funding was also insufficient to fund any priority 3 projects (pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below VDOT's maintenance performance targets).

As a result of the Department's annual de-allocation review process and the CTB's January 16, 2019 action to de-allocate specified Revenue Sharing funds, additional Revenue Sharing funding is available for redistribution at the discretion of the CTB. These de-allocated funds, along with the released funds, are available to address the full amount requested for projects meeting priority 2 funding selection criteria and to fund project requests meeting the priority 3 funding selection criterion for maintenance type work, which have not otherwise been funded.

Recommendation: VDOT recommends that the allocations, which include redistribution of the released and de-allocated Revenue Sharing funds, be approved for those projects and in the amounts as identified on "Attachment A."

Action Required by CTB: § 33.2-357 stipulates that the CTB make Revenue Sharing allocations from available funds in each fiscal year. A resolution is provided for formal vote.

Result, if Approved: The localities will be able to use the allocated funds for projects in accordance with their governing bodies' requests to the CTB. VDOT and the localities will be able to proceed with the projects upon allocation approval and authorization of funds.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Revenue Sharing Projects Recommended for Allocation
Commonwealth Transportation Board
June 19, 2019**

District	Locality	UPC	Priority	Priority 1 Projects FY2020 Allocation	Priority 2 Projects FY2020 Allocation	Priority 2 Projects FY19 Reallocation (Deallocations)	Priority 3 Projects FY19 Reallocation (Deallocations)	Total Allocation
Bristol	Tazewell Town	T23120	3	\$0	\$0	\$0	\$500,000	\$500,000
Culpeper	Albemarle Co	113385	2	\$0	\$1,566,450	\$203,804	\$0	\$1,770,254
Culpeper	Albemarle Co	113183	2	\$0	\$613,501	\$54,611	\$0	\$668,112
Culpeper	Albemarle Co	113186	2	\$0	\$1,235,073	\$109,940	\$0	\$1,345,013
Culpeper	Albemarle Co	113188	2	\$0	\$0	\$61,713	\$0	\$61,713
Culpeper	Charlottesville	113175	2	\$0	\$413,218	\$73,565	\$0	\$486,783
Culpeper	Charlottesville	113176	2	\$0	\$0	\$163,478	\$0	\$163,478
Culpeper	Charlottesville	113177	2	\$0	\$1,836,522	\$163,478	\$0	\$2,000,000
Culpeper	Culpeper Co	113049	2	\$0	\$250,847	\$0	\$0	\$250,847
Culpeper	Culpeper Co	113046	2	\$0	\$255,276	\$0	\$0	\$255,276
Culpeper	Orange Town	112986	2	\$0	\$12,424	\$0	\$0	\$12,424
Culpeper	Orange Town	112983	2	\$0	\$11,820	\$0	\$0	\$11,820
Culpeper	Orange Town	112981	2	\$0	\$21,236	\$0	\$0	\$21,236
Fredericksburg	Spotsylvania Co	107141	1	\$3,050,000	\$0	\$0	\$0	\$3,050,000
Fredericksburg	Spotsylvania Co	113172	2	\$0	\$1,877,392	\$122,608	\$0	\$2,000,000
Fredericksburg	Stafford Co	107194	1	\$549,212	\$0	\$0	\$0	\$549,212
Fredericksburg	Westmoreland	113179	2	\$0	\$65,000	\$0	\$0	\$65,000
Fredericksburg	Westmoreland	113180	2	\$0	\$83,500	\$0	\$0	\$83,500
Hampton Roads	Chesapeake	113199	2	\$0	\$4,423,910	\$735,650	\$0	\$5,159,560
Hampton Roads	Hampton City	107340	1	\$157,315	\$0	\$0	\$0	\$157,315
Hampton Roads	James City Co	113271	2	\$0	\$0	\$23,223	\$0	\$23,223
Hampton Roads	Newport News	105624	1	\$2,850,000	\$0	\$0	\$0	\$2,850,000
Hampton Roads	Newport News	105625	1	\$1,230,000	\$0	\$0	\$0	\$1,230,000
Hampton Roads	Newport News	108722	1	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Hampton Roads	Newport News	113259	2	\$0	\$0	\$20,435	\$0	\$20,435
Hampton Roads	Norfolk	113193	2	\$0	\$1,308,522	\$116,478	\$0	\$1,425,000
Hampton Roads	Norfolk	113194	2	\$0	\$0	\$33	\$0	\$33
Hampton Roads	Norfolk	113201	2	\$0	\$0	\$51,610	\$0	\$51,610
Hampton Roads	Portsmouth	107287	1	\$262,500	\$0	\$0	\$0	\$262,500
Hampton Roads	Portsmouth	113265	2	\$0	\$0	\$38,826	\$0	\$38,826

**Revenue Sharing Projects Recommended for Allocation
Commonwealth Transportation Board
June 19, 2019**

District	Locality	UPC	Priority	Priority 1 Projects FY2020 Allocation	Priority 2 Projects FY2020 Allocation	Priority 2 Projects FY19 Reallocation (Deallocations)	Priority 3 Projects FY19 Reallocation (Deallocations)	Total Allocation
Hampton Roads	Portsmouth	113267	2	\$0	\$0	\$54,806	\$0	\$54,806
Hampton Roads	Suffolk	107265	1	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Hampton Roads	Suffolk	111089	2	\$0	\$895,305	\$0	\$0	\$895,305
Hampton Roads	Suffolk	107267	1	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Hampton Roads	Suffolk	113126	2	\$0	\$2,898,349	\$289,151	\$0	\$3,187,500
Hampton Roads	Virginia Beach	113196	2	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Hampton Roads	Virginia Beach	15828	1	\$4,000,000	\$0	\$0	\$0	\$4,000,000
Hampton Roads	Williamsburg	112658	2	\$0	\$1,340,793	\$30,336	\$0	\$1,371,129
Hampton Roads	York Co	113278	2	\$0	\$0	\$4,904	\$0	\$4,904
Hampton Roads	York Co	113277	2	\$0	\$229,565	\$20,435	\$0	\$250,000
Hampton Roads	York Co	113276	2	\$0	\$238,748	\$21,252	\$0	\$260,000
Lynchburg	Danville	113247	2	\$0	\$0	\$9,865	\$0	\$9,865
Lynchburg	Danville	113331	2	\$0	\$459,131	\$40,869	\$0	\$500,000
Lynchburg	Danville	113115	2	\$0	\$459,131	\$40,869	\$0	\$500,000
Lynchburg	Danville	113288	2	\$0	\$198,804	\$17,696	\$0	\$216,500
Lynchburg	Lynchburg	113116	2	\$0	\$0	\$81,739	\$0	\$81,739
Lynchburg	Lynchburg	111919	2	\$0	\$688,696	\$61,304	\$0	\$750,000
Lynchburg	Lynchburg	113272	2	\$0	\$2,066,087	\$183,913	\$0	\$2,250,000
Lynchburg	Lynchburg	113326	2	\$0	\$1,836,522	\$163,478	\$0	\$2,000,000
Lynchburg	Lynchburg	113117	2	\$0	\$0	\$143,043	\$0	\$143,043
Lynchburg	Lynchburg	113270	2	\$0	\$0	\$102,174	\$0	\$102,174
Lynchburg	So Boston	113325	2	\$0	\$123,210	\$0	\$0	\$123,210
Lynchburg	So Boston	113289	2	\$0	\$356,581	\$0	\$0	\$356,581
NOVA	Alexandria	113248	2	\$0	\$632,051	\$82,434	\$0	\$714,485
NOVA	Alexandria	T23109	3	\$0	\$0	\$0	\$3,197,000	\$3,197,000
NOVA	Arlington Co	104323	1	\$356,941	\$0	\$0	\$0	\$356,941
NOVA	Arlington Co	113249	2	\$0	\$125,000	\$0	\$0	\$125,000
NOVA	Arlington Co	113252	2	\$0	\$548,435	\$26,565	\$0	\$575,000
NOVA	Arlington Co	113253	2	\$0	\$0	\$22,478	\$0	\$22,478
NOVA	Fairfax City	107013	1	\$5,000,000	\$0	\$0	\$0	\$5,000,000

**Revenue Sharing Projects Recommended for Allocation
Commonwealth Transportation Board
June 19, 2019**

District	Locality	UPC	Priority	Priority 1 Projects FY2020 Allocation	Priority 2 Projects FY2020 Allocation	Priority 2 Projects FY19 Reallocation (Deallocations)	Priority 3 Projects FY19 Reallocation (Deallocations)	Total Allocation
NOVA	Fairfax City	113124	2	\$0	\$0	\$131,739	\$0	\$131,739
NOVA	Fairfax Co	112479*	2	\$0	\$4,914,315	\$96,582	\$0	\$5,010,897
NOVA	Falls Church	113184	2	\$0	\$440,261	\$34,739	\$0	\$475,000
NOVA	Falls Church	113185	2	\$0	\$62,500	\$0	\$0	\$62,500
NOVA	Falls Church	113256	2	\$0	\$62,500	\$0	\$0	\$62,500
NOVA	Herndon	105521	2	\$0	\$858,245	\$69,682	\$0	\$927,927
NOVA	Herndon	T23110	3	\$0	\$0	\$0	\$308,000	\$308,000
NOVA	Leesburg	106573	2	\$0	\$4,190,690	\$408,693	\$0	\$4,599,383
NOVA	Leesburg	T23115	3	\$0	\$0	\$0	\$1,000,000	\$1,000,000
NOVA	Loudoun Co	113189	2	\$0	\$2,537,968	\$326,956	\$0	\$2,864,924
NOVA	Loudoun Co	106995	1	\$5,000,000	\$0	\$0	\$0	\$5,000,000
NOVA	Manassas	113192	2	\$0	\$0	\$4,109	\$0	\$4,109
NOVA	Manassas Park	113182	2	\$0	\$245,999	\$8,501	\$0	\$254,500
NOVA	Manassas Park	113223	2	\$0	\$672,500	\$0	\$0	\$672,500
NOVA	Prince William Co	113198*	2	\$0	\$1,446,806	\$0	\$0	\$1,446,806
NOVA	Prince William Co	107947	1	\$3,378,750	\$0	\$0	\$0	\$3,378,750
NOVA	Purcellville	113197	2	\$0	\$353,217	\$36,783	\$0	\$390,000
NOVA	Purcellville	113195	2	\$0	\$212,161	\$25,339	\$0	\$237,500
NOVA	Purcellville	113216	2	\$0	\$890,000	\$0	\$0	\$890,000
NOVA	Vienna	113219	2	\$0	\$350,000	\$0	\$0	\$350,000
NOVA	Vienna	T23116	3	\$0	\$0	\$0	\$269,500	\$269,500
Richmond	Brunswick	113314	2	\$0	\$25,000	\$0	\$0	\$25,000
Richmond	Brunswick	113298	2	\$0	\$25,000	\$0	\$0	\$25,000
Richmond	Chesterfield	113315	2	\$0	\$360,406	\$0	\$0	\$360,406
Richmond	Chesterfield	107083	1	\$2,100,000	\$0	\$0	\$0	\$2,100,000
Richmond	Chesterfield	108647	1	\$687,176	\$0	\$0	\$0	\$687,176
Richmond	Chesterfield	107088	1	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Richmond	Chesterfield	112974	2	\$0	\$212,824	\$0	\$0	\$212,824
Richmond	Goochland Co	113323	2	\$0	\$0	\$73,483	\$0	\$73,483
Richmond	Henrico Co	113261	2	\$0	\$166,205	\$14,795	\$0	\$181,000

**Revenue Sharing Projects Recommended for Allocation
Commonwealth Transportation Board
June 19, 2019**

District	Locality	UPC	Priority	Priority 1 Projects FY2020 Allocation	Priority 2 Projects FY2020 Allocation	Priority 2 Projects FY19 Reallocation (Deallocations)	Priority 3 Projects FY19 Reallocation (Deallocations)	Total Allocation
Richmond	Henrico Co	113263	2	\$0	\$987,131	\$87,869	\$0	\$1,075,000
Richmond	Henrico Co	113264	2	\$0	\$101,009	\$8,991	\$0	\$110,000
Richmond	Henrico Co	113266	2	\$0	\$0	\$20,026	\$0	\$20,026
Richmond	Henrico Co	113268	2	\$0	\$0	\$16,961	\$0	\$16,961
Richmond	Henrico Co	113317	2	\$0	\$41,781	\$3,719	\$0	\$45,500
Richmond	Henrico Co	113280	2	\$0	\$0	\$65,391	\$0	\$65,391
Richmond	Henrico Co	113281	2	\$0	\$0	\$75,772	\$0	\$75,772
Richmond	Henrico Co	113260	2	\$0	\$2,313,627	\$222,023	\$0	\$2,535,650
Richmond	Henrico Co	113258	2	\$0	\$0	\$81,739	\$0	\$81,739
Richmond	Henrico Co	113257	2	\$0	\$0	\$15,898	\$0	\$15,898
Richmond	Hopewell	113072	2	\$0	\$280,000	\$0	\$0	\$280,000
Richmond	Hopewell	113283	2	\$0	\$200,000	\$0	\$0	\$200,000
Richmond	Mecklenburg Co	113286	2	\$0	\$2,298,396	\$219,206	\$0	\$2,517,602
Richmond	Mecklenburg Co	113297	2	\$0	\$0	\$11,421	\$0	\$11,421
Richmond	Petersburg	113070	2	\$0	\$0	\$81,739	\$0	\$81,739
Richmond	Richmond	113291	2	\$0	\$710,877	\$126,287	\$0	\$837,164
Richmond	Richmond	113293	2	\$0	\$0	\$23,500	\$0	\$23,500
Richmond	Richmond	113296	2	\$0	\$0	\$73,565	\$0	\$73,565
Richmond	Richmond	113290	2	\$0	\$1,377,392	\$122,608	\$0	\$1,500,000
Richmond	Richmond	113073	2	\$0	\$367,304	\$32,696	\$0	\$400,000
Richmond	Richmond	113295	2	\$0	\$0	\$65,391	\$0	\$65,391
Salem	Blacksburg	113130	2	\$0	\$30,000	\$0	\$0	\$30,000
Salem	Blacksburg	113132	2	\$0	\$125,000	\$0	\$0	\$125,000
Salem	Blacksburg	113128	2	\$0	\$15,000	\$0	\$0	\$15,000
Salem	Blacksburg	113129	2	\$0	\$12,500	\$0	\$0	\$12,500
Salem	Blacksburg	113133	2	\$0	\$100,000	\$0	\$0	\$100,000
Salem	Blacksburg	T23106	3	\$0	\$0	\$0	\$325,000	\$325,000
Salem	Christiansburg	113135	2	\$0	\$549,863	\$60,413	\$0	\$610,276
Salem	Christiansburg	113136	2	\$0	\$1,102,506	\$91,955	\$0	\$1,194,461
Salem	Montgomery	113143	2	\$0	\$377,844	\$0	\$0	\$377,844

**Revenue Sharing Projects Recommended for Allocation
Commonwealth Transportation Board
June 19, 2019**

District	Locality	UPC	Priority	Priority 1 Projects FY2020 Allocation	Priority 2 Projects FY2020 Allocation	Priority 2 Projects FY19 Reallocation (Deallocations)	Priority 3 Projects FY19 Reallocation (Deallocations)	Total Allocation
Salem	Pearisburg	T23107	3	\$0	\$0	\$0	\$120,000	\$120,000
Salem	Roanoke	113138	2	\$0	\$1,019,166	\$163,478	\$0	\$1,182,644
Salem	Roanoke	113139	2	\$0	\$1,104,275	\$158,455	\$0	\$1,262,730
Salem	Roanoke	110101	2	\$0	\$413,218	\$0	\$0	\$413,218
Salem	Roanoke	113140	2	\$0	\$1,800,916	\$180,571	\$0	\$1,981,487
Salem	Roanoke Co	112304	2	\$0	\$251,120	\$0	\$0	\$251,120
Salem	Roanoke Co	113144	2	\$0	\$323,440	\$0	\$0	\$323,440
Salem	Salem	113142	2	\$0	\$500,000	\$0	\$0	\$500,000
Staunton	Harrisonburg	112937	2	\$0	\$0	\$7,152	\$0	\$7,152
Staunton	Luray	112940	2	\$0	\$413,016	\$0	\$0	\$413,016
Staunton	Strasburg	112944	2	\$0	\$672,811	\$16,179	\$0	\$688,990
Staunton	Warren Co	112945	2	\$0	\$355,000	\$0	\$0	\$355,000
Staunton	Warren Co	112946	2	\$0	\$507,339	\$45,161	\$0	\$552,500
Staunton	Warren Co	112958	2	\$0	\$11,625	\$0	\$0	\$11,625
Staunton	Warren Co	112959	2	\$0	\$234,602	\$7,898	\$0	\$242,500
Staunton	Winchester	111027	2	\$0	\$983,652	\$16,348	\$0	\$1,000,000
Staunton	Winchester	112961	2	\$0	\$0	\$12,261	\$0	\$12,261
Staunton	Winchester	112963	2	\$0	\$0	\$122,608	\$0	\$122,608
Staunton	Winchester	111418	2	\$0	\$0	\$92,683	\$0	\$92,683
	TOTALS			\$34,321,894	\$65,678,106	\$6,898,128	\$5,719,500	\$112,617,628
	*Projects using FY20 released funds to offset prorate							

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
A50	97111	FROM: 0.048 MILES WEST OF I-81 NB	A & J DEVELOPMENT AND EXCAVATION, INC.	7	\$12,560,729.22	\$11,636,611.14
	0011-082-752, C501,B621	TO: 0.024 MILES EAST OF I-81 NB	MT. CRAWFORD			
	BR-5115(150)	ROCKINGHAM	VA			
	Construction Funds	STAUNTON DISTRICT				
		SGR - ROUTE 11 OVER I-81 BRIDGE REPLACEMENT				

1 Recommended for AWARD \$12,560,729.22

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
A48	93087	FROM: 0.145 MI. N. OF RTE 76	CORMAN KOKOSING CONSTRUCTION COMPANY	4	\$9,126,840.00	\$8,760,989.58
	0195-127-599,C501,B660	TO: 0.071 MI. S. OF RTE 76	ANNAPOLIS JUNCTION			
	NHPP-195-6(025)	RICHMOND CITY	MD			
	Construction Funds	RICHMOND DISTRICT				
		SGR - BRIDGE REPAIR OVER RTE. 76 AND CSX RR				

1 Recommended for AWARD \$9,126,840.00

June 2019 CTB Meeting

A50

0011-082-752, B621, C501

Rockingham County

The primary purpose and need of this project is to replace the Route 11 Bridge over I-81. The bridge was built in 1965. Route 11 is a two lane roadway and has a current Average Daily Traffic of 3,600 vehicles per day (~ 2600 vehicles west bound and 1000 vehicles east bound per day). An initial alignment and interchange alternative analysis was completed and a preferred alignment and interchange configuration was selected. The proposed construction consists of building the new bridge approximately 60 feet to the south of the existing bridge and realigning the approaches. Additionally, the intersection of the north bound I-81 exit and entrance ramps with Route 11 will be signalized to improve the traffic operations of the interchange.

The project will replace the bridge with a single two-way two lane bridge with protected left turn lanes at about the same elevation as the existing crossing.

Fixed Completion Date: May 24, 2021

A48

0195-127-599, C501, B660

City of Richmond

The purpose of this project is to rehabilitate the structurally deficient bridge that carries Route 195 Southbound over Route 76 (Powhite Parkway), CSX Railroad and Ramp S toward Cary Street/Floyd Avenue in the City of Richmond. The existing structure is a 611.5 foot, six span, curved steel girder, concrete deck bridge with varying skew. It is supported on five integral steel straddle bents and two shelf abutments founded on steel piles.

Repairs include a combination of staged deck replacement and steel repairs. The three north spans will receive a concrete overlay and deck replacement of the exterior bays and overhangs to allow replacement of the parapets. The three south spans will receive a full deck replacement. Steel repairs will include replacement of the existing cantilever steel seats located along each straddle bent with new bolted cantilever steel seats, and strengthening of the existing integral steel straddle bents as necessary. Staged construction will be used to maintain two lanes of traffic on the bridge for the duration of the project and minimize disruption to the traveling public.

Fixed Completion Date: March 3, 2021