



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

June 14, 2016

8:30 a.m. or upon adjournment of the June 13, 2016 Workshop Meeting.

Public Comments:

Approval of Minutes May 18, 2016

ASSET MANAGEMENT DIVISION:

Presenting: Jennifer Ahlin
Director

1. Action on Approval of State of Good Repair Prioritization Process Methodology and FY 2017 State of Good Repair Percentage Fund Distribution.

LOCAL ASSISTANCE DIVISION:

Presenting: Julie Brown
Division Administrator

2. Action on FY 17 Revenue Sharing Program Allocations.
3. Action on FY 17 High Volume Unpaved Roads Program Allocations Approval
4. Action on FY 17 Surface Transportation Block Grant Program (STBGP) Transportation Alternatives Set-aside Projects Approval.
5. Action on Arlington and Henrico Counties Maintenance Payments FY 2016-2017.
6. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2016-2017.

7. Action on FY17 Primary Extension Improvement Program Allocations.
8. Action on Economic Development Access Project Approval: CenterPoint Intermodal Center, Project ECON-133-404, M501, City of Suffolk, Located in the Hampton Roads District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Administrator

9. Action on FY16-21 Six-Year Improvement Program Transfers For April 23 through May 24, 2016.
10. Action on Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2017 – 2022.

ANNUAL BUDGETS:

Presenting: John
Lawson ***Chief Financial***
Officer- VDOT

11. Action on Fiscal Year 2017 Annual Budgets: Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Department of Transportation.

Presenting: Steve Pittard
Chief Financial Officer- DRPT

NORTHERN VIRGINIA DISTRICT:

Presenting: Susan Shaw
Megaproject Director

12. Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3

Presenting: Amanda Baxter
Megaproject Director

13. Action on VDOT I-66 Inside the Beltway Toll System and Services Contract Award.

CONSTRUCTION DIVISION:

Presenting: Don Silies
Director of Contracts

14. Bids
Threshold Report

NEW BUSINESS:

ADJOURNMENT:



COMMONWEALTH of VIRGINIA
Commonwealth Transportation Board

Aubrey L. Layne, Jr.
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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Approval of State of Good Repair Prioritization Process Methodology and FY 2017 State of Good Repair Percentage Fund Distribution

WHEREAS, § 33.2-369 of the *Code of Virginia* prescribes that the Commonwealth Transportation Board (the Board) shall use funds allocated in § 33.2-358 and § 58.1-1741 for state of good repair purposes for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, § 33.2-369 (B) also requires that the state of good repair funds be allocated by the Board to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements; and

WHEREAS, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly requires the Board to develop the priority ranking system pursuant to § 33.2-369 of the *Code* by July 1, 2016; and

WHEREAS, VDOT has developed a proposed priority ranking system methodology for structurally deficient bridges and deteriorated pavements that meets the requirements expressed in § 33.2-369 (B) which was presented to the Board on April 19, 2016

Resolution of the Board

Approval of State of Good Repair Prioritization Process Methodology and FY 2017 State of Good Repair Percentage Fund Distribution

June 14, 2016

Page Two

and is set out in Attachment A (proposed State of Good Repair Prioritization Process Methodology); and

WHEREAS, The State of Good Repair Prioritization Process Methodology takes into consideration those factors mandated by § 33.2-369 (B) of the *Code* for purposes of identifying the state of good repair needs and prioritizes those needs in order for the Board to allocate the state of good repair funds to projects to address those identified needs; and

WHEREAS, VDOT has further developed State of Good Repair preliminary district allocation percentages as set out in Attachment B (FY 2017 State of Good Repair Percentage Fund Distribution Chart) for use for the FY 2017 State of Good Repair allocations; and

WHEREAS, VDOT recommends that the Board approve the State of Good Repair Prioritization Process Methodology set out in Attachment A for purposes of identifying the state of good repair needs and prioritizing those needs in order for the Board to allocate the state of good repair funds to projects; and

WHEREAS, VDOT recommends that the Board approve the FY 2017 State of Good Repair Percentage Fund Distribution set out in Attachment B for the State of Good Repair Program in FY 2017.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the proposed State of Good Repair Prioritization Process Methodology contained in Attachment A is hereby approved and adopted for purposes of identifying the state of good repair needs and prioritizing those needs in order for the Board to allocate the state of good repair funds to projects.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the FY 2017 State of Good Repair Percentage Fund Distribution provided in Attachment B are approved for the purpose of providing FY 2017 State of Good Repair Program allocations.

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ATTACHMENT A

The Commonwealth Transportation Board

State of Good Repair Prioritization
Process Methodology
For The
CTB Allocation of Funds and Project Selection

JUNE 2016

Purpose

This document describes a process and methodology which is designed to fulfill Commonwealth Transportation Board's statutory obligation to develop a "priority ranking system" for the allocation of state of good repair funds. The Commonwealth Transportation Board's approval of the methodology, by July 1, 2016, will meet the requirements of the second enactment clause of HB 1887, Chapter 684 of the 2015 Acts of Assembly.

Statutory Background

During the 2015 Session, the Virginia General Assembly passed HB 1887, enacted as Chapter 684 of the Acts of Assembly, a comprehensive transportation funding bill. The portions of the bill that address funding for state of good repair are reprinted below.

Section 33.2-358(D) applies to funds allocated for fiscal years beginning July 1, 2020 and provides:

after funds are set aside for administrative and general expenses and pursuant to other provisions in this title that provide for the disposition of funds prior to allocation for highway purposes, and after allocation is made pursuant to subsection B, the Board shall allocate [forty-five percent of] all remaining funds, including funds apportioned pursuant to 23 U.S.C. § 104 ... to state of good repair purposes as set forth in § 33.2-369.

State of Good Repair is defined in § 33.2-369(A) as "improvement of deficient pavement conditions and improvement of structurally deficient bridges."

The General Assembly directs the Commonwealth Transportation Board to allocate state of good repair funds in accordance with the provisions of § 33.2-369. Paragraphs B and C of that section provide:

B. The Board shall allocate these funds to projects in all nine highway construction districts for state of good repair purposes based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements. The Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year. The Board may, by a duly adopted resolution, waive the cap provided in this section for a fiscal year only when it determines that due to extraordinary circumstances or needs the cap inhibits the ability of the Department to address a key pavement or bridge need that has been identified.

C. In any year in which the Department has not met the established targets for secondary pavements developed in accordance with § 33.2-232 and before making the allocations in subsection B, the Board may allocate up to 20 percent of these funds to all nine highway construction districts to improve the condition of secondary pavements. The Board shall ensure an equitable needs-based distribution of funds among highway construction districts based on the mileage, condition, and cost to improve secondary pavements.

Section 33.2-232 requires the Commissioner of Highways to include in the Department's deficient bridge and pavement annual report:

- Beginning with the November 2015 report through the November 2019 report, the allocations to the reconstruction and rehabilitation of functionally obsolete or structurally deficient bridges and to the reconstruction of pavements determined to have a combined condition index of less than 60, and
- beginning in 2016, a listing of prioritized pavement and bridge needs based on the priority ranking system developed by the Board pursuant to § 33.2-369 and a description of the priority ranking system, and
- beginning in 2020, the methodology used to determine allocations of construction funds for state of good repair purposes as defined in § 33.2-369 and any waiver of the cap provided for in subsection B of § 33.2-369.

The second enactment clause of HB1887 (Chapter 684, 2015 Acts of Assembly) requires the prioritization process to be approved by the Board by July 1, 2016.

Process and Methodology

Step 1 – Needs Assessment Process

Bridge Needs

1. The Commonwealth's bridges are inspected once every two years, or more frequently, depending on the bridge's condition using a national rating system.
2. The data collected from the inspection provides for an assessment of the condition of the bridge and is compiled within the bridge management system.
3. The bridge management system then determines the type of work recommended, and provides a list of needs or work to be performed.
4. The bridge needs are then separated to identify the structurally deficient bridges within the National Bridge Inventory. The bridge needs, in the National Bridge Inventory, beginning with those rated structurally deficient will be used in determining the State of Good Repair Needs.

Pavement Needs

1. The conditions of the Commonwealth's Interstate, primary and primary extension pavements are assessed annually using automated data collection technology.
2. Pavements are rated based on visible distresses, and the data is incorporated into the pavement management system.
3. The pavement condition data is analyzed within the pavement management system to assess maintenance needs using those elements of pavement distresses, traffic level, and structural condition based on asset management principles.
4. The pavement management system then provides the mileage, recommended treatment, and estimated costs to perform the necessary work on pavements, or pavement needs.

5. The deteriorated pavement needs will be used in determining the State of Good Repair Needs.

Step 2 – State of Good Repair Needs and Funding Distribution Methodology

1. The State of Good Repair Needs are the total cost of the structurally deficient bridge needs on the National Bridge Inventory, and the total cost of deteriorated pavement needs on Interstate and primary highways, including municipally-maintained primary extensions.
2. The State of Good Repair Needs are compiled to determine the recommended State of Good Repair Funding Distribution allocated to each construction district.
 - a. As provided for in the Code of Virginia (§ 33.2-369) each construction district receives no less than 5.5% and no more than 17.5% in a given year.
 - b. Individual district percentages are determined by dividing district needs by the statewide needs.
 - c. If any district's needs are less than 5.5% then the amount provided to other districts is reduced on a pro-rata basis to ensure such district receives 5.5% of available funding.
 - d. Then if any district's needs percentage would require more than 17.5% of the funding, the district's percentage of funding will be reduced to 17.5% and the delta between the district's need percentage and 17.5% would be distributed to the remaining districts based on their needs percentage.
3. The State of Good Repair Needs are used to break down the percentage at the construction district level into four separate funding distributions – VDOT Bridge, Locality-owned Bridges, VDOT Pavement, and Municipally-maintained Primary Extensions (Pavement).
 - a. Attachment B to the resolution shows the percentage fund distribution used for distributing the FY 2017 and FY 2018 State of Good Repair funds. VDOT will update the percentage fund distribution in FY 2019 based on the needs assessment shown in the FY 2018 Annual Report.

Step 3 – Priority Ranking System Methodology

The priority ranking system required by § 33.2-369 will have two components – one for bridges eligible for State of Good Repair funding and one for pavements eligible for State of Good Repair funding.

Bridges

1. The priority ranking system will examine all bridges in the Commonwealth eligible for State of Good Repair funding and rank the bridges in priority order based on the following criteria and weighting:
 - a. Condition - General – measures overall condition of the bridge using detailed condition data compiled from the safety inspection report. Weighting - 25%.
 - b. Cost-Effectiveness – based on the ratio of actual project cost to the cost for full replacement. Weighting - 20%.
 - c. Number and Cost - Highway Traffic Impacts – based on traffic volume, truck traffic, detour, route and proximity to critical facilities. Weighting -

- 30%.
- d. Condition - Design Redundancy and Safety – fracture-critical, fatigue prone details and scour and seismic vulnerability. Weighting - 15%.
 - e. Condition - Structure Capacity – takes in consideration whether the bridge will be posted or has issues with clearances. Weighting - 10%.
2. A priority list of bridges for repairs will be developed for each district based on the priority ranking system.
 3. For VDOT bridges, the prioritized list will be sent to each district for review. Each district shall use the prioritized bridge repair list to create recommended projects, except when the District Engineer/Administrator provides a written justification for an exception and such justification is approved by the Chief Engineer.
 4. For Locality-owned bridges, the priority list of bridges for repair will be provided to the District Engineer/District Administrator and localities in each construction district along with any recommended repairs and the cost of those repairs.
 - a. Each locality with a prioritized bridge on the list that does not concur with the VDOT recommended repairs and costs shall provide a summary of their proposal for repair of those bridges in a format specified by VDOT.
 - b. Localities shall use the prioritized list of bridges for repair to create recommended projects, except (1) when a locality does not want to pursue corrective action to a priority bridge recommended for funding, the locality will need to provide a written justification and the next locality-owned bridge within the construction district on the priority list will be recommended to receive the State of Good Repair funding, or (2) when a locality wishes to rehabilitate or replace the bridge and the locality agrees to fund all costs in excess of recommended funding.
 5. Recommended bridge projects for State of Good Repair funding in each district shall be recommended from the district's priority list of repairs in order for allocation of funding by the Commonwealth Transportation Board for inclusion in the Six-Year Improvement Program.

Pavements

1. The pavement condition data is analyzed through the pavement management system to estimate pavement needs. The pavement management system takes the pavement condition data into account and runs an optimization process. The optimization process applies the principles of asset management and considers factors such as available funds, performance targets, benefit cost ratio of treatments and prepares a section by section priority list. The pavement condition data for all Interstate and primary pavement sections including municipally-maintained primary extensions is run through a set a decision trees to select appropriate maintenance treatment by taking into account:

- a. Pavement distresses
 - b. Structural and subgrade strength
 - c. Traffic volume
 - d. Maintenance history
2. The output of the process is the number of lane miles of work needed in different pavement categories and estimated costs to accomplish the repairs measured in lane miles to meet the pavement performance targets.
3. For VDOT maintained pavements, the pavement management system will establish the number of lane miles for each construction district that are recommended for State of Good Repair funds. Each construction district will compile pavement projects based on the number of lane miles of deficient pavement that qualify for State of Good Repair funding and prioritize them for recommended funding using the following criteria:
 - a. Road System– explains the roadway system (i.e., Interstate or primary), Interstate systems having the higher priority over Primary systems.
 - b. Use or traffic count– the amount of traffic the lane miles carry also considering the number of heavy trucks and buses.
 - c. Condition– The severity of distress of the pavement using the standard pavement rating system.
 - d. Potential for immediate or near term further degradation – the impact caused if the lanes miles are not repaired or treated immediately.
4. The construction district shall follow the priority determined above except for instances when the District Engineer/District Administrator provides a written justification and such justification is approved by the Chief Engineer when practicality, conflicting construction, or coordinating with other highway work necessitates deviating from the established prioritization.
 - a. Traffic Counts
 - b. Condition
 - c. Potential future degradation
5. For the municipally-maintained primary extensions, VDOT will provide the pavement condition ratings to each construction district and the localities within the district following the same rating protocols as VDOT maintained roads. The localities will then follow the same application process for the primary extensions as adopted by the Board on June 18, 2014 ([link](#)), as amended from time to time.
6. Recommended pavement projects for State of Good Repair funding on VDOT pavements and municipally-maintained primary extensions in each district shall be submitted for approval and allocation of funding by the Commonwealth Transportation for inclusion in the Six-Year Improvement Program.

Publication of Bridge and Pavement Prioritized Lists

This State of Good Repair Policy and Guidelines Prioritization Process Methodology For The Distribution CTB Allocation of Funds and Project Selection; and the results of the CTB allocation of funding for projects shall be published in the Commissioner’s Annual Report as required by § 33.2-232 of the Code of Virginia.

Attachment B
 FY 2017 State of Good Repair Percentage Fund Distribution Chart

District	FY 2017 (Based on previously proposed distribution)	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	11.7%	21%	64%	85%	2%	13%	15%
Culpeper	6.0%	25%	45%	70%	3%	27%	30%
Fredericksburg	12.1%	18%	77%	95%	2%	3%	5%
Hampton Roads	14.8%	7%	38%	45%	25%	30%	55%
Lynchburg	7.6%	29%	63%	92%	5%	3%	8%
Northern Virginia	10.6%	27%	61%	88%	11%	1%	12%
Richmond	17.4%	25%	65%	90%	4%	6%	10%
Salem	12.1%	21%	67%	88%	3%	9%	12%
Staunton	7.9%	13%	76%	89%	4%	7%	11%

NOTE: The FY 2017 State of Good Repair Percentage Fund Distribution Chart will be used for allocating the State of Good Repair funds in FY 2017 and FY 2018. The percentages will be updated in FY 2019 based on the needs assessment shown in the FY 2018 Annual Report.

CTB Decision Brief

Approval of State of Good Repair Prioritization Process Methodology and Authorization for Commissioner of Highways to Apply the Methodology

Issue: Pursuant to § 33.2-369 of the *Code of Virginia*, the Commonwealth Transportation Board (the Board) shall use properly allocated funds for state of good repair purposes (defined as “improvement of deficient pavement conditions and improvement of structurally deficient bridges”) (State of Good Repair Funds) for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions. Section 33.2-369 requires the Board to allocate the state of good repair funds to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements.

Further, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly requires the Board to develop a priority ranking system required by § 33.2-369 by July 1, 2016. VDOT has developed a proposed priority ranking system methodology for structurally deficient bridges and deteriorated pavements for FY2017 (proposed State of Good Repair Prioritization Process Methodology) and seeks the Board’s consideration and approval of the methodology. Further, should the Board approve the proposed State of Good Repair Prioritization Process Methodology, the Commissioner of Highways seeks authorization from the Board to apply the Methodology as required by §§ 33.2-232 and 33.2-369 and to recommend FY 2017 State of Good Repair Funds to projects meeting the state of good repair needs so identified. It is further proposed that the Commissioner will then report to the Board (i) no later than the June 2016 meeting of the Board, the state of good repair needs and recommended projects using Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart based on the needs reported in the FY 2015 Annual Report.

Facts: The proposed State of Good Repair Prioritization Process Methodology for the allocation of state of good repair funds for reconstruction and replacement of structurally deficient state and locally owned bridges and for the reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions is contained in Attachment A. The State of Good Repair Prioritization Process Methodology takes into consideration those factors mandated by § 33.2-369 of the *Code*.

Section 33.2-232 of the *Code* requires the Commissioner of Highways to report, in the Annual Report due November 2016, a listing of prioritized pavement and bridge needs based on the priority ranking system developed by the Board pursuant to § 33.2-369 and a description of the priority ranking system. In order to identify the state of good repair needs required by § 33.2-232, the proposed State of Good Repair Prioritization Process Methodology, if approved, will be applied to the needs used to compile information in the FY 2015 Annual Report relating to costs associated with bringing deteriorated pavement and structurally deficient bridge assets to a state of good repair. The resulting state of good repair needs will be reported to the Board.

Recommendation: VDOT recommends the Board approve the proposed State of Good Repair Prioritization Process Methodology contained in Attachment A and authorize the Commissioner to apply the Methodology for purposes of identifying state of good repair needs required by § 33.2-232. If the State of Good Repair Prioritization Process Methodology is approved by the Board, VDOT recommends applying the percentages in Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart to provide the Board recommended projects for State of Good Repair funding in June 2016.

Action Required by CTB: The Board will be presented with a resolution for a formal vote.

Decision Brief

Approval of State of Good Repair Prioritization Process Methodology and Authorization for
Commissioner of Highways to Apply the Methodology

June 14, 2016

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Result, if Approved: (1) The statutory requirement that the CTB develop a state of good repair priority ranking system will be met by the July 1, 2016 deadline; (2) the Commissioner will be authorized to apply the State of Good Repair Prioritization Process Methodology and Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart in order to identify and recommend projects for the State Of Good Repair funding. The Board will allocate funds to recommended projects in a separate action/resolution.

Options: The Board may approve, reject or modify the recommendation.

Public Comments/Reactions: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item #2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: Seconded By:

Action:

Title: FY 2017 Revenue Sharing Program

WHEREAS, Section 33.2-357 of the *Code of Virginia* prescribes the allocation of state funds by the Commonwealth Transportation Board (Board), from revenues made available by the General Assembly each year, to provide an equivalent matching allocation for certain local funds designated by the governing body for projects addressing improvement, construction, reconstruction, or maintenance of systems of highways; and

WHEREAS, section 33.2-357 further stipulates that, "In 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 2017 have, in concert with the Virginia Department of Transportation (VDOT), identified specific eligible items of work; and

WHEREAS, project requests for the FY 2017 program determined to be eligible and in conformance with section 33.2-357 and this Board's Revenue Sharing Program Guidelines (Guidelines) total \$213,278,833 and exceed available funding; and

Resolution of the Commonwealth Transportation Board
FY 2017 Revenue Sharing Program
June 14, 2016
Page Two

WHEREAS, the Board has selected projects, set out in Attachment A, for the FY 2017 Revenue Sharing Program in accordance with the priority criteria established in section 33.2-357 of the *Code of Virginia*; and

WHEREAS, the Board established the Guidelines as supplementary procedures in distributing and administering Revenue Sharing Program funds; 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, based on available funding for FY 2017, all project requests that have previously received an allocation of revenue sharing funds pursuant to section 33.2-357 will be fully funded; and

WHEREAS, pursuant to the Guidelines and based on available funding for FY 2017, locality requests for projects that meet a transportation need in the Statewide Transportation Plan or accelerate a project in a locality's capital plan will receive funding up to the first \$1 million and will receive a pro-rated amount of the remaining available funding for requests over \$1 million; and

WHEREAS, pursuant to the Guidelines and based on available funding for FY 2017, localities with requests for pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below the Department's maintenance performance targets and with requests for all other eligible items that do not fall within other priorities will not receive funding; and

WHEREAS, it appears that the items of work set out in Attachment A fall within the intent of funding set forth in section 33.2-357 and comply with the Guidelines of the Board for use of such funds.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the project allocations as set forth in "Attachment A" for funding pursuant to section 33.2-357 of the *Code of Virginia*, totaling \$171,829,404.

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CTB Decision Brief

FY 2017 Revenue Sharing Allocations

Issue: Pursuant to § 33.2-357 of the *Code of Virginia (Code)*, 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.. VDOT has received requests for project funding/revenue sharing allocations from several localities pursuant to this section of the *Code*. Localities cannot proceed with requested projects until the CTB has approved the allocations. Approval of revenue sharing allocations for specified projects meeting statutory requirements and CTB revenue sharing policy and guidelines (collectively, the Revenue Sharing Program) is sought.

Facts: According to the *Code*, the CTB shall allocate no more than \$200 million and no less than \$15 million in each fiscal year under the Revenue Sharing Program. The Revenue Sharing Program allows eligible localities to request up to \$10,000,000 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 \$5 million for use by a locality for maintenance of the highway systems within the locality(ies).

In allocating funds under § 33.2-357 priority must be given first to projects that have previously received revenue sharing allocations, 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, and, third, to those pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below the VDOT’s maintenance performance targets. The CTB’s procedures for administering this Program and distribution of the Revenue Sharing Program funds for FY 2017 are dictated by its policy and the Revenue Sharing Program Guidelines (Guidelines), adopted July 15, 2015.

A total of 91 localities requested to participate in this year’s program, submitting applications for projects initially totaling \$218,423,402. This figure was revised to \$213,278,833 in state matching funds, as projects were reviewed and estimates were updated. All localities that submitted applications for multiple projects prioritized their projects, as required by the Guidelines. VDOT reviewed the applications and found that

- \$92,278,626 in funding requests were for projects that have previously received revenue sharing allocations,
- \$102,632,257 in funding requests were for projects that would meet a transportation need in the Statewide Transportation Plan or would accelerate a project in the locality’s capital plan,
- \$16,563,450 in funding requests were for projects that would address pavement resurfacing and bridge rehabilitation maintenance needs, and
- \$1,804,500 in funding requests were for projects that were eligible but did not meet the funding priority per the *Code*.

Funding for this year's projects is limited to \$171,829,404, which includes revenue sharing funds budgeted for FY2017, funds that were de-allocated by the CTB at its January 2016 meeting and additional funds released by localities since January 2016. Because requests exceed the amount of funding available, requests will be prioritized and pro-rated.

- All funding requests for projects that have previously received revenue sharing allocations are recommended to receive the full amount requested (\$92,278,626).
- The remaining \$79,550,782 is available to fund projects that meet a transportation need in the Statewide Transportation Plan or will accelerate a project in the locality's capital plan. In accordance with CTB revenue sharing policy and Guidelines, these requests will be funded up to the first \$1 million per locality, leaving \$36,902,642 available for requests over \$1 million within this second prioritization tier.
 - VDOT recommends pro-rating the remaining \$36,902,642 in funds at 61.5% among those projects in this second prioritization tier that exceeded \$1 million for any given locality. Localities with multiple projects in this prioritization tier were given the opportunity to select which of their projects were to receive funding available on a pro-rated basis.
- There is no available funding for projects addressing pavement resurfacing and bridge rehabilitation maintenance needs or the otherwise eligible projects that do not meet a funding priority per the *Code*.
- The projects that are recommended to receive funding in this year's program are found in "Attachment A."

Recommendation: VDOT recommends that the allocations indicated under the column "FY17 State Match Allocations" be made for these projects identified on "Attachment A."

Action Required by CTB: The *Code of Virginia* requires the CTB to make the allocations for revenue sharing funds. 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 once they are notified funds are available.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Attachment A - FY 2017 Revenue Sharing Program Allocations - Approved

	FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Bristol District	14 \$7,395,314			
<i>projects & allocations TOTAL</i>				
Abingdon (Town of)				
Project U000-140-274 (UPC 107752) Green Spring Road	\$2,973,605	FR: Cummings St TO: 0.31 miles	New Road <i>meets priority 1 criteria</i>	LOCALITY
Abingdon (Town of) total	\$2,973,605			
Bluefield (Town of)				
Project U000-143-R24 (UPC 108760) Spring St.	\$40,000	FR: Entrance South College & Spring Street TO: End of Spring St. & Spruce St.	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Bluefield (Town of) total	\$40,000			
Buchanan County				
Project 9999-013-R46 (UPC 108739) Structural Rehab on various Routes	\$1,307,603	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Buchanan County total	\$1,307,603			
Dickenson County				
Project 9999-025-R99 (UPC 108745) Structural Rehab on various Routes	\$1,184,562	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Project 0604-025-R00 (UPC 108746) Aily Rd.	\$123,041	FR: 3.30 Mi. E. Rte. 661 TO: 3.30 Mi. E Rte. 661.	Drainage Improvements <i>meets priority 2 criteria</i>	VDOT
Dickenson County total	\$1,307,603			
Russell County				
Project 9999-083-R61 (UPC 108740) Structural Rehab on various Routes	\$250,000	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Project 9999-083-R60 (UPC 108759) Rural Rustic - various Routes	\$250,000	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Russell County total	\$500,000			

	FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Bristol District	14 \$7,395,314			
<i>projects & allocations TOTAL</i>				
Russell County				
Saltville (Town of)				
Project 0634-295-R22 (UPC 108749) Allison Gap Road	\$175,000	FR: 151 Allison Gap Road TO: 227 Allison Gap Road	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Saltville (Town of) total	\$175,000			
Scott County				
Project 0662-084-746 (UPC 108778) Swing Foot Bridge over Clinch River	\$62,500	FR: 0.2 Mi. from Rte. 65 TO: End Rte. 662	Bridge Replacement <i>meets priority 2 criteria</i>	VDOT
Scott County total	\$62,500			
Smyth County				
Project 9999-086-R99 (UPC 108748) Green Valley Court	\$50,753	FR: Rte 762 TO: 9999	Rural Additions <i>meets priority 2 criteria</i>	VDOT
Smyth County total	\$50,753			
Tazewell County				
Project 9999-092-R97 (UPC 108743) Structural Rehab on various Routes	\$600,000	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Project 9999-092-R98 (UPC 108744) New Guardrail at various Routes	\$100,000	FR: various routes TO: various routes	Guardrail <i>meets priority 2 criteria</i>	VDOT
Tazewell County total	\$700,000			
Wise (Town of)				
Project U000-329-R14 (UPC 108750) Norton Road	\$28,250	FR: Walnut Drive TO: Woodland Drive	Guardrail <i>meets priority 2 criteria</i>	LOCALITY
Wise (Town of) total	\$28,250			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Bristol District	<i>projects & allocations TOTAL</i>	14 \$7,395,314			
Wise County					
Project 9999-097-R01 (UPC 108747)		\$250,000	FR: various routes TO: various routes	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Structural Rehab on various Routes					
Wise County total		\$250,000			
Culpeper District	<i>projects & allocations TOTAL</i>	14 \$4,236,850			
Charlottesville (City of)					
Project U000-104-R27 (UPC 108757)		\$100,000	FR: TO:	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
New Sidewalks - Citywide					
Project U000-104-R28 (UPC 108756)		\$100,000	FR: TO:	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
Bicycle Trails - Citywide					
Project U000-104-R29 (UPC 108755)		\$95,000	FR: TO:	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
ADA Improvements - Citywide					
Charlottesville (City of) total		\$295,000			
Culpeper County					
Project 0714-023-R62 (UPC 108726)		\$150,000	FR: Route 646 TO: Route 713	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Dunkard Church Road					
Project 0647-023-R61 (UPC 108679)		\$615,500	FR: Rt. 736 TO: 2.6 ME 736	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Twin Mountains Road					
Project 0607-023-R63 (UPC 108724)		\$234,000	FR: 606 TO: 0.68 MNE 606	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Cabin Road					
Culpeper County total		\$999,500			
Fauquier County					
Project 9999-030-R02 (UPC 107006)		\$1,365,000	FR: Kennedy Road (Rt. 652) TO: Watson Road (Rt. 1352)	New Road <i>meets priority 1 criteria</i>	LOCALITY
Aiken Drive					
Project 1006-030-R15 (UPC 108719)		\$700,000	FR: future end of Salem Avenue (Rt. 1006) TO: West Main Street (Route 55)	New Road <i>meets priority 2 criteria</i>	LOCALITY
Salem Avenue					
Fauquier County total		\$2,065,000			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Culpeper District	<i>projects & allocations TOTAL</i>	14 \$4,236,850			
Orange (Town of)					
Project U000-275-R29 (UPC 108758)		\$300,000	FR: Butler Place TO: Town Corporate Limits	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Berry Hill Road/Constitution Highway					
Project U000-275-R30 (UPC 108754)		\$262,500	FR: North Bound Lane from Corp Limits TO: End of Median	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
James Madison Highway					
Project U000-275-R31 (UPC 108753)		\$77,500	FR: Main Street TO: Dead End	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Red Hill Road					
Project U000-275-R32 (UPC 108752)		\$7,500	FR: Red Hill Road TO: End of Greenfields Drive	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Greenfields Drive					
Project U000-275-R33 (UPC 108727)		\$12,850	FR: Berry Hill Road TO: Byrd Street	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Warren Street					
Orange (Town of) total		\$660,350			
Warrenton (Town of)					
Project U000-156-R16 (UPC 108718)		\$217,000	FR: Falmouth Street TO: James Madison Highway Intersection	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
James Madison Highway					
Warrenton (Town of) total		\$217,000			
Fredericksburg District	<i>projects & allocations TOTAL</i>	10 \$16,894,922			
Caroline County					
Project 0639-016-623 (UPC 106670)		\$2,950,000	FR: 0.1 MI West of Int RTE 1 TO: 0.95 MI East of RTE 1	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	VDOT
Ladysmith Road					
Caroline County total		\$2,950,000			
Fredericksburg (City of)					
Project U000-111-R85 (UPC 108735)		\$100,000	FR: Rappahannock Ave. TO: College Ave.	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Payne Street					
Project U000-111-R84 (UPC 108734)		\$100,000	FR: Rappahannock Ave. TO: College Ave.	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Dandridge Street					
Fredericksburg (City of) total		\$200,000			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Fredericksburg District		10 \$16,894,922			
	<i>projects & allocations TOTAL</i>				
Spotsylvania County					
Project 0606-088-654 (UPC 105464)		\$6,625,000	FR: 0.51 MI West of Bridge over I-95 TO: Bridge over I-95	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	VDOT
Mudd Tavern Road					
Project 0017-088-R72 (UPC 107140)		\$2,825,000	FR: Intersection w/ Rte 1 TO: 0.90 miles south of Int. w/ Rte 1	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	VDOT
Mills Drive					
Project 0620-088-R73 (UPC 107141)		\$550,000	FR: Int. of Rte. 620 and Rte. 627 (Gordon Rd) TO: Int. Rte. 620 and Rte. 610 (Old Plank Rd)	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	VDOT
Harrison Road					
Spotsylvania County total		\$10,000,000			
Stafford County					
Project 0001-089-R32 (UPC 103085)		\$1,140,897	FR: Int. of Rte. 1 and Rte. 630 (CH Road) TO: Int. of Rte. 1 and Rte. 687 (Hope Road)	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
Jefferson Davis Highway					
Project 0606-089-R31 (UPC 103084)		\$470,000	FR: Int. of Kings Highway (SR 3) TO: Taylor Street	Intersection Improvement <i>meets priority 1 criteria</i>	VDOT
Ferry Road					
Project 0654-089-R09 (UPC 107194)		\$2,103,966	FR: Int. w/ RTE 652 Truslow Road TO: Int. w/ Rte 17 Warrenton Road)	Reconstruction <i>meets priority 1 criteria</i>	LOCALITY
Berea Church Road					
Stafford County total		\$3,714,863			
Westmoreland County					
Project 0000-096-R08 (UPC 108737)		\$30,059	FR: Route 1314 (Piney Forest Drive) TO: Route 1316 (Monticello Drive)	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Madison Drive					
Westmoreland County total		\$30,059			
Hampton Roads District		26 \$31,493,218			
	<i>projects & allocations TOTAL</i>				
Chesapeake (City of)					
Project 0166-131-R01 (UPC 108665)		\$3,983,753	FR: Berkley Avenue TO: Liberty Street	Bridge Replacement <i>meets priority 2 criteria</i>	LOCALITY
22nd Street					
Chesapeake (City of) total		\$3,983,753			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Hampton Roads District	<i>projects & allocations TOTAL</i>	26 \$31,493,218			
Emporia (City of)					
Project (NFO) U000-109-179 (UPC 93304)		\$147,347	FR: North End	Bridge Replacement	VDOT
Halifax Street Bridge			TO: South End	<i>meets priority 2 criteria</i>	
Emporia (City of) total		\$147,347			
Franklin (City of)					
Project U000-145-R01 (UPC 108721)		\$50,000	FR:	Drainage Improvements	LOCALITY
Bank Street and Oak Street			TO:	<i>meets priority 2 criteria</i>	
Franklin (City of) total		\$50,000			
Greensville County					
Project 0614-040-743 (UPC 104362)		\$397,317	FR: Exit 13 & I-95	Widening (ex. 2 to 4 lanes)	LOCALITY
Otterdam Road			TO: 4.2 mi north of I-95	<i>meets priority 1 criteria</i>	
Greensville County total		\$397,317			
Hampton (City of)					
Project 0351-114-R35 (UPC 102953)		\$500,000	FR: Old Buckroe Rd.	Reconstruction	LOCALITY
Pembroke Avenue			TO: Grimes Rd.	<i>meets priority 1 criteria</i>	
Project U000-114-R01 (UPC 108731)		\$875,000	FR: Hampton Roads Center Parkway (Rte. 306)	Extend Road	LOCALITY
Coliseum Drive			TO: Butler Farm Rd.	<i>meets priority 2 criteria</i>	
Hampton (City of) total		\$1,375,000			
Isle of Wight County					
Project 0620-046-650 (UPC 105469)		\$1,473,709	FR: Strawberry Plains	Reconstruction	VDOT
Broadwater Road			TO: IOW/Southampton County Line	<i>meets priority 2 criteria</i>	
Isle of Wight County total		\$1,473,709			
James City County					
Project 0658-047-R97 (UPC 108805)		\$1,000,000	FR: Olde Towne /Longhill Road Intersection	Intersection Improvement	VDOT
Old Town Road			TO: Human Serves Ctr. (5249 Olde Towne Rd)	<i>meets priority 2 criteria</i>	

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Hampton Roads District	<i>projects & allocations TOTAL</i>	26 \$31,493,218			
James City County					
James City County total		\$1,000,000			
Newport News (City of)					
Project U000-121-V11 (UPC 4483)		\$2,000,000	FR: Rt. 60 Warwick Blvd TO: Rt. 143 Jefferson Ave	New Road <i>meets priority 1 criteria</i>	LOCALITY
Atkinson Boulevard					
Project 0060-121-R18 (UPC 101279)		\$625,000	FR: 0.08 mi south of Rt. 312 TO: 0.35 mi south of Rt. 312	Bridge Replacement <i>meets priority 1 criteria</i>	LOCALITY
Warwick Boulevard					
Project 0060-121-R27 (UPC 103002)		\$650,000	FR: TO:	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
Warwick Boulevard at Bland Boulevard					
Project 9999-121-225,P101 (UPC 102969)		\$2,250,000	FR: 24th Street TO: 12th Street	Reconstruction <i>meets priority 1 criteria</i>	LOCALITY
Jefferson Avenue					
Project U000-121-R05 (UPC 108722)		\$1,000,000	FR: Jefferson Avenue TO: Canon Boulevard	New Road <i>meets priority 2 criteria</i>	LOCALITY
Hogan Drive					
Project U000-121-R06 (UPC 108723)		\$2,060,943	FR: Jefferson Avenue TO: Brick Kiln Boulevard	Extend Road <i>meets priority 2 criteria</i>	LOCALITY
Habersham Drive					
Project U000-121-R07 (UPC 108725)		\$76,901	FR: Denbigh Boulevard TO: Ft. Eustis Boulevard	New Road <i>meets priority 2 criteria</i>	LOCALITY
Independence Boulevard					
Newport News (City of) total		\$8,662,844			
Norfolk (City of)					
Project U000-122-R65 (UPC 108728)		\$250,000	FR: Varies TO: Varies	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
New ADA Ramps - Citywide					
Project 0060-122-R66 (UPC 108729)		\$1,238,248	FR: 4th Veiw Street TO: Mason Creek Rd	Bridge Replacement <i>meets priority 2 criteria</i>	LOCALITY
W. Ocean Avenue					
Project 0460-122-R67 (UPC 108730)		\$250,000	FR: Granby Street TO: Bayview Blvd	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Granby Street at Bayview Blvd					
Norfolk (City of) total		\$1,738,248			
Portsmouth (City of)					
Project 0017-124-R90 (UPC 102715)		\$1,400,000	FR: Grayson Street TO: Seagrove Road/Carney Street	Bridge Replacement <i>meets priority 1 criteria</i>	LOCALITY
High St					

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Hampton Roads District		26			
	<i>projects & allocations TOTAL</i>	\$31,493,218			
Portsmouth (City of)					
	Portsmouth (City of) total	\$1,400,000			
Suffolk (City of)					
	Project 0614-133-354 (UPC 102995) Nansemond Parkway	\$400,000	FR: Nansemond Parkway TO: Wilroy Road	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
	Project 0058-133-355 (UPC 102998) Suffolk By-Pass	\$40,000	FR: Route 58 TO: Route 10	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-133-R89 (UPC 107264) Colonial Avenue	\$175,000	FR: Grove Avenue TO: Northgate Avenue	Reconstruction <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-133-R90 (UPC 107265) Nansemond Parkway	\$150,000	FR: Nansemond Parkway TO: Bennetts Pasture and Sleepy Hole Roads	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-133-R99 (UPC 108717) Pughsville Rd	\$500,000	FR: Pughesville Area TO:	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
	Suffolk (City of) total	\$1,265,000			
Virginia Beach (City of)					
	Project U000-134-R31 (UPC 107352) Princess Anne Road	\$6,000,000	FR: General Booth Blvd TO: Fisher Arch	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-134-R19 (UPC 105623) Rosemont Road	\$4,000,000	FR: Lynnhaven Parkway TO: Dam Neck Road	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY
	Virginia Beach (City of) total	\$10,000,000			
Lynchburg District		19			
	<i>projects & allocations TOTAL</i>	\$14,036,036			
Campbell County					
	Project 0907-015-R07 (UPC 105755) Liberty Mountain Drive	\$800,000	FR: 0.37miles East of Rt. 29 Wards Road TO: 0.91miles West of Rt. 670 Candler's Mtn. Rd	Extend Road <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-015-R08 (UPC 108761) Liberty Mountain Drive-Exit Ramp	\$2,996,491	FR: TO:	Turn Lanes <i>meets priority 2 criteria</i>	LOCALITY
	Project 9999-015-R09 (UPC 108776) Mtn. Vista Road	\$87,557	FR: Mt. Vista at Holdiay Lane TO: End of Mt. Vista Road	Pave Unpaved Road <i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Lynchburg District	<i>projects & allocations TOTAL</i>	19 \$14,036,036			
Campbell County					
Campbell County total		\$3,884,048			
Danville (City of)					
Project U000-108-R10 (UPC 108762) Patton Street / South Union	\$400,000	FR: 100ft SW of Court Street TO: 200ft NE of Lynn Street	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY	
Project U000-108-R08 (UPC 108763) Craghead Street	\$500,000	FR: Newton Street Intersection TO: 400ft SE of Deboe Street	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY	
Project U000-108-R09 (UPC 108764) Lockett Dr, Lockett Cir,Douglas,Walker	\$161,521	FR: 0.3 miles southwest of College Park Dr TO: Gaither Road	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY	
Project U000-108-R07 (UPC 108765) Beech Avenue , Riverside	\$123,041	FR: Westover Drive TO: Route 58 eastbound lane	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY	
Danville (City of) total		\$1,184,562			
Halifax County					
Project 1198-230-R02 (UPC 108766) Three Church Lane	\$11,000	FR: Route T-1126 (Gathas Trail) TO: End of State Maintenance at historic cemetery	Rural Additions <i>meets priority 2 criteria</i>	VDOT	
Halifax County total		\$11,000			
Lynchburg (City of)					
Project 0501-118-R30 (UPC 104173) Main Street	\$3,461,906	FR: Pearl St TO: Walnut St	Bridge Replacement <i>meets priority 1 criteria</i>	LOCALITY	
Project 0460-118-R19 (UPC 101211) Timberlake Road	\$2,531,775	FR: Northwest Expressway TO: Leesville Road	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY	
Project U000-118-R31 (UPC 107218) Wards Ferry Road	\$1,536,750	FR: Timberlake Road TO: Watergate Drive	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY	
Project U000-118-R11 (UPC 108767) McConville Road	\$750,000	FR: 0.06 mi. North of New Towne Road TO: 0.23 mi. North of New Towne Road	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY	
Lynchburg (City of) total		\$8,280,431			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Lynchburg District	<i>projects & allocations TOTAL</i>	19 \$14,036,036			
South Boston (Town of)					
Project U000-130-R14 (UPC 108768)		\$122,360	FR:	Drainage Improvements	LOCALITY
Drainage Improvements - various Locations			TO:	<i>meets priority 2 criteria</i>	
Project U000-130-R15 (UPC 108769)		\$148,994	FR:	Drainage Improvements	LOCALITY
Drainage Improvements - various Locations			TO:	<i>meets priority 2 criteria</i>	
Project U000-130-R16 (UPC 108770)		\$109,534	FR:	Drainage Improvements	LOCALITY
Drainage Improvements - various Locations			TO:	<i>meets priority 2 criteria</i>	
Project U000-130-R17 (UPC 108771)		\$61,050	FR: Easley Street	Drainage Improvements	LOCALITY
Watkins Avenue			TO: Chalmers Street	<i>meets priority 2 criteria</i>	
Project U000-130-R18 (UPC 108772)		\$56,924	FR: Ash Avenue	Drainage Improvements	LOCALITY
Willow Street			TO: Pine Avenue	<i>meets priority 2 criteria</i>	
Project U000-130-R19 (UPC 108773)		\$106,111	FR: Southern End of Town Maintenance'	Drainage Improvements	LOCALITY
Cherry Street			TO: North Terminus	<i>meets priority 2 criteria</i>	
Project U000-130-R20 (UPC 108774)		\$71,022	FR: Penick Avenue	Drainage Improvements	LOCALITY
Edmunds Street			TO: Washington Avenue	<i>meets priority 2 criteria</i>	
South Boston (Town of) total		\$675,995			
Northern Virginia District	<i>projects & allocations TOTAL</i>	29 \$41,093,345			
Arlington County					
Project 0029-000-102 (UPC 70762)		\$2,000,000	FR: N. Lynn Street	Intersection Improvement	LOCALITY
N. Lynn Street & Lee Highway			TO: N. Oak Street	<i>meets priority 1 criteria</i>	
Project 0029-000-R08 (UPC 87157)		\$1,250,000	FR: Lee Hwy	Intersection Improvement	LOCALITY
Glebe Rd and Lee Hwy			TO: Glebe Rd	<i>meets priority 1 criteria</i>	
Project 9999-000-R34 (UPC 106968)		\$325,000	FR: S. Arlington Mill Drive	Reconstruction	LOCALITY
S. Walter Reed Drive			TO: S. Four Mile Run Drive	<i>meets priority 1 criteria</i>	
Project U000-000-R56 (UPC 108683)		\$300,000	FR: N. Thomas Street	Sidewalk (new construction)	LOCALITY
Old Dominion Dr			TO: 560ft west of Lee Hwy	<i>meets priority 2 criteria</i>	
Arlington County total		\$3,875,000			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Northern Virginia District		29 \$41,093,345			
<i>projects & allocations TOTAL</i>					
Fairfax (City of)					
Project 0029-151-108 (UPC 71614)		\$780,000	FR: Fern Street on Route 29	Intersection Improvement	
Fairfax Boulevard			TO: 775F east/south of U.S. Route 29/50 Intersect	<i>meets priority 1 criteria</i>	LOCALITY
Project 0029-151-105 (UPC 16632)		\$887,093	FR: 0/266 mi west of US 29/50 and Rte 123	Intersection Improvement	
Fairfax Boulevard			TO: 0.379 mi east of US 29/50 and 123	<i>meets priority 1 criteria</i>	LOCALITY
Project 0123-151-170 (UPC 104295)		\$550,459	FR: Rust Hill Place	Sidewalk (new construction)	
Chain Bridge Road			TO: North Street	<i>meets priority 1 criteria</i>	LOCALITY
Project 0236-151-R00 (UPC 108685)		\$150,000	FR: Just west of City line on Main Street	Intersection Improvement	
Main Street			TO: Just west of City line on Main Street	<i>meets priority 2 criteria</i>	LOCALITY
Project U000-151-R01 (UPC 108686)		\$250,000	FR: various locations	Sidewalk (new construction)	
Sidewalk Spot Widening			TO: various locations	<i>meets priority 2 criteria</i>	LOCALITY
Project 0050-151-R03 (UPC 108687)		\$461,405	FR: Fairchester Drive	Reconstruction	
Fairfax Boulevard			TO: Farr Ave	<i>meets priority 2 criteria</i>	LOCALITY
Fairfax (City of) total		\$3,078,957			
Fairfax County					
Project 0001-029-205 (UPC 107187)		\$3,460,828	FR: Mount Vernon Memorial Highway	Widening (ex. 2 to 4 lanes)	
Richmond Highway			TO: Napper Road	<i>meets priority 2 criteria</i>	VDOT
Project 0028-029-269 (UPC 108720)		\$3,076,035	FR: Prince William County Line (Bull RunBrdg)	Widening (ex. 2 to 4 lanes)	
Centreville Road			TO: Route 29	<i>meets priority 2 criteria</i>	LOCALITY
Fairfax County total		\$6,536,863			
Falls Church (City of)					
Project U000-110-R84 (UPC 108688)		\$600,000	FR: Wilson Boulevard	Reconstruction	
Roosevelt Boulevard			TO: North Roosevelt Street	<i>meets priority 2 criteria</i>	LOCALITY
Project U000-110-R86 (UPC 108689)		\$300,000	FR: E. Columbia Street	Bridge Replacement	
Van Buren Street			TO: 18 Street North	<i>meets priority 2 criteria</i>	LOCALITY
Falls Church (City of) total		\$900,000			
Herndon (Town of)					
Project U000-235-R65 (UPC 108690)		\$625,000	FR: Elden Street	Intersection Improvement	
Elden Street and Monroe Street			TO: Monroe Street	<i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Northern Virginia District		29 \$41,093,345			
<i>projects & allocations TOTAL</i>					
Herndon (Town of)					
Herndon (Town of) total		\$625,000			
Leesburg (Town of)					
Project U000-253-312 (UPC 102895)		\$2,000,000	FR: Town of Leesburg South Corporate Limit	Widening (ex. 2 to 4 lanes)	LOCALITY
Sycolin Road			TO: 500ft South of Tavistock Road	<i>meets priority 1 criteria</i>	
Project U000-253-R31 (UPC 106976)		\$1,000,000	FR: Town of Leesburg South Corporate Limit	Widening (ex. 2 to 4 lanes)	LOCALITY
Evergreen Mill Road			TO: Route 15 (South King Street)	<i>meets priority 1 criteria</i>	
Project U000-253-310 (UPC 100518)		\$1,000,000	FR: Route 15 (South King St.)	New Road	LOCALITY
Battlefield Parkway			TO: Route 267 (Dulles Greenway)	<i>meets priority 2 criteria</i>	
Leesburg (Town of) total		\$4,000,000			
Loudoun County					
Project 0846-053-R84 (UPC 105783)		\$5,000,000	FR: Pacific Boulevard	Extend Road	LOCALITY
Sterling Boulevard Extended			TO: Moran Road	<i>meets priority 1 criteria</i>	
Project 9999-053-R29 (UPC 106994)		\$5,000,000	FR: Shreveport Drive	Extend Road	LOCALITY
Northstar Blvd. (Shreveport Dr. to Route 50)			TO: Route 50	<i>meets priority 1 criteria</i>	
Loudoun County total		\$10,000,000			
Manassas (City of)					
Project U000-155-R03 (UPC 107079)		\$32,800	FR: Main Street	Sidewalk (new construction)	LOCALITY
Quarry Street			TO: 0.2 Miles East of Main Street	<i>meets priority 1 criteria</i>	
Project U000-155-R07 (UPC 108680)		\$26,500	FR: Maple Street	Sidewalk (new construction)	LOCALITY
Quarry Road			TO: Prescott Avenue	<i>meets priority 2 criteria</i>	
Manassas (City of) total		\$59,300			
Manassas Park (City of)					
Project U000-152-R76 (UPC 101302)		\$506,580	FR: Route 28	Extend Road	LOCALITY
Conner Drive			TO: Euclid Avenue	<i>meets priority 1 criteria</i>	

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Northern Virginia District		29			
	<i>projects & allocations TOTAL</i>	\$41,093,345			
Manassas Park (City of)					
	Manassas Park (City of) total	\$506,580			
Prince William County					
	Project 0640-076-R98 (UPC 103484) Minnieville Road	\$9,000,000	FR: Route 643 (Spriggs Road) TO: Route 234 (Dumfries Road)	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY
	Project 0638-076-209 (UPC 107947) Neabsco Mills	\$1,000,000	FR: Smoke Court TO: Route 1	Widening (ex. 2 to 4 lanes) <i>meets priority 2 criteria</i>	LOCALITY
	Prince William County total	\$10,000,000			
Purcellville (Town of)					
	Project U000-286-R58 (UPC 105581) Nursery Avenue	\$179,750	FR: intersection of Nursery Ave & S. 20th Street TO: 370 ft. south NurseryAv and J St intersection	Drainage Improvements <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-286-R44 (UPC 101305) Hirst Road	\$449,395	FR: Hatcher Ave (Route 611) TO: Hillsboro Road (Route 690)	Guardrail <i>meets priority 1 criteria</i>	LOCALITY
	Project U000-286-R65 (UPC 108693) Guardrail Upgrades - various Locations	\$52,500	FR: various locations TO:	Guardrail <i>meets priority 2 criteria</i>	LOCALITY
	Purcellville (Town of) total	\$681,645			
Vienna (Town of)					
	Project U000-153-R02 (UPC 108692) Marshall Road SW	\$830,000	FR: Rachel Lane SW TO: Ware Street SW	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
	Vienna (Town of) total	\$830,000			
Richmond District		51			
	<i>projects & allocations TOTAL</i>	\$24,037,491			
Amelia County					
	Project 0651-004-R91 (UPC 108655) Archers Creek Lane	\$50,000	FR: current end of state maintenance TO: dead end	Rural Additions <i>meets priority 2 criteria</i>	VDOT
	Project 0646-004-R90 (UPC 108656) Cousins Lane	\$170,500	FR: 04-623 Chesdin Lake Road TO: dead end	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Richmond District	<i>projects & allocations TOTAL</i>	51 \$24,037,491			
Amelia County					
Amelia County total		\$220,500			
Ashland (Town of)					
Project 0001-166-R81 (UPC 105677)		\$125,000	FR: 0.17 mi. north of The Vitamin Shoppe Way	Intersection Improvement	LOCALITY
Washington Highway			TO: 0.15 mi. south of The Vitamin Shoppe Way	<i>meets priority 1 criteria</i>	
Ashland (Town of) total		\$125,000			
Blackstone (Town of)					
Project 0040-142-R71 (UPC 108657)		\$225,000	FR: Bagley Street	Reconstruction	LOCALITY
South Main Street			TO: Sixth Street	<i>meets priority 2 criteria</i>	
Project 0040-142-R70 (UPC 108705)		\$25,000	FR: Bagley Street	Sidewalk (new construction)	LOCALITY
South Main Street			TO: Sixth Street	<i>meets priority 2 criteria</i>	
Blackstone (Town of) total		\$250,000			
Brunswick County					
Project 0642-012-R69 (UPC 108707)		\$25,000	FR: .4 mile north of Route 643, Flat Rock Road	Pave Unpaved Road	VDOT
Zero Road			TO: .8 mile north of Route 643, Flat Rock Road	<i>meets priority 2 criteria</i>	
Brunswick County total		\$25,000			
Chesterfield County					
Project 0720-020-R80 (UPC 104290)		\$2,140,500	FR: Spirea Road (SR 2780)	Widening (ex. 2 to 4 lanes)	LOCALITY
Lucks Lane			TO: E. Evergreen Pkwy. (SR 3970)	<i>meets priority 1 criteria</i>	
Project 0621-020-R46 (UPC 107083)		\$1,400,000	FR: Route 360	Widening (ex. 2 to 4 lanes)	LOCALITY
Winterpock Road			TO: Royal Birkdale Parkway (Rt. 5020)	<i>meets priority 1 criteria</i>	
Project 0641-020-R48 (UPC 107085)		\$1,200,000	FR: Meadowdale Blvd (SR 638)	Sidewalk (new construction)	LOCALITY
Dundas Road			TO: Strathmore Rd (SR 1607)	<i>meets priority 1 criteria</i>	
Project 0647-020-R49 (UPC 107086)		\$693,892	FR: Mt. Gilead Boulevard (Rt. 7418)	Sidewalk (new construction)	LOCALITY
Hicks Road			TO: Cardiff Lane (Rt. 4281)	<i>meets priority 1 criteria</i>	

<i>Richmond District</i>	<i>projects & allocations TOTAL</i>	FY 2017 State Match	Location	Scope	Project Administration
		Recommended		Priority Selection Status	
		51			
		\$24,037,491			
<i>Chesterfield County</i>					
Project 0652-020-R50 (UPC 107087) Old Hundred Rd./Otterdale Rd.	\$265,608	FR: Old Hundred Road (Rt. 652) TO: Otterdale Road (Rt. 667)	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY	
Project 0655-020-R51 (UPC 107088) Beach Road	\$1,050,000	FR: Krause Road (Rt. 903) TO: 0.2 mile west of Nash Road (Rt. 636)	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY	
Project 0711-020-R52 (UPC 107089) Robious Road	\$1,100,000	FR: Robious Forest Way (Rt. 4193) TO: county line	Widening (ex. 2 to 4 lanes) <i>meets priority 1 criteria</i>	LOCALITY	
Project 0654-020-R82 (UPC 108641) Bailey Bridge Road	\$307,603	FR: Sunday Silence Lane (Rt. 5046) TO: Spring Run Rd. (Rt. 662)	Spot Widening <i>meets priority 2 criteria</i>	LOCALITY	
Project 1502-020-R80 (UPC 108638) Ecoff Avenue	\$550,000	FR: Ken Drive (Rt. 1582) TO: Ivywood Road (Rt. 1657)	Spot Widening <i>meets priority 2 criteria</i>	LOCALITY	
Project 0651-020-R83 (UPC 108644) Belmont Road	\$719,124	FR: 0.25 mi east of Newbys Bridge Rd. TO: Whitepine Road (Rt. 701)	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY	
Project 0663-020-R81 (UPC 108639) Elkhardt Road	\$30,760	FR: Ruthers Rd (Rt. 733) TO: Tillers Ridge Dr. (Rt. 3910)	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY	
Project 1703-020-R84 (UPC 108647) McRae Road	\$100,000	FR: Forest Hill Avenue TO: Rockaway Road	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY	
Chesterfield County total	\$9,557,487				
<i>Colonial Heights (City of)</i>					
Project U000-106-R65 (UPC 108646) Conduit Rd	\$327,500	FR: Intersection of Conduit Ave & Ellerslie Ave TO: 50' North, South, East and West	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY	
Colonial Heights (City of) total	\$327,500				
<i>Hanover County</i>					
Project 0638-042-R60 (UPC 98236) Atlee Road	\$400,000	FR: 0.234 Mi. N. Buckingham Branch RR TO: 0.244 Mi. S. Buckingham Branch RR	Extend Road <i>meets priority 1 criteria</i>	LOCALITY	
Project 0054-042-R08 (UPC 104275) E. Patrick Henry Road	\$325,000	FR: 0.472 miles east of I-95 TO: 0.898 miles east of I-95	Turn Lanes <i>meets priority 1 criteria</i>	LOCALITY	
Project 0641-042-R10 (UPC 107178) Elletts Crossing Road	\$850,000	FR: Elletts Crossing Road TO: U.S. Route 1	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY	
Project 0656-042-R12 (UPC 104957) Sliding Hill Road	\$1,307,603	FR: 0.350 Mi. W. of Totopotomy Trail TO: 0.676 Mi. E. of Totopotomy Trail	Widening (ex. 2 to 4 lanes) <i>meets priority 2 criteria</i>	LOCALITY	

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Richmond District	<i>projects & allocations TOTAL</i>	51 \$24,037,491			
Hanover County					
Project 2380-042-R70 (UPC 108636) Honey Meadows Road		\$153,802	FR: Atlee Station Road TO: Honey Meadows Road	Signals/Traffic Services <i>meets priority 2 criteria</i>	LOCALITY
Hanover County total		\$3,036,405			
Henrico County					
Project 0005-043-R80 (UPC 108654) New Market Road		\$677,500	FR: 500 ft west of Buffin Rd TO: 500 ft east of Buffin Rd	Turn Lanes <i>meets priority 2 criteria</i>	VDOT
Project 9999-043-R79 (UPC 108696) Quiocassin Rd		\$410,167	FR: Blue Jay Lane TO: Starling Drive	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-043-R81 (UPC 108640) Richmond-Henrico Tpke		\$123,041	FR: E. Laburnum Ave TO: 175 N. of Pinalto Dr	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-043-R82 (UPC 108642) Wyndham Forest Drive and Nuckols Road		\$86,129	FR: 300 ft E of Nuckols Rd TO: 200 ft S of Wyndham Forest Dr	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-043-R83 (UPC 108643) N. Parham Road		\$221,474	FR: 200 ft south of Three Chopt Rd TO: 650 ft south of Fargo Road	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-043-R84 (UPC 108645) Gay Avenue		\$276,843	FR: Miller Lane TO: 850 feet west of S. Laburnum Avenue	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Henrico County total		\$1,795,154			
Hopewell (City of)					
Project 9999-116-R97 (UPC 108710) West Broadway @ N. Mesa Dr.		\$50,000	FR: N. Mesa Street TO: Crescent Avenue	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-116-R96 (UPC 108711) various Local and Collector Streets		\$210,000	FR: various Local and Collector Streets TO: various Local and Collector Streets (See Map)	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-116-R94 (UPC 108697) Poplar Street		\$252,000	FR: Stewart Avenue TO: Pine Avenue	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-116-R93 (UPC 108700) Stewart Avenue		\$165,000	FR: Maple Street TO: Oaklawn Boulevard	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-116-R92 (UPC 108699) High Avenue		\$175,000	FR: Maple Street TO: Oaklawn Boulevard	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Richmond District	<i>projects & allocations TOTAL</i>	51 \$24,037,491			
Hopewell (City of)					
Project 9999-116-R91 (UPC 108708)		\$179,991	FR: Western Street TO: Oaklawn Boulevard	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-116-R90 (UPC 108709)		\$385,120	FR: Route 10 Randolph Road TO: End / Bridge	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Hopewell (City of) total		\$1,417,111			
Richmond (City of)					
Project U000-127-R04 (UPC 105678)		\$700,000	FR: US 1 TO: 301	Bridge Replacement <i>meets priority 1 criteria</i>	LOCALITY
Project U000-127-R76 (UPC 108653)		\$550,000	FR: TO:	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R73 (UPC 108631)		\$300,000	FR: TO:	Bridge Replacement <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R74 (UPC 108630)		\$2,241,703	FR: Pear St TO: Pebble St to Nicholson St	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Project 0651-127-R75 (UPC 108629)		\$138,422	FR: TO:	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Project 0005-127-R84 (UPC 108649)		\$707,488	FR: County line TO: Main street	New Road <i>meets priority 2 criteria</i>	LOCALITY
Project U000-127-R78 (UPC 108703)		\$123,041	FR: various TO: various	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R82 (UPC 108714)		\$123,041	FR: TO:	Signals/Traffic Services <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R83 (UPC 108712)		\$461,405	FR: 9th St TO: 10th St	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R85 (UPC 108713)		\$76,901	FR: Various TO: Various	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R81 (UPC 108650)		\$266,385	FR: 10th Street TO: 11th Street	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Richmond District	<i>projects & allocations TOTAL</i>	51 \$24,037,491			
Richmond (City of)					
Project 9999-127-R79 (UPC 108698)		\$307,603	FR: N. Boulevard TO: N. Harrison Street	Signals/Traffic Services <i>meets priority 2 criteria</i>	LOCALITY
Project 9999-127-R77 (UPC 108652)		\$166,106	FR: Chamberlayne Parkway TO: Jackson St	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
Richmond (City of) total		\$6,162,095			
South Hill (Town of)					
Project 0001-301-R71 (UPC 108628)		\$1,121,239	FR: approx. 0.1 mi. N. of SR 138 TO: approx. 0.2 mi. S. of SR 138	Intersection Improvement <i>meets priority 2 criteria</i>	LOCALITY
South Hill (Town of) total		\$1,121,239			
Salem District	<i>projects & allocations TOTAL</i>	40 \$12,996,875			
Blacksburg (Town of)					
Project U000-150-R65 (UPC 108854)		\$182,500	FR: Turner Street TO: Webb Street	Signals/Traffic Services <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R66 (UPC 108855)		\$40,000	FR: Glade Road TO: end	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R67 (UPC 108856)		\$20,000	FR: Washington St TO: Wall St	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R68 (UPC 108857)		\$743,603	FR: Ramble Rd TO: Sheliah Court	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R69 (UPC 108858)		\$40,414	FR: Country Club Drive & Cohee Road TO: Cohee Road & end	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R870 (UPC 108859)		\$46,141	FR: Tabor Village Drive TO: Lobardi Drive	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R71 (UPC 108860)		\$9,228	FR: various locations TO: end	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project U000-150-R72 (UPC 108861)		\$7,690	FR: various locations TO: end	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Salem District	<i>projects & allocations TOTAL</i>	40 \$12,996,875			
Blacksburg (Town of)					
	Blacksburg (Town of) total	\$1,089,576			
Christiansburg (Town of)					
	Project U000-154-R19 (UPC 108862) Park Street	\$348,443	FR: Depot Street TO: Hagan Street	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
	Project U000-154-R20 (UPC 108863) Peppers Ferry Road and Quin W. Stuart Blvd	\$405,500	FR: Quin W. Stuart Boulevard TO: Quin W. Stuart Boulevard	Signals/Traffic Services <i>meets priority 2 criteria</i>	LOCALITY
	Project U000-154-R23 (UPC 108864) North Franklin Street	\$285,703	FR: N. Franklin St. TO: N. Franklin St.	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
	Project U000-154-R17 (UPC 108865) Guardrail Upgrades - various Locations	\$3,691	FR: Various TO: Various	Guardrail <i>meets priority 2 criteria</i>	>select<
	Project U000-154-R18 (UPC 108866) Sidewalk Upgrades at various Locations	\$6,152	FR: Various TO: Various	Sidewalk (new conwtruction) <i>meets priority 2 criteria</i>	LOCALITY
	Project U000-154-R21 (UPC 108867) Arbor Drive	\$78,531	FR: N. Franklin Street (BUS 460) TO: Peppers Ferry Road NE (Rte 114)	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
	Project U000-154-R24 (UPC 108868) Roanoke Street	\$115,225	FR: Robert Street TO: Reading Road	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
	Christiansburg (Town of) total	\$1,243,245			
Franklin County					
	Project 9999-033-R16 (UPC 108881) Bay Tree Court	\$20,000	FR: 1651 (Bay Tree Court) TO: cul-de-sac	Rural Additions <i>meets priority 2 criteria</i>	VDOT
	Franklin County total	\$20,000			
Giles County					
	Project 0673-035-564 (UPC 89655) Penvir Road	\$33,333	FR: 0.1 miles north Route 61 TO: 0.1 miles north Route 61	Bridge Replacement <i>meets priority 1 criteria</i>	LOCALITY
	Project 0636-035-R00 (UPC 108869) RIPPLEMEAD RD	\$46,667	FR: 0.54 MILES SOUTH RTE 1506 TO: END OF STATE MAINTENANCE	Pave Unpaved Road <i>meets priority 2 criteria</i>	LOCALITY
	Giles County total	\$80,000			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Salem District	<i>projects & allocations TOTAL</i>	40 \$12,996,875			
Montgomery County					
Project 0685-060-R26 (UPC 107297)		\$150,000	FR: 0.07 mi east of Rt 654 TO: 0.07 miles west of Rt 737	Turn Lanes <i>meets priority 1 criteria</i>	LOCALITY
Project 0617-060-R31 (UPC 108870)		\$225,000	FR: Route 677 TO: North of Route 677	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Project 0000-060-R32 (UPC 108871)		\$3,374,249	FR: University City Blvd TO: Southgate Drive	New Road <i>meets priority 2 criteria</i>	VDOT
Montgomery County total		\$3,749,249			
Narrows (Town of)					
Project U000-266-R23 (UPC 108872)		\$80,000	FR: Kimberling TO: Main	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Narrows (Town of) total		\$80,000			
Patrick County					
Project 0715-070-657 (UPC 100807)		\$47,354	FR: Route 712 TO: Dead End	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0690-070-674 (UPC 106756)		\$32,500	FR: Route 819 TO: 0.40 Mi West Route 819	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0674-070-675 (UPC 106760)		\$98,146	FR: Route 674 TO: Route 675	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0817-070-676 (UPC 106767)		\$80,500	FR: Route 58 TO: Dead End	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0678-070-683 (UPC 106765)		\$80,500	FR: Route 837 TO: 1.14 Mi. E Route 837	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0764-070-684 (UPC 106757)		\$80,500	FR: Route 609 TO: 1.4 Mi. South Route 609	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Project 0631-070-685 (UPC 106748)		\$80,500	FR: Route 614 TO: 1.2 Mi. East Route 614	Pave Unpaved Road <i>meets priority 2 criteria</i>	VDOT
Patrick County total		\$500,000			

	FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Salem District	40 \$12,996,875			
<i>projects & allocations TOTAL</i>				
Roanoke (City of)				
Project U000-128-R83 (UPC 107308) Orange Avenue at King Street, NE	\$500,000	FR: King Street, NE TO: 1000ft North of King Street	Intersection Improvement <i>meets priority 1 criteria</i>	LOCALITY
Project U000-128-V12 (UPC 709) 10th Street, NW	\$1,000,000	FR: TO:	Widening (ex. 2 to 4 lanes) <i>meets priority 2 criteria</i>	LOCALITY
Project U000-128-R93 (UPC 108848) Citywide - Stormdrain	\$1,611,842	FR: TO:	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
Project U000-128-392 (UPC 108896) Colonial Avenue, SW	\$922,810	FR: Dogwood Lane TO: Overland Road	Reconstruction <i>meets priority 2 criteria</i>	LOCALITY
Project U000-128-R94 (UPC 108849) Citywide - Sidewalk	\$615,207	FR: TO:	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Project EN15-128-366 (UPC 106265) Riverland Road, SE	\$123,041	FR: Garden City Boulevard, SE TO: 9th Street, SE	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
Project U000-128-R03 (UPC 108851) Berkeley Bridge at King Street, NE	\$461,405	FR: 50ft North of the Bridge TO: 500ft South of the Bridge	Bridge Replacement <i>meets priority 2 criteria</i>	LOCALITY
Roanoke (City of) total	\$5,234,305			
Roanoke County				
Project 0649-080-R77 (UPC 107309) Dry Hollow Road	\$413,000	FR: 200ft south of Rt 639 TO: n/a	Sight Distance <i>meets priority 1 criteria</i>	VDOT
Project 0761-060-R01 (UPC 108852) Huffman Lane	\$20,000	FR: Rt 761 end of state maintenance TO: new turnaround	Rural Additions <i>meets priority 2 criteria</i>	LOCALITY
Project 0011-080-R02 (UPC 108882) West Main Street	\$67,000	FR: Route 643, Daugherty Rd TO: Route 830, Technology Dr	Sidewalk (new construction) <i>meets priority 2 criteria</i>	VDOT
Roanoke County total	\$500,000			
Salem (City of)				
Project U000-129-R43 (UPC 108853) East Main Street / College Avenue	\$500,500	FR: Clay Street TO: Thompson Memorial Boulevard	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Salem (City of) total	\$500,500			

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Staunton District	<i>projects & allocations TOTAL</i>	20 \$19,645,353			
Alleghany County					
	Project 0696-003-677 (UPC 108057) Selma Low Moor Road	\$1,707,488	FR: WB off ramp TO: 0.1 mi E&W of Rt. 1101	Intersection Improvement <i>meets priority 2 criteria</i>	VDOT
	Alleghany County total	\$1,707,488			
Augusta County					
	Project RS17-007-R65 (UPC 108874) Woodrow Wilson Ave.	\$13,200	FR: 0.16 Mile North of Rte 250 TO: 0.54 Mile North of Rte 250	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY
	Augusta County total	\$13,200			
Berryville (Town of)					
	Project 0340-168-R17 (UPC 108671) South Buckmarsh Street	\$13,500	FR: South Buckmarsh Street TO: Swan Avenue	Signals/Traffic Services <i>meets priority 2 criteria</i>	VDOT
	Berryville (Town of) total	\$13,500			
Frederick County					
	Project 0000-034-R47 (UPC 91847) Extend Renaissance Dr	\$550,000	FR: Prosperity Drive TO: Rt 651	Extend Road <i>meets priority 1 criteria</i>	LOCALITY
	Project 0000-034-R32 (UPC 108672) Jubal Early Drive	\$5,890,895	FR: Existing TO: Rt 37	Extend Road <i>meets priority 2 criteria</i>	LOCALITY
	Frederick County total	\$6,440,895			
Front Royal (Town of)					
	Project U000-112-R53 (UPC 103003) Leach Run Parkway	\$2,500,000	FR: John Marshall Highway TO: Happy Creek Road	New Road <i>meets priority 1 criteria</i>	LOCALITY
	Front Royal (Town of) total	\$2,500,000			
Harrisonburg (City of)					
	Project U000-115-R30 (UPC 101209) Reservoir Street	\$1,000,000	FR: South City Limits TO: University Boulevard	Reconstruction <i>meets priority 1 criteria</i>	LOCALITY
	Project RS17-115-R54 (UPC 108873) Garbers Church Road	\$1,500,000	FR: Erickson Ave TO: Park Lawn Drive	Bikeways/Trails <i>meets priority 2 criteria</i>	LOCALITY

	FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Staunton District	20 \$19,645,353			
<i>projects & allocations TOTAL</i>				
Harrisonburg (City of)				
Project RS17-115-R55 (UPC 108875) Grace Street	\$576,612	FR: Grace Street TO: Bluestone Drive	New Road <i>meets priority 2 criteria</i>	LOCALITY
Harrisonburg (City of) total	\$3,076,612			
Luray (Town of)				
Project U000 -159-186 (UPC 103088) West Main Street	\$976,515	FR: Broad Street/340 Bus TO: Hawksbill Street	Bridge Replacement <i>meets priority 2 criteria</i>	LOCALITY
Luray (Town of) total	\$976,515			
Rockingham County				
Project RS17-082-855 (UPC 108876) Spotswood Trail	\$1,307,603	FR: Route 280(Stone Spring Road) TO: Route 687 (Massanetta Springs Rd)	Widening (ex. 2 to 4 lanes) <i>meets priority 2 criteria</i>	LOCALITY
Project RS17-082-R56 (UPC 108877) South Valley Pike Road	\$61,521	FR: 0.1 mile N of Route 704 W (Oakwood Dr) TO: 0.1 mile S of Route 704 (Oakwood Dr)	Turn Lanes <i>meets priority 2 criteria</i>	VDOT
Rockingham County total	\$1,369,124			
Staunton (City of)				
Project RS17-132-R46 (UPC 108878) Englewood Drive	\$725,003	FR: Churchville-Englewood Intersection TO: Englewood-Shutterlee Mill Intersection	Drainage Improvements <i>meets priority 2 criteria</i>	LOCALITY
Staunton (City of) total	\$725,003			
Warren County				
Project 0638-093-783 (UPC 106015) Blue Mountain Road	\$165,000	FR: 1.1 East of Bragg Drive TO: Freezeland Road intersection	Reconstruction <i>meets priority 2 criteria</i>	VDOT
Project 0000-093-R01 (UPC 108674) Lake Front Road	\$350,000	FR: Route 522 (Remount Road) TO: Creek Road	Rural Additions <i>meets priority 2 criteria</i>	VDOT
Project 0000-093-R02 (UPC 108670) Hatcher Drive	\$26,000	FR: Route 619 (Rivermont Drive) TO: 0.46 Mile North of Route 619	Rural Additions <i>meets priority 2 criteria</i>	LOCALITY
Project 0000-093-R03 (UPC 108675) Tomahawk Way	\$140,000	FR: End of Current Pavement Route 875 TO: Old Linden Road	Rural Additions <i>meets priority 2 criteria</i>	LOCALITY
Project 0000-093-R04 (UPC 108676) Farm View Road	\$130,000	FR: Route 638 (Howellsville Road) TO: 0.31 Mile West of Route 638	Rural Additions <i>meets priority 2 criteria</i>	LOCALITY

		FY 2017 State Match Recommended	Location	Scope Priority Selection Status	Project Administratio
Staunton District	<i>projects & allocations TOTAL</i>	20 \$19,645,353			
Warren County					
Warren County total		\$811,000			
Waynesboro (City of)					
Project U000-136-344 (UPC 105907) Southern Corridor (tentative)		\$1,983,716	FR: Delphine Ave TO: South Oak Lane	New Road <i>meets priority 2 criteria</i>	LOCALITY
Project RS17-136-R47 (UPC 108879) Rosser Avenue		\$28,300	FR: Lucy Lane and portion of Lucy Lane TO: Tiffany Drive	Sidewalk (new construction) <i>meets priority 2 criteria</i>	LOCALITY
Waynesboro (City of) total		\$2,012,016			
STATEWIDE summary:	<i>projects & allocations TOTAL</i>	223 \$171,829,404			



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 225-2940

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2017 High Volume Unpaved Road Program Allocations Approval

WHEREAS, § 33.2-358 of the *Code of Virginia* allows the Commonwealth Transportation Board (Board) to set aside funding for paving unpaved roads; and

WHEREAS, the Board on June 18, 2014 approved the High Volume Unpaved Road Program Policy for the utilization of a portion of this set aside to provide a hard-surface to eligible high volume (more than 500 vehicles per day) unpaved roads; and

WHEREAS, the Board directed the Commissioner of Highways to establish administrative procedures to accept and prioritize applications for this program; and

WHEREAS, VDOT solicited and received applications, and prioritized said projects for the FY2017 program in accordance with the criteria established by the policy.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby approves the project allocations as set forth in "Attachment A" for funding pursuant to the High Volume Unpaved Road Program Policy, totaling \$705,000.

#####

CTB Decision Brief

FY2017 High Volume Unpaved Road Program Allocations

Issue: Section 33.2-358 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to set aside funding for, among other things, paving unpaved roads. VDOT seeks the CTB's approval to allocate FY2017 funding in accordance with the High Volume Unpaved Road Program Policy previously established by the CTB (the Policy).

Facts: The CTB, on June 18, 2014, established a policy for the utilization of a portion of the section 33.2-358 unpaved road set aside to provide a hard-surface to eligible high volume (more than 500 vehicles per day) unpaved roads. Following established administrative procedures, VDOT solicited applications for projects from counties with eligible high volume unpaved roadways, and received applications for three such unpaved road projects in three counties. The applications were scored and prioritized pursuant to the policy.

Recommendations: VDOT recommends \$705,000 in FY2017 funds be allocated to projects pursuant to the High Volume Unpaved Road Program Policy as indicated on "Attachment A" of the proposed resolution.

Action Required by CTB: To allocate these funds, the policy requires the CTB to consider and approve the recommended projects. The CTB is presented with a proposed resolution for formal action.

Result, if Approved: The allocations will be available for the projects to commence.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Attachment A

**Virginia Department of Transportation
FY 2017 High Volume Unpaved Road Program Allocations - Requested**

UPC	Route	Locality Name	High Volume Funds Requested	Recommended Allocation	Traffic Count (vpd)	District
104918	622	Caroline County	\$200,000	\$200,000	540	Fredericksburg
106447	653	Loudoun County	\$300,000	\$300,000	1300	Northern Virginia
109073	719	Nottoway County	\$205,000	\$205,000	510	Richmond
		TOTAL	\$705,000	\$705,000		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

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

Action: _____

Title: FY17 Surface Transportation Block Grant Program (STBGP) Transportation Alternatives Set-aside Projects Approval

WHEREAS, at the July 17, 2013 Commonwealth Transportation Board meeting, the Board adopted a resolution establishing the Policy for Selection of Transportation Alternatives Projects and Process for Transportation Enhancement/Transportation Alternatives Program De-allocation, Project Transfer, and Inactive Projects (Transportation Alternatives Policy); and

WHEREAS, pursuant to the Policy, the Commonwealth Transportation Board shall approve the selection of projects to be allocated Transportation Alternative Program funds on an annual basis and in accordance with § 33.2-221 of the *Code of Virginia*; and

WHEREAS, the federal Fixing America's Surface Transportation Act (FAST Act), a federal act authorizing funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes was enacted in 2015 and provides for a Surface Transportation Block Grant Program using Federal Transportation funds and state or local matching funds, and

WHEREAS, the FAST Act provides that a portion of the Surface Transportation Block Grant Program will be set-aside for Transportation Alternatives and this set-aside (STBGP Transportation Alternatives Set aside) replaces the Transportation Alternatives Program authorized under the prior federal act, Moving Ahead for Progress in the 21st Century Act (MAP-21); and

Resolution of the Board
FY17 Surface Transportation Block Grant Program Transportation Alternatives Set-aside
Projects Approval
June 14, 2016
Page Two

WHEREAS, the types of projects previously eligible for funding under the MAP-21 Transportation Alternatives Program are eligible for funding pursuant to the FAST Act's STBGP Transportation Alternatives Set-aside; and

WHEREAS, pursuant to the FAST Act, a portion of the STBGP Transportation Alternatives Set-aside will be made available for project selection to Metropolitan Planning Organizations serving Transportation Management Areas with a population of over 200,000; and

WHEREAS, applications for the STBGP Transportation Alternative Set-aside funding have been received and project selections have been completed, in accordance with and utilizing the Commonwealth Transportation Board policies and criteria for the Transportation Alternatives Program.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby allocates the Surface Transportation Block Grant Program fund amounts to projects as set forth in the Final Surface Transportation Block Grant Transportation Alternatives Set-aside Allocations for (FY17) list, attached hereto as Attachment A; and

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board hereby authorizes the Virginia Department of Transportation to enter into agreements to carry out funding of the Transportation Enhancement, Transportation Alternatives, and Surface Transportation Block Grant Program Transportation Alternatives Set-aside programs.

#####

CTB Decision Brief

FY17 Surface Transportation Block Grant Program Transportation Alternatives Set-aside Projects Approval

Issue: VDOT, pursuant to the authority granted to the Commonwealth Transportation Board (CTB) in § 33.2-221 of the *Code of Virginia*, seeks the CTB's approval of allocations of federal Surface Transportation Block Grant Program Transportation Alternative Set-aside funds to projects selected for such funding and located throughout the Commonwealth of Virginia,

Facts: The federal Fixing America's Surface Transportation (FAST) Act enacted in December of 2015, provides for a Surface Transportation Block Grant Program (STBGP) which includes a Set-aside for Transportation Alternatives, using federal funds and state or local matching funds.

- The STBGP Transportation Alternatives Set-aside has replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Alternatives Program.
- The types of projects previously eligible for funding under the MAP-21 Transportation Alternatives Program are eligible for funding pursuant to the FAST Act's STBGP Transportation Alternatives Set-aside.
- Like the Transportation Alternatives Program under MAP-21, the FAST Act provides federal transportation funds for distribution both statewide and based on areas within the state meeting specified population criteria.
- Pursuant to the FAST Act a portion of the STBGP funds set aside for Transportation Alternatives must be made available for project selection to Metropolitan Planning Organizations (MPOs) serving Transportation Management Areas with a population of over 200,000.
- Fiscal Year 2017 applications transportation alternative project funding have been received and proposed project selections have been completed, based upon the policy and criteria adopted by the CTB on July 17, 2013, governing the selection of Transportation Alternatives Program projects, which policy and criteria are consistent with the requirements for projects funded with the STBGP Transportation Alternatives Set-aside. . The projects proposed for funding pursuant to the STBGP Transportation Alternatives Set-aside are set out in Attachment A.
- Section 33.2-221 (A) of the *Code of Virginia* provides the CTB with the power and authority to comply fully with both present and future federal-aid acts.

Recommendations: VDOT recommends that the CTB approve allocation of the Surface Transportation Block Grant Program fund amounts to those projects as set forth in the attached Final Surface Transportation Block Grant Transportation Alternatives Set-aside Allocations for FY17 list (Attachment A).

Action Required by CTB: To approve by majority vote the resolution and Final Surface Transportation Block Grant Transportation Alternatives Set-aside Allocations for FY17 list (Attachment A).

Result, if Approved: After Statewide Transportation Improvement Program approval, the funds allocated by this resolution will become available for project development to commence.

Options: Approve, Deny, or Defer

Public Comments/Reactions: None

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Bristol				
16053	Bland County	Bland County	project cost	\$1,598,860
	Construction of a multi-use trail, trailhead, and rehabilitation of the historic Phoenix Bridge.		request amount	\$1,241,688
			allocation	\$600,000
16004	Grayson County	Grayson County	project cost	\$417,231
	Construction of a sidewalk and trail along Industrial Lane, Corporate Lane, and through a field area terminating at Grayson County Recreation Park.		request amount	\$288,000
			allocation	\$288,000
16097	Smyth County	Smyth County	project cost	\$920,000
	Rehabilitation of an existing overlook on Route 16, a Virginia Byway known as The Back of The Dragon, at Walker Mountain.		request amount	\$736,000
			allocation	\$736,000
16033	Town of Wytheville	Town of Wytheville	project cost	\$845,332
	Construction of a pedestrian walkway from Main Street thru Elizabeth Brown Park to Washington Street.		request amount	\$182,076
			allocation	\$182,076
16083	Town of Appalachia	Town of Appalachia	project cost	\$234,403
	Construction of a multi-use trail connecting the Town of Appalachia to the Town of Big Stone Gap.		request amount	\$187,441
			allocation	\$187,441
16082	Town of Dungannon	Town of Dungannon	project cost	\$241,310
	Construction of a Greenway in the Town's Central Business District.		request amount	\$141,000
			allocation	\$141,000

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Salem				
16011	Henry County	Henry County	project cost	\$1,556,157
	Construction of a multi-use trail connecting the existing Dick & Willie Trail to the Henry County Soccer Complex.		request amount	\$400,000
			allocation	\$400,000
16052	Montgomery County	Montgomery County	project cost	\$801,000
	Construction of a trail extension that will connect the Huckleberry Trail to the North Franklin Street sidewalk at Independence Boulevard.		request amount	\$250,000
			allocation	\$250,000
16045	City of Roanoke	Virginia Western Community College	project cost	\$573,518
	Construction of inroad buffered bike lanes, sidewalks, pedestrian crosswalks, and intersection improvements at Overland Road, McNeil Road, and Winding Way Road.		request amount	\$458,814
			allocation	\$458,814
16074	City of Salem	City of Salem	project cost	\$600,000
	Reconstruction of sidewalks on Main Street from the intersection of Broad Street to InterWhite Oak Alley.		request amount	\$480,000
			allocation	\$240,000
16075	Town of Vinton	Town of Vinton	project cost	\$526,210
	Construction of the Glade Creek Greenway from Walnut Avenue to Gus Nicks Boulevard.		request amount	\$417,710
			allocation	\$417,710
16051	Town of Christiansburg	Town of Christiansburg	project cost	\$1,406,000
	Construction of streetscaping improvements in the Downtown Central Business District.		request amount	\$250,000
			allocation	\$125,000
16084	Town of Rich Creek	Town of Rich Creek	project cost	\$816,117
	Sidewalk replacement and other improvements in downtown Rich Creek.		request amount	\$225,000
			allocation	\$225,000

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Lynchburg				
16010	Appomattox County	Appomattox County	project cost	\$546,442
	The Appomattox Heritage and Recreational Trail - Phase 2 will connect the Town of Appomattox, Appomattox County and Historic Court House.		request amount	\$218,577
			allocation	\$109,289
<hr/>				
16030	Nelson County	Nelson County	project cost	\$1,187,400
	This is Phase III the Blue Ridge Crozet Tunnel and will construct the western trailhead and parking area, the western trail, and the western portal work. Phase III will be funded with Re-allocated EN/TAP funds.		request amount	\$649,960
			allocation	\$649,960
<hr/>				
16023	City of Danville	City of Danville	project cost	\$319,824
	Construction of the Danville Multi-Use Trail Connector will tie into the existing northside trail that ends on Stinson Drive and terminate at Danville Regional Airport.		request amount	\$239,868
			allocation	\$239,868
<hr/>				
16044	City of Lynchburg	City of Lynchburg	project cost	\$210,305
	Construction of a sidewalk along Stoneridge Street. Project will eliminate final sidewalk gap between Dearington neighborhood and Dearington Elementary School.		request amount	\$168,244
			allocation	\$168,244
<hr/>				
16063	Town of Farmville	Town of Farmville	project cost	\$820,000
	Construction of the Buffalo Creek Pedestrian/Bicycle Bridge and trail connections to the existing Dogwood Trail, Sarah Terry Trail, and the Buffalo Creek Blueway.		request amount	\$306,454
			allocation	\$306,454
<hr/>				
16062	Town of Altavista	Town of Altavista	project cost	\$648,315
	The construction phase of the Altavista Route 43 Downtown Gateway Project will upgrade of the cabinets/conduits at the intersection of Bedford Avenue and 7th Street, and Bedford Avenue and Main Street to accommodate pedestrian signals.		request amount	\$176,000
			allocation	\$176,000
<hr/>				
16018	Town of Charlotte Courthou	Town of Charlotte Court House	project cost	\$441,820
	Phase I of the Route 645 Sidewalk Project will construct new sidewalks beginning at the intersection of Route 645 and the entrance to the Randolph-Henry High School Parking Lot and ending at the interesection of Route 645/1106.		request amount	\$251,856
			allocation	\$251,856

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
16096	Town of Halifax	Town of Halifax	project cost	\$808,993
	Completion of the Banister River Gateway. Project will include designing, fabricating, purchasing and installing interpretive historical signage.		request amount	\$61,195
			allocation	\$61,195

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Richmond				
16070	Chesterfield County	Chesterfield County	project cost	\$900,000
	Construction of a sidewalk along Bailey Bridge Road from Battlecreek Drive to Manchester High School.		request amount	\$720,000
			allocation	\$720,000
16073	Chesterfield County	Chesterfield County	project cost	\$126,000
	Construction of a sidewalk on Spring Run Road from Brocket Drive to Spring Run Elementary School.		request amount	\$100,800
			allocation	\$100,800
16048	Henrico County	Henrico County	project cost	\$310,215
	Construction of shared-use paths that will provide connectivity to/from West Broad Village mixed-use community.		request amount	\$248,172
			allocation	\$248,172
16055	City of Colonial Heights	City of Colonial Heights	project cost	\$90,000
	Right-of-way acquisition for a trail along the Appomattox River from Roslyn Landing Park to Jennick Drive.		request amount	\$72,000
			allocation	\$72,000
16060	City of Colonial Heights	City of Colonial Heights	project cost	\$120,000
	Right-of-way acquisition for pedestrian safety amenities along both sides of the Boulevard from A Avenue to Temple Avenue.		request amount	\$96,000
			allocation	\$96,000
16085	City of Petersburg	City of Petersburg	project cost	\$125,000
	Construction of sidewalk and crosswalk improvements at various school locations.		request amount	\$100,000
			allocation	\$100,000
16012	City of Richmond	City of Richmond	project cost	\$300,000
	Construction of a buffered bike lane along the one-way couplet of 1st Street and 2nd Street.		request amount	\$240,000
			allocation	\$240,000
16014	City of Richmond	City of Richmond	project cost	\$650,000
	Conversion of North 29th Street into a bike-walk boulevard.		request amount	\$520,000
			allocation	\$520,000

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
16020	Town of Lawrenceville	Town of Lawrenceville	project cost	\$384,283
	Reconstruction of sidewalks along both sides of North Main Street from the Railroad Street Bridge to Hicks Street.		request amount	\$307,426
			allocation	\$307,426
16017	Town of South Hill	Town of South Hill	project cost	\$158,231
	Construction of sidewalks and other pedestrian improvements that will complete this downtown streetscaping project.		request amount	\$126,585
			allocation	\$126,585

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Hampton Roads				
16057	Greensville County	Greensville County	project cost	\$564,100
	Construction of a sidewalk along US Hwy 301 North from Crescent Road to Greensville County Elementary School.		request amount	\$132,108
			allocation	\$132,108
16021	City of Newport News	City of Newport News	project cost	\$500,000
	Reconstruction of pedestrian accommodations on four city blocks of Washington Avenue. Project includes improvements in lighting, crosswalks and ADA facilities.		request amount	\$400,000
			allocation	\$400,000
16022	City of Newport News	City of Newport News	project cost	\$1,000,000
	This project will construct the Chesapeake Ave Bike Trail and pedestrian promenade walkway along the Chesapeake Avenue seawall.		request amount	\$400,000
			allocation	\$400,000
16026	City of Virginia Beach	City of Virginia Beach	project cost	\$1,151,416
	Construction of a sidewalk along the west side of Independence Boulevard from the I-264 on-ramp to Baxter Road, and on the north side of Baxter Road from Independence Boulevard to Alicia Drive.		request amount	\$794,477
			allocation	\$794,477
16027	City of Virginia Beach	City of Virginia Beach	project cost	\$924,880
	Construction of a sidewalk along the south side of Providence Road from East of Kempsville Road to the intersection of Indian Lakes Boulevard and Churchill Drive.		request amount	\$638,168
			allocation	\$638,168
16029	City of Virginia Beach	City of Virginia Beach	project cost	\$860,047
	Construction of a sidewalk along the west side of West Great Neck Road from Adam Keeling Road to the southern side of the bridge over Long Creek. Sidewalk will also provide access to John B Dey Elem., Great Neck Middle School and Frank Cox High School.		request amount	\$593,432
			allocation	\$593,432
16056	City of Williamsburg	City of Williamsburg	project cost	\$1,250,000
	Construction of a trail along Monticello Avenue from Trayburn Drive to Ironbound Road. Trail will serve city residents and William and Mary students who use the corridor to travel between Midtown, the campus and New Town. \$350,217 of this award is re-allocated EN/TAP funds.		request amount	\$1,000,000
			allocation	\$1,000,000

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
16001	Town of Cape Charles	Town of Cape Charles	project cost	\$4,260,676
			request amount	\$817,175
			allocation	\$817,175
<p>Construction of Phase 2B of the Cape Charles Community Trail will be located from the east end of Washington Avenue from Peach Street to Fig Street. This phase links previous phases and provides funding to link the trail to many destinations including the harbor, beach, historic district, commercial district and museum.</p>				

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Fredericksburg				
16025	King William County	King William County	project cost	\$208,000
	The King William Courthouse Trail System will facilitate access to the County's historic administrative/judicial complex through construction of pedestrian facilities.		request amount	\$166,400
			allocation	\$166,400
<hr/>				
16059	Stafford County	Stafford County	project cost	\$820,000
	The proposed sidewalk would connect existing trails/sidewalks along Mine Road with the adjacent subdivisions (Highpointe, Hampton Oaks and Settler's Landing). This project would link Cathedral Lane to Highpointe Boulevard. \$543 additional allocation from leftover FY16 MPO TAP funds.		request amount	\$493,328
			allocation	\$493,871
<hr/>				
16008	Town of Tappahannock	Town of Tappahannock	project cost	\$361,330
	Reconstruction of sidewalks on Prince Street from Church Lane to the River. Funding will also provide lighting, ADA compliant curb ramps, and an observation deck at the end of Prince Street overlooking the Rappahannock River and Federal Wildlife Refuge.		request amount	\$266,130
			allocation	\$266,130

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Culpeper				
16002	Fauquier County	Fauquier County	project cost	\$4,511,975
	Construction of sidewalks, crosswalks, landscaping, lighting and other improvements along the north and south sides of Main Street (Route 55) in the village of Marshall.		request amount	\$392,000
			allocation	\$392,000
<hr/>				
16036	City of Charlottesville	City of Charlottesville	project cost	\$353,672
	Construction of a shared-use path along Water Street from the Coal Tower and Meade Avenue Trails to the downtown mall.		request amount	\$254,984
			allocation	\$254,984
<hr/>				
16076	Thomas Jefferson PDC	Thomas Jefferson Planning District Commission	project cost	\$599,880
	Construction of a bicycle "node" at the new Fifth Street Station development and shared-use trails connecting to 5th Street and neighborhoods south of I-64.		request amount	\$399,880
			allocation	\$399,880

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Staunton				
16040	Warren County	Warren County	project cost	\$658,861
	Construction of a path along Route 522 from the Town of Front Royal to Conservation Drive at the main entrance to the Smithsonian Conservation Biology Institute. A future phase will continue the walkway to the Appalachian Trail.		request amount	\$340,941
			allocation	\$340,941
<hr/>				
16092	City of Harrisonburg	City of Harrisonburg	project cost	\$189,980
	Construction of a sidewalk, crossing location, and flashing zone lights on Reservoir Street between Hawkins Street and Kenmore Street.		request amount	\$151,984
			allocation	\$151,984
<hr/>				
16081	City of Staunton	City of Staunton	project cost	\$378,798
	Construction of sidewalk, crosswalks, and lighting to improve safety and access to Bessie Weller Elementary School.		request amount	\$283,646
			allocation	\$283,646
<hr/>				
16099	City of Waynesboro	City of Waynesboro	project cost	\$1,187,400
	Phase III - Blue Ridge Crozet Tunnel - construction of the western trailhead, trail and western portal work. Funded with Re-allocated EN/TAP funds.		request amount	\$649,960
			allocation	\$649,960
<hr/>				
16080	Town of Glasgow	Town of Glasgow	project cost	\$294,400
	Construction of a shared-use path along Blue Ridge Road from Powhatan Street to Fitzlee Street.		request amount	\$235,520
			allocation	\$235,520
<hr/>				
16064	Town of Mt Jackson	Town of Mount Jackson	project cost	\$944,820
	Construction of sidewalks along Main Street and Conicville Boulevard from Tripplett Tech School to Avondale Avenue.		request amount	\$360,096
			allocation	\$360,096
<hr/>				
16009	Town of Strasburg	Town of Strasburg	project cost	\$2,185,444
	Streetscaping improvements along King Street including new sidewalks, crosswalks, and historic lighting fixtures.		request amount	\$234,451
			allocation	\$234,451

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
Northern Virginia				
16087	Arlington County	Arlington County	project cost	\$1,109,280
	Construction of raised medians, pedestrian curb extensions, and buffered bike lanes on McKinley Road/North Ohio Street from Wilson Boulevard to 11th Street North.		request amount	\$400,000
			allocation	\$400,000
16061	Fairfax County	Fairfax County	project cost	\$4,000,000
	Cinder Bed Road Bikeway - construction of a shared-use path from Fort Belvoir to Franconia-Springfield Metrorail Station.		request amount	\$400,000
			allocation	\$400,000
16068	Fairfax County	Fairfax County	project cost	\$1,500,000
	Construction of a shared-use path from South Van Dorn Street/Oakwood Road Intersection to Fairfax County Line.		request amount	\$400,000
			allocation	\$400,000
16069	Fairfax County	Fairfax County	project cost	\$766,000
	Purchase of bikeshare stations and bicycles to launch a bikeshare system in Reston.		request amount	\$400,000
			allocation	\$400,000
16032	Prince William County	Prince William County	project cost	\$462,357
	Construction of a sidewalk along Horner Road from the intersection of Forest Glen Road to the Kilby Elementary School.		request amount	\$369,886
			allocation	\$369,886
16038	Prince William County	Prince William County	project cost	\$1,254,120
	Construction of a sidewalk along the south side of Opitz Boulevard from an existing sidewalk on Potomac Center Boulevard to an existing sidewalk on Opitz Boulevard at Potomac Library.		request amount	\$1,000,000
			allocation	\$500,000
16039	Prince William County	Prince William County	project cost	\$686,648
	Construction of sidewalk on the east side of Dumfries Road between Counselor Road and Tayloe Drive.		request amount	\$549,318
			allocation	\$549,318
16098	National Park Service	National Park Service	project cost	\$575,000
	Preservation and rehabilitation of the historic Stone Bridge over Bull Run.		request amount	\$460,000
			allocation	\$460,000

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information	
16058	National Park Service	National Park Service	project cost	\$1,275,000
	Removal of an existing bridge and construction of a new bridge on the Mount Vernon Trail.		request amount	\$800,000
			allocation	\$675,000
16054	Town of Herndon	Town of Herndon	project cost	\$986,383
	Construction of bicycle and pedestrian improvements along Van Buren Street from Herndon Parkway to Alabama Drive utilizing a "complete street" design approach.		request amount	\$509,106
			allocation	\$509,106
16043	Town of Round Hill	Town of Round Hill	project cost	\$2,419,565
	Construction of sidewalks along Main Street from Loudoun Street to just north of High Street.		request amount	\$698,443
			allocation	\$698,443

FY17 Surface Transportation Block Grant Set-Aside for Transportation Alternatives Program Projects Approval

Project Number	Sponsor	Applicant	Allocation Information
			<i>Total Statewide Allocations</i> \$23,111,866



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Fax: (804) 786-2940

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By:

Seconded By:

Action:

Title: Arlington and Henrico Counties Maintenance Payments FY 2016-2017

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

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

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

WHEREAS, the rate of payment for these lane-miles is set forth in § 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* (1950), as amended, 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 2016-2017 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 2016-2017

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 and construction payments to Arlington and Henrico counties, each of which meets the forgoing criteria. Also, 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 2016 -2017 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; and
- VDOT has calculated that the FY 2016 payment rates should be adjusted by 2.3% in accord with §§33.2-366 and 33.2-319; and
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* (1950), as amended, overweight permit fee revenue will be distributed on the basis of lane mileage to localities along with their quarterly maintenance payments.

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

Action Required by CTB: In order for VDOT to make payment of these funds to the localities, CTB action/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 2016 rate adjusted by 2.3% 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 2016-2017
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

CONSTRUCTION ALLOCATION (33.1-23.4)	-	FEDERAL AID TO BE ESCROWED (33.1-23.5:1)	=	STATE FUNDS TO BE DISTRIBUTED
\$0.00		\$0.00		\$0.00

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>
974.77	18807.43783

TOTAL MAINTENANCE PAYMENT	\$18,332,926.17
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT	\$18,332,926.17
QUARTERLY PAYMENT	\$4,583,231.54

ATTACHMENT A-2
 HENRICO COUNTY
 FY 2016-2017
CONSTRUCTION AND MAINTENANCE ALLOCATION

CONSTRUCTION PAYMENT

CONSTRUCTION ALLOCATION (33.1-23.4)	-	FEDERAL AID TO BE ESCROWED (33.1-23.5:1)	=	STATE FUNDS TO BE DISTRIBUTED
\$0.00		\$0.00		\$0.00

MAINTENANCE PAYMENT

<u>LANE MILES</u>	<u>RATE</u>
3480.93	13685.3056

TOTAL MAINTENANCE PAYMENT	\$47,637,590.82
TOTAL ANNUAL CONSTRUCTION AND MAINTENANCE PAYMENT	\$47,637,590.82
QUARTERLY PAYMENT	\$11,909,397.71

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

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
	Arlington County	974.77	\$ 6,604.13	\$ 1,651.03
	Henrico County	3,480.93	\$ 23,583.52	\$ 5,895.88
County Total		4,455.70	\$ 30,187.65	\$ 7,546.91



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Payments to Cities, Certain Towns, and Warren County
for Maintenance to Certain Roads and Streets - FY 2016-2017**

WHEREAS, the Commonwealth Transportation Board is authorized under § 33.2-319 of the *Code of Virginia*, (1950), as amended, 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*, (1950), as amended, 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 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*, (1950), as amended, provide that a percentage of collected overweight permit fees are to be paid to localities based on the moving-lane miles in the locality eligible for maintenance payments; and

WHEREAS, the Appropriations Act (House Bill 30 (2016), Reenrolled) includes a provision (Item 464 (A)) authorizing the Commonwealth Transportation Board to make

Resolution of the Board

Maintenance Payments to Certain Roads and Streets – FY 2016-2017

June 14, 2016

Page Two

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 prorata basis in accord with § 58.1-3403. D.; and

WHEREAS, funds allocated by the Board 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 72.95 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, 2016 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 2016-2017 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.

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 to Certain Roads and Streets - FY 2016-2017

Issue: Each quarter, pursuant to Commonwealth Transportation Board (CTB) approval, 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, certain overweight permit fee revenue collected by 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 2016 -2017 pursuant to the above-referenced laws is sought.

Facts:

- Pursuant to § 33.2-319, for the purpose of calculating street allocations, the Department is required to divide affected roads and street into two categories: Principal and Minor Arterial Roads and Collector and Local Streets.
 - Street 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, 2016.
 - 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 FY17 payment rate for principal and minor arterials of \$20,717 per moving lane mile available to peak hour traffic.
 - For collectors and locals, the proposed FY17 rate is \$12,161 per such moving lane mile.
 - The foregoing rates represent 2.3% growth over last year's maintenance payments statewide.
- The Appropriations Act includes a provision (Item 464 (A) (i) 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 prorata 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*, (1950), as amended, overweight permit fee revenue will be distributed on the basis of moving-lane mileage to localities along with their quarterly maintenance payments.

Recommendations: VDOT recommends that the street additions shown in Attachment A for the Cities of Danville, Lynchburg, Richmond, Chesapeake, Hampton, Newport News, Norfolk,

Suffolk, Virginia Beach, Charlottesville, Fredericksburg, Harrisonburg, Waynesboro and Falls Church and the Towns of Abingdon, Lebanon, Marion, Tazewell, Rocky Mount, Blackstone, Chincoteague, Smithfield, Berryville and Herndon be approved. VDOT also recommends that the calculations/payments as shown on Attachment B be approved, which include payments pursuant to § 33.2-319 representing a 2.3% growth over last year's maintenance payments statewide and payments pursuant to the Appropriations Act Provision. VDOT recommends that the distribution of the annual overweight permit fee revenue as shown on Attachment C be approved.

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Attachment A
Modifications to the Urban System

Locality Name	State Arterials	Collector/Local	Total	Lane Miles
Town of Abingdon	0.00	+0.03	0.03	+0.06
Town of Lebanon	0.00	+0.73	0.73	+1.46
Town of Marion	+0.31	+0.97	1.28	+2.56
Town of Tazewell	0.00	+0.18	0.18	+0.36
Town of Rocky Mount	0.00	+0.29	0.29	+0.58
City of Danville	0.00	+0.69	0.69	+1.38
City of Lynchburg	0.00	+0.55	0.55	+1.10
Town of Blackstone	+0.05	+0.29	0.34	+0.68
City of Richmond	+0.15	+17.32	17.47	+35.80
City of Chesapeake	-0.87	+10.50	9.63	+27.08
Town of Chincoteague	0.00	+0.53	0.53	+0.53
City of Hampton	0.00	+0.18	0.18	+0.36
City of Newport News	0.00	+2.30	2.3	+4.60
City of Norfolk	0.00	+1.60	1.6	+2.07
Town of Smithfield	0.00	+1.30	1.3	+2.60
City of Suffolk	+7.01	+10.67	17.68	+53.49
City of Va Beach	0.00	+2.86	2.86	+5.69
City of Charlottesville	0.00	+1.68	1.68	+3.62
City of Fredericksburg	0.00	+1.93	1.93	+3.16
Town of Berryville	0.00	+0.91	0.91	+1.68
City of Harrisonburg	0.00	+0.34	0.34	+0.68
City of Waynesboro	0.00	+9.03	9.03	+18.06
City of Falls Church	+0.18	+1.06	1.24	+3.54
Town of Herndon	0.00	+0.18	+0.18	+0.36
TOTALS	+6.83	+66.12	+72.95	+171.50

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
Principal Arterial:	2.26	7.46	7.46	\$20,717	\$38,637.21	\$154,548.82
Minor Arterials	5.40	16.03	16.03	\$20,717	\$83,023.38	\$332,093.51
Collectors	4.19	8.52	8.52	\$12,161	\$25,902.93	\$103,611.72
Locals	42.47	85.63	85.63	\$12,161	\$260,336.61	\$1,041,346.43
Totals:	54.32	117.64	117.64		\$407,900.12	\$1,631,600.48
Comb PA/MA	7.66	23.49	23.49	\$20,717	\$121,660.58	\$486,642.33
Comb COL/LOC	46.66	94.15	94.15	\$12,161	\$286,239.54	\$1,144,958.15
Totals:	54.32	117.64	117.64		\$407,900.12	\$1,631,600.48
Big Stone Gap						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	5.64	11.28	11.28	\$20,717	\$58,421.94	\$233,687.76
Collectors	1.28	2.52	2.52	\$12,161	\$7,661.43	\$30,645.72
Locals	24.69	50.62	50.62	\$12,161	\$153,897.46	\$615,589.82
Totals:	31.61	64.42	64.42		\$219,980.83	\$879,923.30
Comb PA/MA	5.64	11.28	11.28	\$20,717	\$58,421.94	\$233,687.76
Comb COL/LOC	25.97	53.14	53.14	\$12,161	\$161,558.89	\$646,235.54
Totals:	31.61	64.42	64.42		\$219,980.83	\$879,923.30
Bluefield						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	4.96	10.47	10.47	\$20,717	\$54,226.75	\$216,906.99
Collectors	8.92	18.28	18.28	\$12,161	\$55,575.77	\$222,303.08
Locals	24.86	49.54	49.54	\$12,161	\$150,613.99	\$602,455.94
Totals:	38.74	78.29	78.29		\$260,416.50	\$1,041,666.01
Comb PA/MA	4.96	10.47	10.47	\$20,717	\$54,226.75	\$216,906.99
Comb COL/LOC	33.78	67.82	67.82	\$12,161	\$206,189.76	\$824,759.02
Totals:	38.74	78.29	78.29		\$260,416.50	\$1,041,666.01

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Bristol						
Principal Arterial:	6.36	19.53	19.53	\$20,717	\$101,150.75	\$404,603.01
Minor Arterials	13.36	30.14	30.14	\$20,717	\$156,102.60	\$624,410.38
Collectors	11.91	25.18	25.18	\$12,161	\$76,553.50	\$306,213.98
Locals	91.44	182.25	182.25	\$12,161	\$554,085.56	\$2,216,342.25
Totals:	123.07	257.10	257.10		\$887,892.41	\$3,551,569.62
Comb PA/MA	19.72	49.67	49.67	\$20,717	\$257,253.35	\$1,029,013.39
Comb COL/LOC	103.35	207.43	207.43	\$12,161	\$630,639.06	\$2,522,556.23
Totals:	123.07	257.10	257.10		\$887,892.41	\$3,551,569.62
Lebanon						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	7.36	16.40	16.40	\$20,717	\$84,939.70	\$339,758.80
Collectors	0.00	0.00	0.00	\$12,161	\$0.00	\$0.00
Locals	24.14	46.67	46.67	\$12,161	\$141,888.47	\$567,553.87
Totals:	31.50	63.07	63.07		\$226,828.17	\$907,312.67
Comb PA/MA	7.36	16.40	16.40	\$20,717	\$84,939.70	\$339,758.80
Comb COL/LOC	24.14	46.67	46.67	\$12,161	\$141,888.47	\$567,553.87
Totals:	31.50	63.07	63.07		\$226,828.17	\$907,312.67
Marion						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	5.84	18.52	18.52	\$20,717	\$95,919.71	\$383,678.84
Collectors	6.78	13.56	13.56	\$12,161	\$41,225.79	\$164,903.16
Locals	30.41	60.82	60.82	\$12,161	\$184,908.01	\$739,632.02
Totals:	43.03	92.90	92.90		\$322,053.51	\$1,288,214.02
Comb PA/MA	5.84	18.52	18.52	\$20,717	\$95,919.71	\$383,678.84
Comb COL/LOC	37.19	74.38	74.38	\$12,161	\$226,133.80	\$904,535.18
Totals:	43.03	92.90	92.90		\$322,053.51	\$1,288,214.02

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Norton						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	5.20	11.83	11.83	\$20,717	\$61,270.53	\$245,082.11
Collectors	5.61	11.72	11.72	\$12,161	\$35,631.73	\$142,526.92
Locals	19.27	38.85	38.85	\$12,161	\$118,113.71	\$472,454.85
Totals:	30.08	62.40	62.40		\$215,015.97	\$860,063.88
Comb PA/MA	5.20	11.83	11.83	\$20,717	\$61,270.53	\$245,082.11
Comb COL/LOC	24.88	50.57	50.57	\$12,161	\$153,745.44	\$614,981.77
Totals:	30.08	62.40	62.40		\$215,015.97	\$860,063.88
Richlands						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	4.31	9.20	9.20	\$20,717	\$47,649.10	\$190,596.40
Collectors	2.96	5.92	5.92	\$12,161	\$17,998.28	\$71,993.12
Locals	28.69	55.92	55.92	\$12,161	\$170,010.78	\$680,043.12
Totals:	35.96	71.04	71.04		\$235,658.16	\$942,632.64
Comb PA/MA	4.31	9.20	9.20	\$20,717	\$47,649.10	\$190,596.40
Comb COL/LOC	31.65	61.84	61.84	\$12,161	\$188,009.06	\$752,036.24
Totals:	35.96	71.04	71.04		\$235,658.16	\$942,632.64
Saltville						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	3.33	6.66	6.66	\$20,717	\$34,493.81	\$137,975.22
Collectors	0.00	0.00	0.00	\$12,161	\$0.00	\$0.00
Locals	13.11	24.54	24.54	\$12,161	\$74,607.74	\$298,430.94
Totals:	16.44	31.20	31.20		\$109,101.54	\$436,406.16
Comb PA/MA	3.33	6.66	6.66	\$20,717	\$34,493.81	\$137,975.22
Comb COL/LOC	13.11	24.54	24.54	\$12,161	\$74,607.74	\$298,430.94
Totals:	16.44	31.20	31.20		\$109,101.54	\$436,406.16

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Tazewell						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	12.12	25.46	25.46	\$20,717	\$131,863.71	\$527,454.82
Collectors	0.00	0.00	0.00	\$12,161	\$0.00	\$0.00
Locals	23.02	44.65	44.65	\$12,161	\$135,747.16	\$542,988.65
Totals:	35.14	70.11	70.11		\$267,610.87	\$1,070,443.47
Comb PA/MA	12.12	25.46	25.46	\$20,717	\$131,863.71	\$527,454.82
Comb COL/LOC	23.02	44.65	44.65	\$12,161	\$135,747.16	\$542,988.65
Totals:	35.14	70.11	70.11		\$267,610.87	\$1,070,443.47
Wise						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	5.74	13.31	13.31	\$20,717	\$68,935.82	\$275,743.27
Collectors	0.84	1.68	1.68	\$12,161	\$5,107.62	\$20,430.48
Locals	10.36	19.82	19.82	\$12,161	\$60,257.76	\$241,031.02
Totals:	16.94	34.81	34.81		\$134,301.19	\$537,204.77
Comb PA/MA	5.74	13.31	13.31	\$20,717	\$68,935.82	\$275,743.27
Comb COL/LOC	11.20	21.50	21.50	\$12,161	\$65,365.38	\$261,461.50
Totals:	16.94	34.81	34.81		\$134,301.19	\$537,204.77
Wytheville						
Principal Arterial:	3.53	10.98	10.98	\$20,717	\$56,868.17	\$227,472.66
Minor Arterials	6.45	21.79	21.79	\$20,717	\$112,855.86	\$451,423.43
Collectors	13.98	28.94	28.94	\$12,161	\$87,984.84	\$351,939.34
Locals	61.84	123.17	123.17	\$12,161	\$374,467.59	\$1,497,870.37
Totals:	85.80	184.88	184.88		\$632,176.45	\$2,528,705.80
Comb PA/MA	9.98	32.77	32.77	\$20,717	\$169,724.02	\$678,896.09
Comb COL/LOC	75.82	152.11	152.11	\$12,161	\$462,452.43	\$1,849,809.71
Totals:	85.80	184.88	184.88		\$632,176.45	\$2,528,705.80

VDOT
 LOCAL ASSISTANCE DIVISION
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 STATE FUNCTIONAL CLASSIFICATION
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Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
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BRISTOL DISTRICT TOTALS

Principal Arterial:	12.15	37.97	\$20,717	\$196,656.12	\$786,624.49
Minor Arterials	79.71	191.09	\$20,717	\$989,702.88	\$3,958,811.53
Collectors	56.47	116.32	\$12,161	\$353,641.88	\$1,414,567.52
Locals	394.30	782.48	\$12,161	\$2,378,934.82	\$9,515,739.28
Totals:	542.63	1127.86		\$3,918,935.71	\$15,675,742.82
Comb PA/MA	91.86	229.06	\$20,717	\$1,186,359.01	\$4,745,436.02
Comb COL/LOC	450.77	898.80	\$12,161	\$2,732,576.70	\$10,930,306.80
Totals:	542.63	1127.86		\$3,918,935.71	\$15,675,742.82

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
SALEM DISTRICT						
Bedford						
Principal Arterial:	8.02	21.09	21.09	\$20,717	\$109,230.38	\$436,921.53
Minor Arterials	1.76	3.52	3.52	\$20,717	\$18,230.96	\$72,923.84
Collectors	7.47	14.94	14.94	\$12,161	\$45,421.34	\$181,685.34
Locals	29.74	58.69	58.69	\$12,161	\$178,432.27	\$713,729.09
Totals:	46.99	98.24	98.24		\$351,314.95	\$1,405,259.80
Comb PA/MA	9.78	24.61	24.61	\$20,717	\$127,461.34	\$509,845.37
Comb COL/LOC	37.21	73.63	73.63	\$12,161	\$223,853.61	\$895,414.43
Totals:	46.99	98.24	98.24		\$351,314.95	\$1,405,259.80
Blacksburg						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	14.66	46.25	46.25	\$20,717	\$239,540.31	\$958,161.25
Collectors	8.49	17.38	17.38	\$12,161	\$52,839.55	\$211,358.18
Locals	90.72	181.09	181.09	\$12,161	\$550,558.87	\$2,202,235.49
Totals:	113.87	244.72	244.72		\$842,938.73	\$3,371,754.92
Comb PA/MA	14.66	46.25	46.25	\$20,717	\$239,540.31	\$958,161.25
Comb COL/LOC	99.21	198.47	198.47	\$12,161	\$603,398.42	\$2,413,593.67
Totals:	113.87	244.72	244.72		\$842,938.73	\$3,371,754.92
Christiansburg						
Principal Arterial:	5.98	16.11	16.11	\$20,717	\$83,437.72	\$333,750.87
Minor Arterials	9.81	28.26	28.26	\$20,717	\$146,365.61	\$585,462.42
Collectors	4.45	9.58	9.58	\$12,161	\$29,125.60	\$116,502.38
Locals	97.01	193.51	193.51	\$12,161	\$588,318.78	\$2,353,275.11
Totals:	117.25	247.46	247.46		\$847,247.70	\$3,388,990.78
Comb PA/MA	15.79	44.37	44.37	\$20,717	\$229,803.32	\$919,213.29
Comb COL/LOC	101.46	203.09	203.09	\$12,161	\$617,444.37	\$2,469,777.49
Totals:	117.25	247.46	247.46		\$847,247.70	\$3,388,990.78

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Galax						
Principal Arterial:	8.00	26.08	26.08	\$20,717	\$135,074.84	\$540,299.36
Minor Arterials	4.83	9.66	9.66	\$20,717	\$50,031.56	\$200,126.22
Collectors	7.05	14.10	14.10	\$12,161	\$42,867.53	\$171,470.10
Locals	40.49	80.50	80.50	\$12,161	\$244,740.13	\$978,960.50
Totals:	60.37	130.34	130.34		\$472,714.05	\$1,890,856.18
Comb PA/MA	12.83	35.74	35.74	\$20,717	\$185,106.40	\$740,425.58
Comb COL/LOC	47.54	94.60	94.60	\$12,161	\$287,607.65	\$1,150,430.60
Totals:	60.37	130.34	130.34		\$472,714.05	\$1,890,856.18
Martinsville						
Principal Arterial:	7.46	26.60	26.60	\$20,717	\$137,768.05	\$551,072.20
Minor Arterials	14.29	39.16	39.16	\$20,717	\$202,819.43	\$811,277.72
Collectors	9.53	19.10	19.10	\$12,161	\$58,068.78	\$232,275.10
Locals	68.27	137.42	137.42	\$12,161	\$417,791.16	\$1,671,164.62
Totals:	99.55	222.28	222.28		\$816,447.41	\$3,265,789.64
Comb PA/MA	21.75	65.76	65.76	\$20,717	\$340,587.48	\$1,362,349.92
Comb COL/LOC	77.80	156.52	156.52	\$12,161	\$475,859.93	\$1,903,439.72
Totals:	99.55	222.28	222.28		\$816,447.41	\$3,265,789.64
Narrows						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	0.10	0.20	0.20	\$20,717	\$1,035.85	\$4,143.40
Collectors	0.30	0.60	0.60	\$12,161	\$1,824.15	\$7,296.60
Locals	15.47	29.99	29.99	\$12,161	\$91,177.10	\$364,708.39
Totals:	15.87	30.79	30.79		\$94,037.10	\$376,148.39
Comb PA/MA	0.10	0.20	0.20	\$20,717	\$1,035.85	\$4,143.40
Comb COL/LOC	15.77	30.59	30.59	\$12,161	\$93,001.25	\$372,004.99
Totals:	15.87	30.79	30.79		\$94,037.10	\$376,148.39

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Pearisburg						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	1.67	3.34	3.34	\$20,717	\$17,298.70	\$69,194.78
Collectors	0.00	0.00	0.00	\$12,161	\$0.00	\$0.00
Locals	18.19	36.18	36.18	\$12,161	\$109,996.25	\$439,984.98
Totals:	19.86	39.52	39.52		\$127,294.94	\$509,179.76
Comb PA/MA	1.67	3.34	3.34	\$20,717	\$17,298.70	\$69,194.78
Comb COL/LOC	18.19	36.18	36.18	\$12,161	\$109,996.25	\$439,984.98
Totals:	19.86	39.52	39.52		\$127,294.94	\$509,179.76
Pulaski						
Principal Arterial:	5.43	17.04	17.04	\$20,717	\$88,254.42	\$353,017.68
Minor Arterials	11.41	25.78	25.78	\$20,717	\$133,521.07	\$534,084.26
Collectors	4.19	8.38	8.38	\$12,161	\$25,477.30	\$101,909.18
Locals	46.32	92.09	92.09	\$12,161	\$279,976.62	\$1,119,906.49
Totals:	67.35	143.29	143.29		\$527,229.40	\$2,108,917.61
Comb PA/MA	16.84	42.82	42.82	\$20,717	\$221,775.49	\$887,101.94
Comb COL/LOC	50.51	100.47	100.47	\$12,161	\$305,453.92	\$1,221,815.67
Totals:	67.35	143.29	143.29		\$527,229.40	\$2,108,917.61
Radford						
Principal Arterial:	9.48	27.71	27.71	\$20,717	\$143,517.02	\$574,068.07
Minor Arterials	9.09	18.18	18.18	\$20,717	\$94,158.77	\$376,635.06
Collectors	3.75	7.06	7.06	\$12,161	\$21,464.17	\$85,856.66
Locals	51.75	103.89	103.89	\$12,161	\$315,851.57	\$1,263,406.29
Totals:	74.07	156.84	156.84		\$574,991.52	\$2,299,966.08
Comb PA/MA	18.57	45.89	45.89	\$20,717	\$237,675.78	\$950,703.13
Comb COL/LOC	55.50	110.95	110.95	\$12,161	\$337,315.74	\$1,349,262.95
Totals:	74.07	156.84	156.84		\$574,991.52	\$2,299,966.08

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Roanoke						
Principal Arterial:	27.46	102.37	102.37	\$20,717	\$530,199.82	\$2,120,799.29
Minor Arterials	45.94	115.07	115.07	\$20,717	\$595,976.30	\$2,383,905.19
Collectors	28.65	66.75	66.75	\$12,161	\$202,936.69	\$811,746.75
Locals	382.95	769.41	769.41	\$12,161	\$2,339,198.75	\$9,356,795.01
Totals:	485.00	1053.60	1053.60		\$3,668,311.56	\$14,673,246.24
Comb PA/MA	73.40	217.44	217.44	\$20,717	\$1,126,176.12	\$4,504,704.48
Comb COL/LOC	411.60	836.16	836.16	\$12,161	\$2,542,135.44	\$10,168,541.76
Totals:	485.00	1053.60	1053.60		\$3,668,311.56	\$14,673,246.24
Rocky Mount						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	10.13	28.27	28.27	\$20,717	\$146,417.40	\$585,669.59
Collectors	3.47	6.94	6.94	\$12,161	\$21,099.34	\$84,397.34
Locals	29.49	58.89	58.89	\$12,161	\$179,040.32	\$716,161.29
Totals:	43.09	94.10	94.10		\$346,557.06	\$1,386,228.22
Comb PA/MA	10.13	28.27	28.27	\$20,717	\$146,417.40	\$585,669.59
Comb COL/LOC	32.96	65.83	65.83	\$12,161	\$200,139.66	\$800,558.63
Totals:	43.09	94.10	94.10		\$346,557.06	\$1,386,228.22
Salem						
Principal Arterial:	11.60	37.95	37.95	\$20,717	\$196,552.54	\$786,210.15
Minor Arterials	8.91	25.36	25.36	\$20,717	\$131,345.78	\$525,383.12
Collectors	10.08	20.40	20.40	\$12,161	\$62,021.10	\$248,084.40
Locals	104.98	208.23	208.23	\$12,161	\$633,071.26	\$2,532,285.03
Totals:	135.57	291.94	291.94		\$1,022,990.68	\$4,091,962.70
Comb PA/MA	20.51	63.31	63.31	\$20,717	\$327,898.32	\$1,311,593.27
Comb COL/LOC	115.06	228.63	228.63	\$12,161	\$695,092.36	\$2,780,369.43
Totals:	135.57	291.94	291.94		\$1,022,990.68	\$4,091,962.70

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Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vinton					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	3.64	13.00	\$20,717	\$67,330.25	\$269,321.00
Collectors	3.11	8.60	\$12,161	\$26,146.15	\$104,584.60
Locals	33.21	66.12	\$12,161	\$201,021.33	\$804,085.32
Totals:	39.96	87.72		\$294,497.73	\$1,177,990.92
Comb PA/MA	3.64	13.00	\$20,717	\$67,330.25	\$269,321.00
Comb COL/LOC	36.32	74.72	\$12,161	\$227,167.48	\$908,669.92
Totals:	39.96	87.72		\$294,497.73	\$1,177,990.92
SALEM DISTRICT TOTALS					
Principal Arterial:	83.43	274.95	\$20,717	\$1,424,034.79	\$5,696,139.15
Minor Arterials	136.24	356.05	\$20,717	\$1,844,071.96	\$7,376,287.85
Collectors	90.54	193.83	\$12,161	\$589,291.66	\$2,357,166.63
Locals	1008.59	2016.01	\$12,161	\$6,129,174.40	\$24,516,697.61
Totals:	1318.80	2840.84		\$9,986,572.81	\$39,946,291.24
Comb PA/MA	219.67	631.00	\$20,717	\$3,268,106.75	\$13,072,427.00
Comb COL/LOC	1099.13	2209.84	\$12,161	\$6,718,466.06	\$26,873,864.24
Totals:	1318.80	2840.84		\$9,986,572.81	\$39,946,291.24

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
LYNCHBURG DISTRICT						
Altavista						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	2.31	4.62	4.62	\$20,717	\$23,928.14	\$95,712.54
Collectors	4.35	8.70	8.70	\$12,161	\$26,450.18	\$105,800.70
Locals	19.80	39.13	39.13	\$12,161	\$118,964.98	\$475,859.93
Totals:	26.46	52.45	52.45		\$169,343.29	\$677,373.17
Comb PA/MA	2.31	4.62	4.62	\$20,717	\$23,928.14	\$95,712.54
Comb COL/LOC	24.15	47.83	47.83	\$12,161	\$145,415.16	\$581,660.63
Totals:	26.46	52.45	52.45		\$169,343.29	\$677,373.17
Danville						
Principal Arterial:	30.20	116.68	116.68	\$20,717	\$604,314.89	\$2,417,259.56
Minor Arterials	35.28	102.52	102.52	\$20,717	\$530,976.71	\$2,123,906.84
Collectors	30.65	62.20	62.20	\$12,161	\$189,103.55	\$756,414.20
Locals	220.29	442.09	442.09	\$12,161	\$1,344,064.12	\$5,376,256.49
Totals:	316.42	723.49	723.49		\$2,668,459.27	\$10,673,837.09
Comb PA/MA	65.48	219.20	219.20	\$20,717	\$1,135,291.60	\$4,541,166.40
Comb COL/LOC	250.94	504.29	504.29	\$12,161	\$1,533,167.67	\$6,132,670.69
Totals:	316.42	723.49	723.49		\$2,668,459.27	\$10,673,837.09
Farmville						
Principal Arterial:	3.74	11.02	11.02	\$20,717	\$57,075.34	\$228,301.34
Minor Arterials	6.82	21.74	21.74	\$20,717	\$112,596.90	\$450,387.58
Collectors	8.04	15.89	15.89	\$12,161	\$48,309.57	\$193,238.29
Locals	33.10	65.71	65.71	\$12,161	\$199,774.83	\$799,099.31
Totals:	51.70	114.36	114.36		\$417,756.63	\$1,671,026.52
Comb PA/MA	10.56	32.76	32.76	\$20,717	\$169,672.23	\$678,688.92
Comb COL/LOC	41.14	81.60	81.60	\$12,161	\$248,084.40	\$992,337.60
Totals:	51.70	114.36	114.36		\$417,756.63	\$1,671,026.52

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Lynchburg						
Principal Arterial:	31.33	81.22	81.22	\$20,717	\$420,658.69	\$1,682,634.74
Minor Arterials	56.20	137.53	137.53	\$20,717	\$712,302.25	\$2,849,209.01
Collectors	28.23	56.66	56.66	\$12,161	\$172,260.57	\$689,042.26
Locals	263.19	527.10	527.10	\$12,161	\$1,602,515.78	\$6,410,063.10
Totals:	378.95	802.51	802.51		\$2,907,737.28	\$11,630,949.11
Comb PA/MA	87.53	218.75	218.75	\$20,717	\$1,132,960.94	\$4,531,843.75
Comb COL/LOC	291.42	583.76	583.76	\$12,161	\$1,774,776.34	\$7,099,105.36
Totals:	378.95	802.51	802.51		\$2,907,737.28	\$11,630,949.11
South Boston						
Principal Arterial:	6.36	20.58	20.58	\$20,717	\$106,588.97	\$426,355.86
Minor Arterials	11.24	26.15	26.15	\$20,717	\$135,437.39	\$541,749.55
Collectors	3.97	7.94	7.94	\$12,161	\$24,139.59	\$96,558.34
Locals	42.42	84.63	84.63	\$12,161	\$257,296.36	\$1,029,185.43
Totals:	63.99	139.30	139.30		\$523,462.30	\$2,093,849.18
Comb PA/MA	17.60	46.73	46.73	\$20,717	\$242,026.35	\$968,105.41
Comb COL/LOC	46.39	92.57	92.57	\$12,161	\$281,435.94	\$1,125,743.77
Totals:	63.99	139.30	139.30		\$523,462.30	\$2,093,849.18
LYNCHBURG DISTRICT TOTALS						
Principal Arterial:	71.63	229.50	229.50	\$20,717	\$1,188,637.88	\$4,754,551.50
Minor Arterials	111.85	292.56	292.56	\$20,717	\$1,515,241.38	\$6,060,965.52
Collectors	75.24	151.39	151.39	\$12,161	\$460,263.45	\$1,841,053.79
Locals	578.80	1158.66	1158.66	\$12,161	\$3,522,616.07	\$14,090,464.26
Totals:	837.52	1832.11	1832.11		\$6,686,758.77	\$26,747,035.07
Comb PA/MA	183.48	522.06	522.06	\$20,717	\$2,703,879.26	\$10,815,517.02
Comb COL/LOC	654.04	1310.05	1310.05	\$12,161	\$3,982,879.51	\$15,931,518.05
Totals:	837.52	1832.11	1832.11		\$6,686,758.77	\$26,747,035.07

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RICHMOND DISTRICT					
Ashland					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	11.47	35.38	\$20,717	\$183,241.87	\$732,967.46
Collectors	4.26	9.37	\$12,161	\$28,487.14	\$113,948.57
Locals	34.61	70.90	\$12,161	\$215,553.73	\$862,214.90
Totals:	50.34	115.65		\$427,282.73	\$1,709,130.93
Comb PA/MA	11.47	35.38	\$20,717	\$183,241.87	\$732,967.46
Comb COL/LOC	38.87	80.27	\$12,161	\$244,040.87	\$976,163.47
Totals:	50.34	115.65		\$427,282.73	\$1,709,130.93
Blackstone					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	9.40	20.12	\$20,717	\$104,206.51	\$416,826.04
Collectors	2.53	5.06	\$12,161	\$15,383.67	\$61,534.66
Locals	24.53	48.16	\$12,161	\$146,418.44	\$585,673.76
Totals:	36.46	73.34		\$266,008.62	\$1,064,034.46
Comb PA/MA	9.40	20.12	\$20,717	\$104,206.51	\$416,826.04
Comb COL/LOC	27.06	53.22	\$12,161	\$161,802.11	\$647,208.42
Totals:	36.46	73.34		\$266,008.62	\$1,064,034.46
Chase City					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	0.79	1.58	\$20,717	\$8,183.22	\$32,732.86
Collectors	2.83	5.66	\$12,161	\$17,207.82	\$68,831.26
Locals	14.07	28.01	\$12,161	\$85,157.40	\$340,629.61
Totals:	17.69	35.25		\$110,548.43	\$442,193.73
Comb PA/MA	0.79	1.58	\$20,717	\$8,183.22	\$32,732.86
Comb COL/LOC	16.90	33.67	\$12,161	\$102,365.22	\$409,460.87
Totals:	17.69	35.25		\$110,548.43	\$442,193.73

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Colonial Heights						
Principal Arterial:	4.39	16.69	16.69	\$20,717	\$86,441.68	\$345,766.73
Minor Arterials	4.10	14.06	14.06	\$20,717	\$72,820.26	\$291,281.02
Collectors	7.54	18.55	18.55	\$12,161	\$56,396.64	\$225,586.55
Locals	71.31	143.69	143.69	\$12,161	\$436,853.52	\$1,747,414.09
Totals:	87.34	192.99	192.99		\$652,512.10	\$2,610,048.39
Comb PA/MA	8.49	30.75	30.75	\$20,717	\$159,261.94	\$637,047.75
Comb COL/LOC	78.85	162.24	162.24	\$12,161	\$493,250.16	\$1,973,000.64
Totals:	87.34	192.99	192.99		\$652,512.10	\$2,610,048.39
Hopewell						
Principal Arterial:	7.58	28.65	28.65	\$20,717	\$148,385.51	\$593,542.05
Minor Arterials	14.20	38.08	38.08	\$20,717	\$197,225.84	\$788,903.36
Collectors	4.23	8.90	8.90	\$12,161	\$27,058.23	\$108,232.90
Locals	103.05	206.05	206.05	\$12,161	\$626,443.51	\$2,505,774.05
Totals:	129.06	281.68	281.68		\$999,113.09	\$3,996,452.36
Comb PA/MA	21.78	66.73	66.73	\$20,717	\$345,611.35	\$1,382,445.41
Comb COL/LOC	107.28	214.95	214.95	\$12,161	\$653,501.74	\$2,614,006.95
Totals:	129.06	281.68	281.68		\$999,113.09	\$3,996,452.36
Petersburg						
Principal Arterial:	17.64	59.32	59.32	\$20,717	\$307,233.11	\$1,228,932.44
Minor Arterials	19.69	44.90	44.90	\$20,717	\$232,548.33	\$930,193.30
Collectors	22.40	44.72	44.72	\$12,161	\$135,959.98	\$543,839.92
Locals	124.26	246.22	246.22	\$12,161	\$748,570.36	\$2,994,281.42
Totals:	183.99	395.16	395.16		\$1,424,311.77	\$5,697,247.08
Comb PA/MA	37.33	104.22	104.22	\$20,717	\$539,781.44	\$2,159,125.74
Comb COL/LOC	146.66	290.94	290.94	\$12,161	\$884,530.34	\$3,538,121.34
Totals:	183.99	395.16	395.16		\$1,424,311.77	\$5,697,247.08

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Richmond						
Principal Arterial:	52.18	227.91	227.91	\$20,717	\$1,180,402.87	\$4,721,611.47
Minor Arterials	91.01	278.69	278.69	\$20,717	\$1,443,405.18	\$5,773,620.73
Collectors	81.56	171.55	171.55	\$12,161	\$521,554.89	\$2,086,219.55
Locals	597.24	1157.14	1157.14	\$12,161	\$3,517,994.89	\$14,071,979.54
Totals:	821.99	1835.29	1835.29		\$6,663,357.82	\$26,653,431.29
Comb PA/MA	143.19	506.60	506.60	\$20,717	\$2,623,808.05	\$10,495,232.20
Comb COL/LOC	678.80	1328.69	1328.69	\$12,161	\$4,039,549.77	\$16,158,199.09
Totals:	821.99	1835.29	1835.29		\$6,663,357.82	\$26,653,431.29
South Hill						
Principal Arterial:	1.03	2.68	2.68	\$20,717	\$13,880.39	\$55,521.56
Minor Arterials	11.68	23.95	23.95	\$20,717	\$124,043.04	\$496,172.15
Collectors	5.30	10.60	10.60	\$12,161	\$32,226.65	\$128,906.60
Locals	28.58	57.14	57.14	\$12,161	\$173,719.89	\$694,879.54
Totals:	46.59	94.37	94.37		\$343,869.96	\$1,375,479.85
Comb PA/MA	12.71	26.63	26.63	\$20,717	\$137,923.43	\$551,693.71
Comb COL/LOC	33.88	67.74	67.74	\$12,161	\$205,946.54	\$823,786.14
Totals:	46.59	94.37	94.37		\$343,869.96	\$1,375,479.85
RICHMOND DISTRICT TOTALS						
Principal Arterial:	82.82	335.25	335.25	\$20,717	\$1,736,343.56	\$6,945,374.25
Minor Arterials	162.34	456.76	456.76	\$20,717	\$2,365,674.23	\$9,462,696.92
Collectors	130.65	274.41	274.41	\$12,161	\$834,275.00	\$3,337,100.01
Locals	997.65	1957.31	1957.31	\$12,161	\$5,950,711.73	\$23,802,846.91
Totals:	1373.46	3023.73	3023.73		\$10,887,004.52	\$43,548,018.09
Comb PA/MA	245.16	792.01	792.01	\$20,717	\$4,102,017.79	\$16,408,071.17
Comb COL/LOC	1128.30	2231.72	2231.72	\$12,161	\$6,784,986.73	\$27,139,946.92
Totals:	1373.46	3023.73	3023.73		\$10,887,004.52	\$43,548,018.09

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HAMPTON ROADS DISTRICT					
Chesapeake					
Principal Arterial:	57.40	217.76	\$20,717	\$1,127,833.48	\$4,511,333.92
Minor Arterials	102.15	305.76	\$20,717	\$1,583,607.48	\$6,334,429.92
Collectors	125.55	262.76	\$12,161	\$798,856.09	\$3,195,424.36
Locals	768.59	1556.27	\$12,161	\$4,731,449.87	\$18,925,799.47
Totals:	1053.69	2342.55		\$8,241,746.92	\$32,966,987.67
Comb PA/MA	159.55	523.52	\$20,717	\$2,711,440.96	\$10,845,763.84
Comb COL/LOC	894.14	1819.03	\$12,161	\$5,530,305.96	\$22,121,223.83
Totals:	1053.69	2342.55		\$8,241,746.92	\$32,966,987.67
Chincoteague					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	4.30	8.60	\$20,717	\$44,541.55	\$178,166.20
Collectors	7.17	14.34	\$12,161	\$43,597.19	\$174,388.74
Locals	13.13	25.73	\$12,161	\$78,225.63	\$312,902.53
Totals:	24.60	48.67		\$166,364.37	\$665,457.47
Comb PA/MA	4.30	8.60	\$20,717	\$44,541.55	\$178,166.20
Comb COL/LOC	20.30	40.07	\$12,161	\$121,822.82	\$487,291.27
Totals:	24.60	48.67		\$166,364.37	\$665,457.47
Emporia					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	7.36	19.04	\$20,717	\$98,612.92	\$394,451.68
Collectors	8.64	17.20	\$12,161	\$52,292.30	\$209,169.20
Locals	20.32	42.86	\$12,161	\$130,305.12	\$521,220.46
Totals:	36.32	79.10		\$281,210.34	\$1,124,841.34
Comb PA/MA	7.36	19.04	\$20,717	\$98,612.92	\$394,451.68
Comb COL/LOC	28.96	60.06	\$12,161	\$182,597.42	\$730,389.66
Totals:	36.32	79.10		\$281,210.34	\$1,124,841.34

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Franklin						
Principal Arterial:	3.05	10.83	10.83	\$20,717	\$56,091.28	\$224,365.11
Minor Arterials	12.04	29.02	29.02	\$20,717	\$150,301.84	\$601,207.34
Collectors	5.18	10.30	10.30	\$12,161	\$31,314.58	\$125,258.30
Locals	30.45	60.74	60.74	\$12,161	\$184,664.79	\$738,659.14
Totals:	50.72	110.89	110.89		\$422,372.47	\$1,689,489.89
Comb PA/MA	15.09	39.85	39.85	\$20,717	\$206,393.11	\$825,572.45
Comb COL/LOC	35.63	71.04	71.04	\$12,161	\$215,979.36	\$863,917.44
Totals:	50.72	110.89	110.89		\$422,372.47	\$1,689,489.89
Hampton						
Principal Arterial:	12.28	61.14	61.14	\$20,717	\$316,659.35	\$1,266,637.38
Minor Arterials	59.56	227.44	227.44	\$20,717	\$1,177,968.62	\$4,711,874.48
Collectors	35.76	95.62	95.62	\$12,161	\$290,708.71	\$1,162,834.82
Locals	364.23	741.90	741.90	\$12,161	\$2,255,561.48	\$9,022,245.90
Totals:	471.83	1126.10	1126.10		\$4,040,898.15	\$16,163,592.58
Comb PA/MA	71.84	288.58	288.58	\$20,717	\$1,494,627.97	\$5,978,511.86
Comb COL/LOC	399.99	837.52	837.52	\$12,161	\$2,546,270.18	\$10,185,080.72
Totals:	471.83	1126.10	1126.10		\$4,040,898.15	\$16,163,592.58
Newport News						
Principal Arterial:	24.96	123.48	123.48	\$20,717	\$639,533.79	\$2,558,135.16
Minor Arterials	42.84	158.49	158.49	\$20,717	\$820,859.33	\$3,283,437.33
Collectors	50.29	114.93	114.93	\$12,161	\$349,415.93	\$1,397,663.73
Locals	386.93	786.82	786.82	\$12,161	\$2,392,129.51	\$9,568,518.02
Totals:	505.02	1183.72	1183.72		\$4,201,938.56	\$16,807,754.24
Comb PA/MA	67.80	281.97	281.97	\$20,717	\$1,460,393.12	\$5,841,572.49
Comb COL/LOC	437.22	901.75	901.75	\$12,161	\$2,741,545.44	\$10,966,181.75
Totals:	505.02	1183.72	1183.72		\$4,201,938.56	\$16,807,754.24

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Norfolk						
Principal Arterial:	53.04	252.24	252.24	\$20,717	\$1,306,414.02	\$5,225,656.08
Minor Arterials	67.57	216.82	216.82	\$20,717	\$1,122,964.99	\$4,491,859.94
Collectors	59.16	130.83	130.83	\$12,161	\$397,755.91	\$1,591,023.63
Locals	533.86	1049.68	1049.68	\$12,161	\$3,191,289.62	\$12,765,158.48
Totals:	713.63	1649.57	1649.57		\$6,018,424.53	\$24,073,698.13
Comb PA/MA	120.61	469.06	469.06	\$20,717	\$2,429,379.01	\$9,717,516.02
Comb COL/LOC	593.02	1180.51	1180.51	\$12,161	\$3,589,045.53	\$14,356,182.11
Totals:	713.63	1649.57	1649.57		\$6,018,424.53	\$24,073,698.13
Poquoson						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	4.47	11.18	11.18	\$20,717	\$57,904.02	\$231,616.06
Collectors	8.79	17.58	17.58	\$12,161	\$53,447.60	\$213,790.38
Locals	41.37	82.21	82.21	\$12,161	\$249,938.95	\$999,755.81
Totals:	54.63	110.97	110.97		\$361,290.56	\$1,445,162.25
Comb PA/MA	4.47	11.18	11.18	\$20,717	\$57,904.02	\$231,616.06
Comb COL/LOC	50.16	99.79	99.79	\$12,161	\$303,386.55	\$1,213,546.19
Totals:	54.63	110.97	110.97		\$361,290.56	\$1,445,162.25
Portsmouth						
Principal Arterial:	11.73	51.21	51.21	\$20,717	\$265,229.39	\$1,060,917.57
Minor Arterials	39.34	133.82	133.82	\$20,717	\$693,087.24	\$2,772,348.94
Collectors	35.24	77.96	77.96	\$12,161	\$237,017.89	\$948,071.56
Locals	311.43	618.31	618.31	\$12,161	\$1,879,816.98	\$7,519,267.91
Totals:	397.74	881.30	881.30		\$3,075,151.50	\$12,300,605.98
Comb PA/MA	51.07	185.03	185.03	\$20,717	\$958,316.63	\$3,833,266.51
Comb COL/LOC	346.67	696.27	696.27	\$12,161	\$2,116,834.87	\$8,467,339.47
Totals:	397.74	881.30	881.30		\$3,075,151.50	\$12,300,605.98

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Smithfield						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Collectors	4.77	9.48	9.48	\$12,161	\$28,821.57	\$115,286.28
Locals	43.25	86.65	86.65	\$12,161	\$263,437.66	\$1,053,750.65
Totals:	48.02	96.13	96.13		\$292,259.23	\$1,169,036.93
Comb PA/MA	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Comb COL/LOC	48.02	96.13	96.13	\$12,161	\$292,259.23	\$1,169,036.93
Totals:	48.02	96.13	96.13		\$292,259.23	\$1,169,036.93
Suffolk						
Principal Arterial:	77.54	253.66	253.66	\$20,717	\$1,313,768.56	\$5,255,074.22
Minor Arterials	75.11	160.17	160.17	\$20,717	\$829,560.47	\$3,318,241.89
Collectors	84.97	169.91	169.91	\$12,161	\$516,568.88	\$2,066,275.51
Locals	505.09	1012.40	1012.40	\$12,161	\$3,077,949.10	\$12,311,796.40
Totals:	742.71	1596.14	1596.14		\$5,737,847.01	\$22,951,388.02
Comb PA/MA	152.65	413.83	413.83	\$20,717	\$2,143,329.03	\$8,573,316.11
Comb COL/LOC	590.06	1182.31	1182.31	\$12,161	\$3,594,517.98	\$14,378,071.91
Totals:	742.71	1596.14	1596.14		\$5,737,847.01	\$22,951,388.02
Virginia Beach						
Principal Arterial:	46.39	238.45	238.45	\$20,717	\$1,234,992.16	\$4,939,968.65
Minor Arterials	145.13	506.89	506.89	\$20,717	\$2,625,310.03	\$10,501,240.13
Collectors	162.52	379.03	379.03	\$12,161	\$1,152,345.96	\$4,609,383.83
Locals	1141.64	2288.34	2288.34	\$12,161	\$6,957,125.69	\$27,828,502.74
Totals:	1495.68	3412.71	3412.71		\$11,969,773.84	\$47,879,095.35
Comb PA/MA	191.52	745.34	745.34	\$20,717	\$3,860,302.20	\$15,441,208.78
Comb COL/LOC	1304.16	2667.37	2667.37	\$12,161	\$8,109,471.64	\$32,437,886.57
Totals:	1495.68	3412.71	3412.71		\$11,969,773.84	\$47,879,095.35

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Williamsburg					
Principal Arterial:	3.76	12.96	\$20,717	\$67,123.08	\$268,492.32
Minor Arterials	9.64	26.54	\$20,717	\$137,457.30	\$549,829.18
Collectors	6.10	13.24	\$12,161	\$40,252.91	\$161,011.64
Locals	32.37	63.99	\$12,161	\$194,545.60	\$778,182.39
Totals:	51.87	116.73		\$439,378.88	\$1,757,515.53
Comb PA/MA	13.40	39.50	\$20,717	\$204,580.38	\$818,321.50
Comb COL/LOC	38.47	77.23	\$12,161	\$234,798.51	\$939,194.03
Totals:	51.87	116.73		\$439,378.88	\$1,757,515.53
HAMPTON ROADS DISTRICT TOTALS					
Principal Arterial:	290.15	1221.73	\$20,717	\$6,327,645.10	\$25,310,580.41
Minor Arterials	569.51	1803.77	\$20,717	\$9,342,175.77	\$37,368,703.09
Collectors	594.14	1313.18	\$12,161	\$3,992,395.50	\$15,969,581.98
Locals	4192.66	8415.90	\$12,161	\$25,586,439.98	\$102,345,759.90
Totals:	5646.46	12754.58		\$45,248,656.35	\$180,994,625.38
Comb PA/MA	859.66	3025.50	\$20,717	\$15,669,820.88	\$62,679,283.50
Comb COL/LOC	4786.80	9729.08	\$12,161	\$29,578,835.47	\$118,315,341.88
Totals:	5646.46	12754.58		\$45,248,656.35	\$180,994,625.38

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FREDERICKSBURG DISTRICT					
Colonial Beach					
Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	5.13	10.05	\$20,717	\$52,051.46	\$208,205.85
Collectors	0.94	1.88	\$12,161	\$5,715.67	\$22,862.68
Locals	20.07	38.99	\$12,161	\$118,539.35	\$474,157.39
Totals:	26.14	50.92		\$176,306.48	\$705,225.92
Comb PA/MA	5.13	10.05	\$20,717	\$52,051.46	\$208,205.85
Comb COL/LOC	21.01	40.87	\$12,161	\$124,255.02	\$497,020.07
Totals:	26.14	50.92		\$176,306.48	\$705,225.92
Fredericksburg					
Principal Arterial:	6.42	25.56	\$20,717	\$132,381.63	\$529,526.52
Minor Arterials	9.51	21.78	\$20,717	\$112,804.07	\$451,216.26
Collectors	13.33	34.35	\$12,161	\$104,432.59	\$417,730.35
Locals	55.35	115.12	\$12,161	\$349,993.58	\$1,399,974.32
Totals:	84.61	196.81		\$699,611.86	\$2,798,447.45
Comb PA/MA	15.93	47.34	\$20,717	\$245,185.70	\$980,742.78
Comb COL/LOC	68.68	149.47	\$12,161	\$454,426.17	\$1,817,704.67
Totals:	84.61	196.81		\$699,611.86	\$2,798,447.45
FREDERICKSBURG DISTRICT TOTALS					
Principal Arterial:	6.42	25.56	\$20,717	\$132,381.63	\$529,526.52
Minor Arterials	14.64	31.83	\$20,717	\$164,855.53	\$659,422.11
Collectors	14.27	36.23	\$12,161	\$110,148.26	\$440,593.03
Locals	75.42	154.11	\$12,161	\$468,532.93	\$1,874,131.71
Totals:	110.75	247.73		\$875,918.34	\$3,503,673.37
Comb PA/MA	21.06	57.39	\$20,717	\$297,237.16	\$1,188,948.63
Comb COL/LOC	89.69	190.34	\$12,161	\$578,681.19	\$2,314,724.74
Totals:	110.75	247.73		\$875,918.34	\$3,503,673.37

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
CULPEPER DISTRICT						
Charlottesville						
Principal Arterial:	14.11	40.55	40.55	\$20,717	\$210,018.59	\$840,074.35
Minor Arterials	12.40	29.49	29.49	\$20,717	\$152,736.08	\$610,944.33
Collectors	15.10	30.00	30.00	\$12,161	\$91,207.50	\$364,830.00
Locals	94.09	184.73	184.73	\$12,161	\$561,625.38	\$2,246,501.53
Totals:	135.70	284.77	284.77		\$1,015,587.55	\$4,062,350.21
Comb PA/MA	26.51	70.04	70.04	\$20,717	\$362,754.67	\$1,451,018.68
Comb COL/LOC	109.19	214.73	214.73	\$12,161	\$652,832.88	\$2,611,331.53
Totals:	135.70	284.77	284.77		\$1,015,587.55	\$4,062,350.21
Culpeper						
Principal Arterial:	4.87	10.67	10.67	\$20,717	\$55,262.60	\$221,050.39
Minor Arterials	7.16	18.13	18.13	\$20,717	\$93,899.80	\$375,599.21
Collectors	3.22	6.36	6.36	\$12,161	\$19,335.99	\$77,343.96
Locals	51.49	103.79	103.79	\$12,161	\$315,547.55	\$1,262,190.19
Totals:	66.74	138.95	138.95		\$484,045.94	\$1,936,183.75
Comb PA/MA	12.03	28.80	28.80	\$20,717	\$149,162.40	\$596,649.60
Comb COL/LOC	54.71	110.15	110.15	\$12,161	\$334,883.54	\$1,339,534.15
Totals:	66.74	138.95	138.95		\$484,045.94	\$1,936,183.75
Orange						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	9.79	22.64	22.64	\$20,717	\$117,258.22	\$469,032.88
Collectors	0.00	37.58	37.58	\$12,161	\$114,252.60	\$457,010.38
Locals	18.90	0.00	0.00	\$12,161	\$0.00	\$0.00
Totals:	28.69	60.22	60.22		\$231,510.82	\$926,043.26
Comb PA/MA	9.79	22.64	22.64	\$20,717	\$117,258.22	\$469,032.88
Comb COL/LOC	18.90	37.58	37.58	\$12,161	\$114,252.60	\$457,010.38
Totals:	28.69	60.22	60.22		\$231,510.82	\$926,043.26

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Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Warrenton					
Principal Arterial:	3.11	12.60	\$20,717	\$65,258.55	\$261,034.20
Minor Arterials	7.12	17.79	\$20,717	\$92,138.86	\$368,555.43
Collectors	2.13	4.26	\$12,161	\$12,951.47	\$51,805.86
Locals	28.29	58.82	\$12,161	\$178,827.51	\$715,310.02
Totals:	40.65	93.47		\$349,176.38	\$1,396,705.51
Comb PA/MA	10.23	30.39	\$20,717	\$157,397.41	\$629,589.63
Comb COL/LOC	30.42	63.08	\$12,161	\$191,778.97	\$767,115.88
Totals:	40.65	93.47		\$349,176.38	\$1,396,705.51
CULPEPER DISTRICT TOTALS					
Principal Arterial:	22.09	63.82	\$20,717	\$330,539.74	\$1,322,158.94
Minor Arterials	36.47	88.05	\$20,717	\$456,032.96	\$1,824,131.85
Collectors	20.45	78.20	\$12,161	\$237,747.55	\$950,990.20
Locals	192.77	347.34	\$12,161	\$1,056,000.44	\$4,224,001.74
Totals:	271.78	577.41		\$2,080,320.68	\$8,321,282.73
Comb PA/MA	58.56	151.87	\$20,717	\$786,572.70	\$3,146,290.79
Comb COL/LOC	213.22	425.54	\$12,161	\$1,293,747.99	\$5,174,991.94
Totals:	271.78	577.41		\$2,080,320.68	\$8,321,282.73

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Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
STAUNTON DISTRICT						
Berryville						
	Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
	Minor Arterials	2.15	4.77	\$20,717	\$24,705.02	\$98,820.09
	Collectors	1.70	3.26	\$12,161	\$9,911.22	\$39,644.86
	Locals	14.77	30.78	\$12,161	\$93,578.90	\$374,315.58
	Totals:	18.62	38.81		\$128,195.13	\$512,780.53
	Comb PA/MA	2.15	4.77	\$20,717	\$24,705.02	\$98,820.09
	Comb COL/LOC	16.47	34.04	\$12,161	\$103,490.11	\$413,960.44
	Totals:	18.62	38.81		\$128,195.13	\$512,780.53
Bridgewater						
	Principal Arterial:	2.05	5.48	\$20,717	\$28,382.29	\$113,529.16
	Minor Arterials	1.76	3.52	\$20,717	\$18,230.96	\$72,923.84
	Collectors	3.03	6.06	\$12,161	\$18,423.92	\$73,695.66
	Locals	18.98	37.71	\$12,161	\$114,647.83	\$458,591.31
	Totals:	25.82	52.77		\$179,684.99	\$718,739.97
	Comb PA/MA	3.81	9.00	\$20,717	\$46,613.25	\$186,453.00
	Comb COL/LOC	22.01	43.77	\$12,161	\$133,071.74	\$532,286.97
	Totals:	25.82	52.77		\$179,684.99	\$718,739.97
Broadway						
	Principal Arterial:	0.00	0.00	\$20,717	\$0.00	\$0.00
	Minor Arterials	2.48	4.96	\$20,717	\$25,689.08	\$102,756.32
	Collectors	0.10	0.20	\$12,161	\$608.05	\$2,432.20
	Locals	13.98	27.96	\$12,161	\$85,005.39	\$340,021.56
	Totals:	16.56	33.12		\$111,302.52	\$445,210.08
	Comb PA/MA	2.48	4.96	\$20,717	\$25,689.08	\$102,756.32
	Comb COL/LOC	14.08	28.16	\$12,161	\$85,613.44	\$342,453.76
	Totals:	16.56	33.12		\$111,302.52	\$445,210.08

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Buena Vista						
Principal Arterial:	5.25	11.92	11.92	\$20,717	\$61,736.66	\$246,946.64
Minor Arterials	1.81	3.62	3.62	\$20,717	\$18,748.89	\$74,995.54
Collectors	7.09	14.18	14.18	\$12,161	\$43,110.75	\$172,442.98
Locals	29.75	59.50	59.50	\$12,161	\$180,894.88	\$723,579.50
Totals:	43.90	89.22	89.22		\$304,491.17	\$1,217,964.66
Comb PA/MA	7.06	15.54	15.54	\$20,717	\$80,485.55	\$321,942.18
Comb COL/LOC	36.84	73.68	73.68	\$12,161	\$224,005.62	\$896,022.48
Totals:	43.90	89.22	89.22		\$304,491.17	\$1,217,964.66
Clifton Forge						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	3.37	5.72	5.72	\$20,717	\$29,625.31	\$118,501.24
Collectors	3.47	6.94	6.94	\$12,161	\$21,099.34	\$84,397.34
Locals	16.30	31.76	31.76	\$12,161	\$96,558.34	\$386,233.36
Totals:	23.14	44.42	44.42		\$147,282.99	\$589,131.94
Comb PA/MA	3.37	5.72	5.72	\$20,717	\$29,625.31	\$118,501.24
Comb COL/LOC	19.77	38.70	38.70	\$12,161	\$117,657.68	\$470,630.70
Totals:	23.14	44.42	44.42		\$147,282.99	\$589,131.94
Covington						
Principal Arterial:	3.04	8.28	8.28	\$20,717	\$42,884.19	\$171,536.76
Minor Arterials	2.23	4.46	4.46	\$20,717	\$23,099.46	\$92,397.82
Collectors	6.69	13.19	13.19	\$12,161	\$40,100.90	\$160,403.59
Locals	25.82	50.46	50.46	\$12,161	\$153,411.02	\$613,644.06
Totals:	37.78	76.39	76.39		\$259,495.56	\$1,037,982.23
Comb PA/MA	5.27	12.74	12.74	\$20,717	\$65,983.65	\$263,934.58
Comb COL/LOC	32.51	63.65	63.65	\$12,161	\$193,511.91	\$774,047.65
Totals:	37.78	76.39	76.39		\$259,495.56	\$1,037,982.23

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Elkton						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	0.98	1.96	1.96	\$20,717	\$10,151.33	\$40,605.32
Collectors	0.10	0.20	0.20	\$12,161	\$608.05	\$2,432.20
Locals	17.84	35.50	35.50	\$12,161	\$107,928.88	\$431,715.50
Totals:	18.92	37.66	37.66		\$118,688.26	\$474,753.02
Comb PA/MA	0.98	1.96	1.96	\$20,717	\$10,151.33	\$40,605.32
Comb COL/LOC	17.94	35.70	35.70	\$12,161	\$108,536.93	\$434,147.70
Totals:	18.92	37.66	37.66		\$118,688.26	\$474,753.02
Front Royal						
Principal Arterial:	4.90	15.93	15.93	\$20,717	\$82,505.45	\$330,021.81
Minor Arterials	4.50	9.00	9.00	\$20,717	\$46,613.25	\$186,453.00
Collectors	6.62	13.24	13.24	\$12,161	\$40,252.91	\$161,011.64
Locals	49.65	99.03	99.03	\$12,161	\$301,075.96	\$1,204,303.83
Totals:	65.67	137.20	137.20		\$470,447.57	\$1,881,790.28
Comb PA/MA	9.40	24.93	24.93	\$20,717	\$129,118.70	\$516,474.81
Comb COL/LOC	56.27	112.27	112.27	\$12,161	\$341,328.87	\$1,365,315.47
Totals:	65.67	137.20	137.20		\$470,447.57	\$1,881,790.28
Grottoes						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	2.18	4.36	4.36	\$20,717	\$22,581.53	\$90,326.12
Collectors	0.54	1.08	1.08	\$12,161	\$3,283.47	\$13,133.88
Locals	19.69	38.80	38.80	\$12,161	\$117,961.70	\$471,846.80
Totals:	22.41	44.24	44.24		\$143,826.70	\$575,306.80
Comb PA/MA	2.18	4.36	4.36	\$20,717	\$22,581.53	\$90,326.12
Comb COL/LOC	20.23	39.88	39.88	\$12,161	\$121,245.17	\$484,980.68
Totals:	22.41	44.24	44.24		\$143,826.70	\$575,306.80

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Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Harrisonburg						
Principal Arterial:	10.10	39.90	39.90	\$20,717	\$206,652.08	\$826,608.30
Minor Arterials	14.88	40.59	40.59	\$20,717	\$210,225.76	\$840,903.03
Collectors	27.31	63.26	63.26	\$12,161	\$192,326.22	\$769,304.86
Locals	87.49	180.19	180.19	\$12,161	\$547,822.65	\$2,191,290.59
Totals:	139.78	323.94	323.94		\$1,157,026.70	\$4,628,106.78
Comb PA/MA	24.98	80.49	80.49	\$20,717	\$416,877.83	\$1,667,511.33
Comb COL/LOC	114.80	243.45	243.45	\$12,161	\$740,148.86	\$2,960,595.45
Totals:	139.78	323.94	323.94		\$1,157,026.70	\$4,628,106.78
Lexington						
Principal Arterial:	4.11	9.08	9.08	\$20,717	\$47,027.59	\$188,110.36
Minor Arterials	1.76	3.52	3.52	\$20,717	\$18,230.96	\$72,923.84
Collectors	4.91	9.82	9.82	\$12,161	\$29,855.26	\$119,421.02
Locals	14.09	27.88	27.88	\$12,161	\$84,762.17	\$339,048.68
Totals:	24.87	50.30	50.30		\$179,875.98	\$719,503.90
Comb PA/MA	5.87	12.60	12.60	\$20,717	\$65,258.55	\$261,034.20
Comb COL/LOC	19.00	37.70	37.70	\$12,161	\$114,617.43	\$458,469.70
Totals:	24.87	50.30	50.30		\$179,875.98	\$719,503.90
Luray						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	9.00	20.00	20.00	\$20,717	\$103,585.00	\$414,340.00
Collectors	1.91	3.64	3.64	\$12,161	\$11,066.51	\$44,266.04
Locals	27.20	53.56	53.56	\$12,161	\$162,835.79	\$651,343.16
Totals:	38.11	77.20	77.20		\$277,487.30	\$1,109,949.20
Comb PA/MA	9.00	20.00	20.00	\$20,717	\$103,585.00	\$414,340.00
Comb COL/LOC	29.11	57.20	57.20	\$12,161	\$173,902.30	\$695,609.20
Totals:	38.11	77.20	77.20		\$277,487.30	\$1,109,949.20

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Staunton						
Principal Arterial:	8.42	20.69	20.69	\$20,717	\$107,158.68	\$428,634.73
Minor Arterials	16.07	44.21	44.21	\$20,717	\$228,974.64	\$915,898.57
Collectors	17.95	36.24	36.24	\$12,161	\$110,178.66	\$440,714.64
Locals	91.66	183.93	183.93	\$12,161	\$559,193.18	\$2,236,772.73
Totals:	134.10	285.07	285.07		\$1,005,505.17	\$4,022,020.67
Comb PA/MA	24.49	64.90	64.90	\$20,717	\$336,133.33	\$1,344,533.30
Comb COL/LOC	109.61	220.17	220.17	\$12,161	\$669,371.84	\$2,677,487.37
Totals:	134.10	285.07	285.07		\$1,005,505.17	\$4,022,020.67
Strasburg						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	3.36	6.72	6.72	\$20,717	\$34,804.56	\$139,218.24
Collectors	1.83	3.53	3.53	\$12,161	\$10,732.08	\$42,928.33
Locals	16.50	33.00	33.00	\$12,161	\$100,328.25	\$401,313.00
Totals:	21.69	43.25	43.25		\$145,864.89	\$583,459.57
Comb PA/MA	3.36	6.72	6.72	\$20,717	\$34,804.56	\$139,218.24
Comb COL/LOC	18.33	36.53	36.53	\$12,161	\$111,060.33	\$444,241.33
Totals:	21.69	43.25	43.25		\$145,864.89	\$583,459.57
Waynesboro						
Principal Arterial:	8.47	28.95	28.95	\$20,717	\$149,939.29	\$599,757.15
Minor Arterials	10.03	24.23	24.23	\$20,717	\$125,493.23	\$501,972.91
Collectors	17.98	36.59	36.59	\$12,161	\$111,242.75	\$444,970.99
Locals	89.21	178.15	178.15	\$12,161	\$541,620.54	\$2,166,482.15
Totals:	125.69	267.92	267.92		\$928,295.80	\$3,713,183.20
Comb PA/MA	18.50	53.18	53.18	\$20,717	\$275,432.52	\$1,101,730.06
Comb COL/LOC	107.19	214.74	214.74	\$12,161	\$652,863.29	\$2,611,453.14
Totals:	125.69	267.92	267.92		\$928,295.80	\$3,713,183.20

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Winchester						
Principal Arterial:	7.89	27.13	27.13	\$20,717	\$140,513.05	\$562,052.21
Minor Arterials	7.79	20.88	20.88	\$20,717	\$108,142.74	\$432,570.96
Collectors	10.92	24.92	24.92	\$12,161	\$75,763.03	\$303,052.12
Locals	73.51	146.41	146.41	\$12,161	\$445,123.00	\$1,780,492.01
Totals:	100.11	219.34	219.34		\$769,541.83	\$3,078,167.30
Comb PA/MA	15.68	48.01	48.01	\$20,717	\$248,655.79	\$994,623.17
Comb COL/LOC	84.43	171.33	171.33	\$12,161	\$520,886.03	\$2,083,544.13
Totals:	100.11	219.34	219.34		\$769,541.83	\$3,078,167.30
Woodstock						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	3.73	7.46	7.46	\$20,717	\$38,637.21	\$154,548.82
Collectors	3.25	6.50	6.50	\$12,161	\$19,761.63	\$79,046.50
Locals	22.39	45.99	45.99	\$12,161	\$139,821.10	\$559,284.39
Totals:	29.37	59.95	59.95		\$198,219.93	\$792,879.71
Comb PA/MA	3.73	7.46	7.46	\$20,717	\$38,637.21	\$154,548.82
Comb COL/LOC	25.64	52.49	52.49	\$12,161	\$159,582.72	\$638,330.89
Totals:	29.37	59.95	59.95		\$198,219.93	\$792,879.71
STAUNTON DISTRICT TOTALS						
Principal Arterial:	54.23	167.36	167.36	\$20,717	\$866,799.28	\$3,467,197.12
Minor Arterials	88.08	209.98	209.98	\$20,717	\$1,087,538.92	\$4,350,155.66
Collectors	115.40	242.85	242.85	\$12,161	\$738,324.71	\$2,953,298.85
Locals	628.83	1260.61	1260.61	\$12,161	\$3,832,569.55	\$15,330,278.21
Totals:	886.54	1880.80	1880.80		\$6,525,232.46	\$26,100,929.84
Comb PA/MA	142.31	377.34	377.34	\$20,717	\$1,954,338.20	\$7,817,352.78
Comb COL/LOC	744.23	1503.46	1503.46	\$12,161	\$4,570,894.27	\$18,283,577.06
Totals:	886.54	1880.80	1880.80		\$6,525,232.46	\$26,100,929.84

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NORTHERN VIRGINIA DISTRICT						
Alexandria						
Principal Arterial:	16.13	70.00	70.00	\$20,717	\$362,547.50	\$1,450,190.00
Minor Arterials	35.93	119.50	119.50	\$20,717	\$618,920.38	\$2,475,681.50
Collectors	14.13	30.68	30.68	\$12,161	\$93,274.87	\$373,099.48
Locals	139.80	281.68	281.68	\$12,161	\$856,377.62	\$3,425,510.48
Totals:	205.99	501.86	501.86		\$1,931,120.37	\$7,724,481.46
Comb PA/MA	52.06	189.50	189.50	\$20,717	\$981,467.88	\$3,925,871.50
Comb COL/LOC	153.93	312.36	312.36	\$12,161	\$949,652.49	\$3,798,609.96
Totals:	205.99	501.86	501.86		\$1,931,120.37	\$7,724,481.46
Dumfries						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Collectors	2.20	5.20	5.20	\$12,161	\$15,809.30	\$63,237.20
Locals	8.28	16.72	16.72	\$12,161	\$50,832.98	\$203,331.92
Totals:	10.48	21.92	21.92		\$66,642.28	\$266,569.12
Comb PA/MA	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Comb COL/LOC	10.48	21.92	21.92	\$12,161	\$66,642.28	\$266,569.12
Totals:	10.48	21.92	21.92		\$66,642.28	\$266,569.12
Fairfax						
Principal Arterial:	9.68	43.66	43.66	\$20,717	\$226,126.06	\$904,504.22
Minor Arterials	5.67	16.51	16.51	\$20,717	\$85,509.42	\$342,037.67
Collectors	3.44	8.29	8.29	\$12,161	\$25,203.67	\$100,814.69
Locals	52.77	106.06	106.06	\$12,161	\$322,448.92	\$1,289,795.66
Totals:	71.56	174.52	174.52		\$659,288.06	\$2,637,152.24
Comb PA/MA	15.35	60.17	60.17	\$20,717	\$311,635.47	\$1,246,541.89
Comb COL/LOC	56.21	114.35	114.35	\$12,161	\$347,652.59	\$1,390,610.35
Totals:	71.56	174.52	174.52		\$659,288.06	\$2,637,152.24

VDOT
LOCAL ASSISTANCE DIVISION
URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
STATE FUNCTIONAL CLASSIFICATION
FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Falls Church						
Principal Arterial:	3.77	15.08	15.08	\$20,717	\$78,103.09	\$312,412.36
Minor Arterials	3.76	9.02	9.02	\$20,717	\$46,716.84	\$186,867.34
Collectors	4.10	8.78	8.78	\$12,161	\$26,693.40	\$106,773.58
Locals	21.46	42.84	42.84	\$12,161	\$130,244.31	\$520,977.24
Totals:	33.09	75.72	75.72		\$281,757.63	\$1,127,030.52
Comb PA/MA	7.53	24.10	24.10	\$20,717	\$124,819.93	\$499,279.70
Comb COL/LOC	25.56	51.62	51.62	\$12,161	\$156,937.71	\$627,750.82
Totals:	33.09	75.72	75.72		\$281,757.63	\$1,127,030.52
Herndon						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	7.71	31.28	31.28	\$20,717	\$162,006.94	\$648,027.76
Collectors	5.55	17.91	17.91	\$12,161	\$54,450.88	\$217,803.51
Locals	38.86	80.82	80.82	\$12,161	\$245,713.01	\$982,852.02
Totals:	52.12	130.01	130.01		\$462,170.82	\$1,848,683.29
Comb PA/MA	7.71	31.28	31.28	\$20,717	\$162,006.94	\$648,027.76
Comb COL/LOC	44.41	98.73	98.73	\$12,161	\$300,163.88	\$1,200,655.53
Totals:	52.12	130.01	130.01		\$462,170.82	\$1,848,683.29
Leesburg						
Principal Arterial:	3.01	11.46	11.46	\$20,717	\$59,354.21	\$237,416.82
Minor Arterials	11.97	38.34	38.34	\$20,717	\$198,572.45	\$794,289.78
Collectors	14.60	42.02	42.02	\$12,161	\$127,751.31	\$511,005.22
Locals	75.51	158.17	158.17	\$12,161	\$480,885.46	\$1,923,541.85
Totals:	105.09	249.99	249.99		\$866,563.42	\$3,466,253.67
Comb PA/MA	14.98	49.80	49.80	\$20,717	\$257,926.65	\$1,031,706.60
Comb COL/LOC	90.11	200.19	200.19	\$12,161	\$608,636.77	\$2,434,547.07
Totals:	105.09	249.99	249.99		\$866,563.42	\$3,466,253.67

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT MILEAGE	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Manassas						
Principal Arterial:	7.31	26.48	26.48	\$20,717	\$137,146.54	\$548,586.16
Minor Arterials	16.68	60.96	60.96	\$20,717	\$315,727.08	\$1,262,908.32
Collectors	9.20	19.82	19.82	\$12,161	\$60,257.76	\$241,031.02
Locals	69.58	141.62	141.62	\$12,161	\$430,560.21	\$1,722,240.82
Totals:	102.77	248.88	248.88		\$943,691.58	\$3,774,766.32
Comb PA/MA	23.99	87.44	87.44	\$20,717	\$452,873.62	\$1,811,494.48
Comb COL/LOC	78.78	161.44	161.44	\$12,161	\$490,817.96	\$1,963,271.84
Totals:	102.77	248.88	248.88		\$943,691.58	\$3,774,766.32
Manassas Park						
Principal Arterial:	0.31	1.24	1.24	\$20,717	\$6,422.27	\$25,689.08
Minor Arterials	3.71	11.02	11.02	\$20,717	\$57,075.34	\$228,301.34
Collectors	1.97	4.74	4.74	\$12,161	\$14,410.79	\$57,643.14
Locals	17.82	35.62	35.62	\$12,161	\$108,293.71	\$433,174.82
Totals:	23.81	52.62	52.62		\$186,202.10	\$744,808.38
Comb PA/MA	4.02	12.26	12.26	\$20,717	\$63,497.61	\$253,990.42
Comb COL/LOC	19.79	40.36	40.36	\$12,161	\$122,704.49	\$490,817.96
Totals:	23.81	52.62	52.62		\$186,202.10	\$744,808.38
Purcellville						
Principal Arterial:	0.00	0.00	0.00	\$20,717	\$0.00	\$0.00
Minor Arterials	1.84	3.68	3.68	\$20,717	\$19,059.64	\$76,238.56
Collectors	2.68	5.36	5.36	\$12,161	\$16,295.74	\$65,182.96
Locals	21.13	43.21	43.21	\$12,161	\$131,369.20	\$525,476.81
Totals:	25.65	52.25	52.25		\$166,724.58	\$666,898.33
Comb PA/MA	1.84	3.68	3.68	\$20,717	\$19,059.64	\$76,238.56
Comb COL/LOC	23.81	48.57	48.57	\$12,161	\$147,664.94	\$590,659.77
Totals:	25.65	52.25	52.25		\$166,724.58	\$666,898.33

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
Vienna					
Principal Arterial:	2.09	8.36	\$20,717	\$43,298.53	\$173,194.12
Minor Arterials	7.30	16.35	\$20,717	\$84,680.74	\$338,722.95
Collectors	5.11	10.22	\$12,161	\$31,071.36	\$124,285.42
Locals	48.35	96.58	\$12,161	\$293,627.35	\$1,174,509.38
Totals:	62.85	131.51		\$452,677.97	\$1,810,711.87
Comb PA/MA	9.39	24.71	\$20,717	\$127,979.27	\$511,917.07
Comb COL/LOC	53.46	106.80	\$12,161	\$324,698.70	\$1,298,794.80
Totals:	62.85	131.51		\$452,677.97	\$1,810,711.87
NOVA DISTRICT TOTALS					
Principal Arterial:	42.30	176.28	\$20,717	\$912,998.19	\$3,651,992.76
Minor Arterials	94.57	306.66	\$20,717	\$1,588,268.81	\$6,353,075.22
Collectors	62.98	153.02	\$12,161	\$465,219.06	\$1,860,876.22
Locals	493.56	1003.32	\$12,161	\$3,050,352.75	\$12,201,411.00
Totals:	693.41	1639.28		\$6,016,838.80	\$24,067,355.20
Comb PA/MA	136.87	482.94	\$20,717	\$2,501,267.00	\$10,005,067.98
Comb COL/LOC	556.54	1156.34	\$12,161	\$3,515,571.81	\$14,062,287.22
Totals:	693.41	1639.28		\$6,016,838.80	\$24,067,355.20

VDOT
 LOCAL ASSISTANCE DIVISION
 URBAN MUNICIPAL MILEAGE AND PAYMENTS BASED ON
 STATE FUNCTIONAL CLASSIFICATION
 FY 16-17

Municipality	DISTRICT CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
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STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterial:	665.22	2532.42	\$20,717	\$13,116,036.29	\$52,464,145.14
Minor Arterials	1293.41	3736.75	\$20,717	\$19,353,562.44	\$77,414,249.75
Collectors	1160.14	2559.43	\$12,161	\$7,781,307.06	\$31,125,228.23
Locals	8562.58	17095.74	\$12,161	\$51,975,332.66	\$207,901,330.62
Totals:	11681.35	25924.34		\$92,226,238.44	\$368,904,953.74
Comb PA/MA	1958.63	6269.17	\$20,717	\$32,469,598.72	\$129,878,394.89
Comb COL/LOC	9722.72	19655.17	\$12,161	\$59,756,639.71	\$239,026,558.85
Totals:	11681.35	25924.34		\$92,226,238.44	\$368,904,953.74

CHESAPEAKE BRIDGE MAINTENANCE	\$250,000.00	\$1,000,000.00
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TOTAL	\$369,904,953.74
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VIRGINIA PORT AUTHORITY
 PAYMENT IN LIEU OF TAXES

Norfolk	\$196,814.00	\$787,256.00
Portsmouth	\$27,902.50	\$111,610.00
Newport News	\$19,776.75	\$79,107.00
Warren	\$5,506.75	\$22,027.00
Total		\$1,000,000.00

**ATTACHMENT C
PERMIT FEE REVENUES - URBAN LOCALITIES**

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	117.64	\$797.02	\$199.25
	Big Stone Gap	64.42	\$436.45	\$109.11
	Bluefield	78.29	\$530.42	\$132.60
	Bristol	257.1	\$1,741.87	\$435.47
	Lebanon	63.07	\$427.30	\$106.83
	Marion	92.9	\$629.40	\$157.35
	Norton	62.4	\$422.76	\$105.69
	Richlands	71.04	\$481.30	\$120.33
	Saltville	31.20	\$211.38	\$52.85
	Tazewell	70.11	\$475.00	\$118.75
	Wise	34.81	\$235.84	\$58.96
Wytheville	184.88	\$1,252.57	\$313.14	
District Total		1127.86	\$7,641.32	\$1,910.33
Salem	Bedford	98.24	\$665.58	\$166.40
	Blacksburg	244.72	\$1,657.99	\$414.50
	Christiansburg	247.46	\$1,676.56	\$419.14
	Galax	130.34	\$883.06	\$220.77
	Martinsville	222.28	\$1,505.96	\$376.49
	Narrows	30.79	\$208.60	\$52.15
	Pearisburg	39.52	\$267.75	\$66.94
	Pulaski	143.29	\$970.80	\$242.70
	Radford	156.84	\$1,062.60	\$265.65
	Roanoke	1053.6	\$7,138.21	\$1,784.55
	Rocky Mount	94.1	\$637.53	\$159.38
	Salem	291.94	\$1,977.91	\$494.48
	Vinton	87.72	\$594.31	\$148.58
District Total		2840.84	\$19,246.87	\$4,811.72
Lynchburg	Altavista	52.45	\$355.35	\$88.84
	Danville	723.49	\$4,901.69	\$1,225.42
	Farmville	114.36	\$774.80	\$193.70
	Lynchburg	802.51	\$5,437.06	\$1,359.26
	South Boston	139.3	\$943.77	\$235.94
District Total		1832.11	\$12,412.66	\$3,103.17
Richmond	Ashland	115.65	\$783.54	\$195.88
	Blackstone	73.34	\$496.88	\$124.22
	Chase City	35.25	\$238.82	\$59.71

	Colonial Heights	192.99	\$1,307.52	\$326.88
	Hopewell	281.68	\$1,908.40	\$477.10
	Petersburg	395.16	\$2,677.23	\$669.31
	Richmond	1835.29	\$12,434.21	\$3,108.55
	South Hill	94.37	\$639.36	\$159.84
District Total		3023.73	\$20,485.96	\$5,121.49

Hampton Roads	Chesapeake	2342.55	\$15,870.93	\$3,967.73
	Chincoteague	48.67	\$329.74	\$82.44
	Emporia	79.1	\$535.91	\$133.98
	Franklin	110.89	\$751.29	\$187.82
	Hampton	1126.1	\$7,629.40	\$1,907.35
	Newport News	1183.72	\$8,019.78	\$2,004.94
	Norfolk	1649.57	\$11,175.94	\$2,793.99
	Poquoson	110.97	\$751.83	\$187.96
	Portsmouth	881.3	\$5,970.86	\$1,492.72
	Smithfield	96.13	\$651.29	\$162.82
	Suffolk	1596.14	\$10,813.95	\$2,703.49
	Virginia Beach	3412.71	\$23,121.33	\$5,780.33
	Williamsburg	116.73	\$790.85	\$197.71
District Total		12754.58	\$86,413.09	\$21,603.27

Fredericksburg				
	Colonial Beach	50.92	\$344.99	\$86.25
	Fredericksburg	196.81	\$1,333.40	\$333.35
District Total		247.73	\$1,678.39	\$419.60

Culpeper	Charlottesville	284.77	\$1,929.33	\$482.33
	Culpeper	138.95	\$941.40	\$235.35
	Orange	60.22	\$407.99	\$102.00
	Warrenton	93.47	\$633.27	\$158.32
District Total		577.41	\$3,911.99	\$978.00

Staunton	Berryville	38.81	\$262.94	\$65.74
	Bridgewater	52.77	\$357.52	\$89.38
	Broadway	33.12	\$224.39	\$56.10
	Buena Vista	89.22	\$604.47	\$151.12
	Clifton Forge	44.42	\$300.95	\$75.24
	Covington	76.39	\$517.55	\$129.39
	Elkton	37.66	\$255.15	\$63.79
	Front Royal	137.2	\$929.54	\$232.38
	Grottoes	44.24	\$299.73	\$74.93
	Harrisonburg	323.94	\$2,194.71	\$548.68
	Lexington	50.3	\$340.79	\$85.20

	Luray	77.2	\$523.03	\$130.76
	Staunton	285.07	\$1,931.37	\$482.84
	Strasburg	43.25	\$293.02	\$73.26
	Waynesboro	267.92	\$1,815.18	\$453.79
	Winchester	219.34	\$1,486.04	\$371.51
	Woodstock	59.95	\$406.17	\$101.54
<hr/>				
	District Total	1880.8	\$12,742.54	\$3,185.63
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Northern Virginia	Alexandria	501.86	\$3,400.13	\$850.03
	Dumfries	21.92	\$148.51	\$37.13
	Fairfax	174.52	\$1,182.38	\$295.60
	Falls Church	75.72	\$513.01	\$128.25
	Herndon	130.01	\$880.83	\$220.21
	Leesburg	249.99	\$1,693.70	\$423.42
	Manassas	248.88	\$1,686.18	\$421.54
	Manassas Park	52.62	\$356.50	\$89.13
	Purcellville	52.25	\$354.00	\$88.50
	Vienna	131.51	\$890.99	\$222.75
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	District Total	1639.28	\$11,106.23	\$2,776.56
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	Urban Total	25924.34	\$175,639.06	\$43,909.76



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY17 Primary Extension Improvement Program Allocations

WHEREAS, § 33.2-358(C) of the *Code of Virginia* authorizes the Commonwealth Transportation Board (Board) to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality maintained primary extension pavements, having a Combined Condition Index of less than 60; and

WHEREAS, the Board, on June 18, 2014, passed a resolution establishing the Primary Extension Improvement Program Policy (Attachment A), a policy directing the Commissioner of Highways to establish administrative procedures to accept and prioritize applications for funding certain locally initiated primary extension paving projects under this set aside (); and

WHEREAS, additional emphasis has been placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings; and

WHEREAS, the Virginia Department of Transportation (VDOT) has accepted applications for and prioritized said projects for the FY17 program in accordance with and utilizing the priority criteria established by the approved Primary Extension Improvement Program Policy, as well as an additional factor relating to those primary extensions that are located on the NHS, and has made recommendations for allocations as set forth in Attachment B; and

WHEREAS, the Board previously determined that it was in the best interest of the Commonwealth to allocate and did allocate, in addition to the funds available in the FY16

budget, approximately one-half of the anticipated FY17 budget for the Primary Extension Pavement Improvement Program, leaving the remainder of said budget to be allocated; and

WHEREAS, VDOT has identified an additional \$230,000 in surplus Primary Extension Pavement Improvement Program funding that was previously allocated to projects and is available for reallocation in FY17; and

WHEREAS, § 33.2-369 of the *Code of Virginia* specifies that the CTB is to use State of Good Repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, the funding reserved in the State of Good Repair Program (SGR) for municipality-maintained primary extensions projects in FY 2017 is \$11.7 million; and

WHEREAS, VDOT has recommended that after sorting the applications for project allocations by VDOT district, the same prioritization methodology that was used to allocate funds for the FY17 Primary Extension Pavement Improvement Program be used for allocating the FY17 SGR funding for municipality-maintained primary extensions and has proposed allocations based on this approach, totaling \$11,698,524, as set forth in Attachment C; and

NOW, THEREFORE BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the remaining FY17 project allocations totaling \$5,188,612 and previous surplus allocations totaling \$230,000 for the Primary Extension Improvement Program as set forth in Attachment B.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby approves the allocations for municipality-maintained primary extensions projects totaling \$11,698,524 for the FY17 State of Good Repair Program as set forth in Attachment C.

####



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2014

MOTION

Made By: Mr. Garczynski Seconded By: Mr. Cole

Action: Motion Carried, Unanimously

Title: Primary Extension Improvement Program Policy

WHEREAS, §33.1-23.1(B) of the *Code of Virginia* allows the Commonwealth Transportation Board (Board) to set aside funding for reconstructing those deteriorated interstate and primary system pavements, and, effective July 1, 2014, municipality maintained primary extension pavements, having a Combined Condition Index of less than 60; and

WHEREAS, the statute previously provided funding only for interstate and primary routes maintained by the Commonwealth but will change effective July 1, 2014 pursuant to Chapters 87 and Chapter 741 of the 2014 Acts of Assembly to also provide funding for locally maintained primary extensions; and

WHEREAS, the Board has expressed a desire to establish a policy to accept applications for funding certain locally initiated projects under this set aside; and

WHEREAS, after reviewing the proposed policy, the Board believes the policy for selection of primary extension projects should be adopted as set forth below.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board adopts the following policy and criteria governing the allocation of funds and selection of primary extension paving and reconstruction projects:

1. The Board will annually allocate, 14% of the CTB formula set-aside for reconstructing deteriorated interstate, primary system, and municipality maintained primary extensions [which equates to 3.5% of the total CTB formula set-aside pursuant to section 33.1-23.1 (B)] for projects on locally maintained primary extensions.
2. VDOT will solicit applications from local government on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects.
3. The maximum request permitted under the program will be \$1,000,000 per locality, per fiscal year.
4. All projects funded under this program must be advertised within 6 months of allocation. Projects that receive funding and do not meet this criteria may be subject to deallocation by the Commonwealth Transportation Board.
5. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.
6. Projects will be prioritized for funding based on a technical score that considers pavement condition, traffic volume, and past expenditures on pavement maintenance by the locality.
7. Once projects have been identified and prioritized in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval.
8. The Commissioner of Highways is directed to establish administrative procedures to ensure adherence to and compliance with the provisions of this policy and legislative directive.

####

CTB Decision Brief

FY17 Primary Extension Improvement Program Allocations

Issue: As required by Commonwealth Transportation Board (CTB) Policy, project allocations for the Primary Extension Improvement Program must be approved by the CTB. VDOT seeks the CTB's approval to allocate funding in accordance with the CTB-established *Primary Extension Improvement Program Policy* (Policy) (Attachment A). In addition to the prioritization factors set forth in the Policy, the proposed allocations have taken into consideration the additional emphasis placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings.

Facts: Section 33.2-358(C) allows the CTB to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality maintained primary extension pavements, having a Combined Condition Index of a less than 60.

1. The 25% set-aside for the FY16 interstate and primary pavements (including primary extensions) reconstruction program was \$64,840,434. Fourteen percent of this set-aside (\$9,077,661), was used to fund the Primary Extension Pavement Improvement Program in accord with the *Primary Extension Improvement Program Policy*, adopted by the CTB on June 18, 2014.
2. In accord with the administrative procedures established pursuant to the "*Primary Extension Improvement Program Policy*, VDOT accepted, scored and prioritized applications for the FY16 funding.
3. Because of the overwhelming number of local applications and the immediate need to address these deficient primary extension pavements, the CTB approved utilizing not only the FY16 set-aside (\$9,077,661) but approximately half of the FY17 anticipated set-aside (\$6,402,416) for the FY16 Primary Extension Pavement Improvement Program, for a total sum of \$15,480,077.
4. The portion of the FY17 set aside for the Primary Extension Pavement Improvement Program remaining available for allocation in FY17 is \$5,188,612. In addition, VDOT has identified an additional \$230,000 in surplus Primary Extension Pavement Improvement Program funding that was previously allocated to projects and is available for reallocation in FY17.
5. In accord with the "*Primary Extension Improvement Program Policy*, and the administrative procedures established pursuant thereto, VDOT accepted, scored and prioritized applications for the FY17 funding, but due to the increased emphasis at the federal level relating to performance of the NHS, VDOT utilized an additional prioritization factor, providing applications requesting funding for primary extensions on the NHS additional points.
6. Based on the scoring and prioritization noted above, VDOT staff is now recommending the allocation of the remaining FY17 funding in the amount of \$5,188,612 for the FY17 Primary Extension Pavement Improvement Program as well as reallocation of an additional \$230,000 in surplus Program funding, as set forth in Attachment B.

Section 33.2-369 of the *Code of Virginia* specifies that the CTB is to use state of good repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions.

1. The estimated funding reserved in the State of Good Repair Program (SGR) for municipality-maintained primary extensions projects in FY 2017 is \$11.7 million.
2. VDOT staff believes that, for purposes of SGR funding, after sorting the applications for project allocations by VDOT district, the same prioritization methodology that was used to allocate funds for the FY17 Primary Extension Pavement Improvement Program should be used for allocating the FY17 SGR funding for municipality-maintained primary extensions.
3. Based on the recommended approach described above, VDOT received, scored and prioritized project applications for FY2017 SGR funding for municipality- maintained primary extensions and the resulting proposed project allocations totaling \$11,698,524 are set forth in Attachment C.

Recommendations: VDOT proposes that for the Primary Extension Pavement Improvement Program, the recommended allocations indicated under the column “FY17 State Allocations” be approved and made by the CTB for the projects identified on Attachment B.

VDOT also proposes that the recommended State of Good Repair allocations for municipality-maintained primary extensions that were developed utilizing the same prioritization methodology that was used to develop proposed allocations for the FY17 Primary Extension Pavement Improvement Program and as indicated under the column “FY17 State Allocations” be approved and made by the CTB for these projects identified on “Attachment C.”

Action Required by CTB: In order to allocate funding to projects under the Primary Extension Pavement Improvement Program and the State of Good Repair Program for municipality-maintained primary extensions, the CTB must consider and approve those identified and prioritized projects. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The localities will be able to use the allocated Primary Extension Pavement Improvement Program funds and State of Good Repair Program funds to improve the condition of deteriorated primary extension pavements with a combined condition index of less than 60, as identified on Attachment B and Attachment C, respectively.. The localities will be able to proceed with the projects once they are notified funds are available and are required by the “Primary Extension Improvement Program Policy” to advertise these projects within six months of allocation.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Attachment B - FY17 Primary Extension Project Selections

Ranking	Road Name Route Number	Locality Name	FY17 State Allocations		Location	Project Length (miles)	District
			Requested	Recommended			
*1	Pickett Road RTE 237	Fairfax (City of)	\$ 239,698	\$ 239,698	FR: Main Street TO: Shelley Krasnow Lane	0.84	Nova
2	West Broad Street RTE 7	Falls Church (City of)	\$ 177,335	\$ 177,335	FR: West Street TO: Little Falls Street	0.77	Nova
*3	South Crater Road RTE 301	Petersburg (City of)	\$ 426,789	\$ 426,789	FR: 0.11 Mi. N. I-95 TO: West Washington Street	1.04	Richmond
*4	North Alleghany Ave RTE 220	Covington (City of)	\$ 243,266	\$ 243,266	FR: 126.075 TO: 126.65	0.58	Staunton
5	West Broad Street RTE 7	Falls Church (City of)	\$ 242,290	\$ 242,290	FR: Little Falls Street TO: Roosevelt Street	1.00	Nova
6	Hull Street EB RTE 360	Richmond (City of)	\$ 230,000	\$ 230,000	FR: Hey Road TO: Chppenham Parkway	0.50	Richmond
6	East Randolph Road RTE 10	Hopewell (City of)	\$ 160,000	\$ 160,000	FR: Rte 10 Bridge Approach TO: Hummel Ross Road	0.39	Richmond
7	Leesburg Bypass RTE 15	Leesburg (Town of)	\$ 645,000	\$ 645,000	FR: East Market Street TO: City Corporate Limits	1.90	Nova
8	North King Street RTE 15	Leesburg (Town of)	\$ 115,000	\$ 115,000	FR: Main Street TO: Shelley Krasnow Lane	0.40	Nova
9	North King Street RTE 15	Leesburg (Town of)	\$ 125,000	\$ 125,000	FR: Bridgette Place TO: Dry Hollow Road	0.45	Nova
10	Maple Avenue West RTE 123	Vienna (Town of)	\$ 835,000	\$ 835,000	FR: James Madison Avenue TO: Lawyers Road	0.58	Nova
11	Center Street RTE 28	Manassas (City of)	\$ 257,208	\$ 257,208	FR: NB Grant TO: Sudley Road	0.48	Nova
*12	Orange Avenue RTE 460	Roanoke (City of)	\$ 110,068	\$ 110,068	FR: 10th Street NW TO: Gainsboro Road	0.72	Salem
*13	Martin Luther King Jr. Blvd RTE 11	Bristol (City of)	\$ 261,274	\$ 261,274	FR: MM 0.55 TO: MM 1.549	0.99	Bristol
14	Kentucky Ave. SE RTE 74	Norton (City of)	\$ 88,116	\$ 88,116	FR: MM 2.0 TO: MM 2.16	0.16	Bristol
15	West Riverside Drive RTE 16	Tazewell (Town of)	\$ 148,536	\$ 148,536	FR: MM 67.724 TO: MM 68.723	1.00	Bristol
16	Depot Street NE RTE 111	Christiansburg (Town of)	\$ 114,823	\$ 114,823	FR: Lester Street NE TO: Roanoke Street	0.71	Salem
*17	Dixon Street RTE 17	Fredericksburg (City of)	\$ 85,092	\$ 85,092	FR: Beulah Salisbury Drive TO: Bridge Over Hazel Run	0.65	Fredericksburg
18	South Main Street RTE 460	Blacksburg (Town of)	\$ 176,980	\$ 176,980	FR: Airport Road TO: Hubbard Street	0.998	Salem
19	West Frederick Street RTE 254	Staunton (City of)	\$ 62,763	\$ 62,763	FR: MM 0.00 TO: MM 0.294	0.29	Staunton
20	South Monroe Ave RTE 60	Covington (City of)	\$ 253,339	\$ 253,339	FR: MM 14.96 TO: MM 15.919	0.96	Staunton
21	Blue and Grey Pkwy RTE 3	Fredericksburg (City of)	\$ 131,900	\$ 131,900	FR: E. end Bridge over Dixon Street TO: W. end Bridge over Rappahannock River	0.32	Fredericksburg
22	Halifax Road RTE 501	South Boston (Town of)	\$ 59,135	\$ 59,135	FR: MM 13.06 TO: MM 14.06	1.01	Lynchburg
Total			\$ 5,188,612	\$ 5,188,612		16.73	

* Denotes projects that received partial funding from SGR

Attachment C - FY17 State of Good Repair Project Selections

HAMPTON ROADS

Line Number	Road Name Route Number	Locality Name	FY17 State Allocations		Location	Project Length (miles)
			Requested	SGR Recommended		
1	Hampton Boulevard RTE 337	Norfolk (City of)	\$ 182,000	\$ 182,000	FR: 39th Street TO: 21st Street	0.49
2	Ferrell Parkway RTE 134	Virginia Beach (City of)	\$ 1,000,000	\$ 1,000,000	FR: 0.2 Mi. W. Indian Lake Blvd TO: 0.2 Mi. W. Ferrell Pkwy Br Over Canal	1.90
3	Hampton Boulevard RTE 337	Norfolk (City of)	\$ 261,000	\$ 261,000	FR: Porter Street TO: Hampton Blvd. Bridge	1.00
4	Settler's Landing US 60 & RTE 143	Hampton (City of)	\$ 300,000	\$ 300,000	FR: 64 EB On Ramp TO: County Street	0.09
5	Virginia Beach Blvd RTE 58	Norfolk (City of)	\$ 167,000	\$ 167,000	FR: Kempsville Road TO: Newtown Road	0.96
6	Tidewater Drive RTE 168	Norfolk (City of)	\$ 83,000	\$ 83,000	FR: Rugby Street TO: Lafayette River Bridge	0.314
7	Monticello Avenue RTE 460	Norfolk (City of)	\$ 155,000	\$ 155,000	FR: 13th Street TO: 21st Street	0.45
8	Virginia Beach Blvd RTE 58	Norfolk (City of)	\$ 152,000	\$ 152,000	FR: Newtown Road TO: Kempsville Road	1.00
9	Page Street RTE 60	Williamsburg (City of)	\$ 130,500	\$ 130,500	FR: Route 60 - Bypass Road TO: Bridge Over CSX Railway	0.46
10	Military Highway RTE 13	Chesapeake (City of)	\$ 1,000,000	\$ 1,000,000	FR: Colony Manor Road TO: On Ramp to I-64 West	0.98
11	US00058EB RTE 58	Suffolk (City of)	\$ 413,900	\$ 413,900	FR: Nansemond Parkway TO: Portsmouth Blvd	1.00
12	Bypass Road RTE 60	Williamsburg (City of)	\$ 218,900	\$ 218,900	FR: Corporate Limit TO: Capital Landing Road	0.68
13	Cunningham Drive RTE 152	Hampton (City of)	\$ 700,000	\$ 700,000	FR: Mercury Blvd TO: Coliseum Drive	0.76
14	Bridge Road RTE 17	Suffolk (City of)	\$ 241,900	\$ 241,900	FR: Bennetts Pasture Road TO: MP 38.098	0.58
15	Bridge Road RTE 17	Suffolk (City of)	\$ 110,900	\$ 110,900	FR: MP 38.098 TO: Godwin Bridge	0.264
16	Bridge Road RTE 17	Suffolk (City of)	\$ 128,800	\$ 128,800	FR: MP 40.165 TO: MP 40.463	0.30
17	Bridge Road RTE 17	Suffolk (City of)	\$ 78,100	\$ 78,100	FR: MP 40.463 TO: SidneyBertram Hazelwood Br.	0.168
18	Henry Street RTE 5	Williamsburg (City of)	\$ 84,400	\$ 84,400	FR: Lafayette Street TO: Francis Street	0.39
19	Airline Blvd RTE 58	Portsmouth (City of)	\$ 178,543	\$ 178,543	FR: City Limits TO: Kings Gate Drive	0.98
20	2nd Avenue RTE 258	Franklin (City of)	\$ 150,000	\$ 150,000	FR: Int. South & South High TO: Int. South Main & Elm	0.26
21	South Street RTE 258	Franklin (City of)	\$ 140,000	\$ 140,000	FR: Int. South & South High TO: Int. South Main & Elm	0.25
22	Lafayette Street	Williamsburg (City of)	\$ 178,800	\$ 73,265	FR: Colony Pkwy	0.6

Northern Virginia

23	Fairfax Boulevard RTE 29	Fairfax (City of)	\$	252,113	\$	252,113	FR: Western City Limit TO: Kamp Washington Int.	0.57
24	Chain Bridge Road RTE 123	Fairfax (City of)	\$	156,369	\$	156,369	FR: Southern City Limit TO: Armstrong Street	0.43
25	Maple Avenue East RTE 123	Vienna (Town of)	\$	915,000	\$	915,000	FR: Lawyers Road TO: Beulah Road	0.92
26	Patrick Street RTE 1	Alexandria (City of)	\$	500,000	\$	500,000	FR: Franklin Street TO: Slater's Lane	1.50
27	Pickett Road RTE 237	Fairfax (City of)	\$	285,967	\$	46,269	FR: Main Street TO: Shelley Krasnow Lane	0.84

Fredericksburg

28	Plank Road RTE 3	Fredericksburg (City of)	\$	181,750	\$	181,750	FR: Westmont Drive TO: 2101 Plank Road	0.35
29	Dixon Street RTE 17	Fredericksburg (City of)	\$	292,250	\$	207,158	FR: Beulah Salisbury Drive TO: Bridge Over Hazel Run	0.65

Bristol

30	East Main Street RTE 11	Wytheville (Town of)	\$	241,959	\$	241,960	FR: Cassell Road TO: Lithia Road	0.78
31	North 4th Street RTE 21	Wytheville (Town of)	\$	20,984	\$	20,985	FR: Commonwealth Avenue TO: Limited Access	0.12
32	Martin Luther King Jr. Blvd RTE 11	Bristol (City of)	\$	375,000	\$	113,726	FR: MM 0.55 TO: MM 1.549	0.99

Staunton

33	East Madison Street RTE 60	Covington (City of)	\$	211,116	\$	211,116	FR: MM 16.418 TO: MM 16.82	0.40
34	North Alleghany Ave RTE 220	Covington (City of)	\$	282,231	\$	282,231	FR: MM 125.44 TO: MM 126.075	0.64
35	North Alleghany Ave RTE 220	Covington (City of)	\$	255,772	\$	12,506	FR: 126.075 TO: 126.65	0.58

Lynchburg

36	South Boston Road RTE 58	Danville (City of)	\$	450,000	\$	450,000	FR: 300.796 Airport Drive TO: 303.21 ECL	2.40
37	Halifax Road RTE 501	South Boston (Town of)	\$	688,940	\$	161,919	FR: MM 13.06 TO: MM 14.06	1.01

Culpeper

38	Emmet Street RTE 29	Charlottesville (City of)	\$	98,260	\$	98,260	FR: MM 139.368 TO: MM 139.70	0.33
39	West Market Street RTE 250	Charlottesville (City of)	\$	269,965	\$	191,381	FR: MM 2.775 TO: MM 3.54	0.77

Salem

40	West Main Street RTE 8	Christiansburg (Town of)	\$	328,430	\$	328,430	FR: Moose Drive NW TO: Radford Street NW	0.72
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41	Orange Avenue RTE 460	Roanoke (City of)	\$	365,000	\$	254,932	FR: 10th Street NW TO: Gainsboro Road	0.72
Richmond								
42	West Randolph Road RTE 10	Hopewell (City of)	\$	550,000	\$	550,000	FR: Rte 10 Bridge TO: City Point Road	1.23
43	South Crater Road RTE 301	Petersburg (City of)	\$	1,000,000	\$	573,211	FR: 0.11 Mi. N. I-95 TO: West Washington Street	1.04
			\$	13,775,850	\$	11,698,524		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item #8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: **Economic Development Access to
CenterPoint Intermodal Center
Project ECON-133-404, M501, City of Suffolk**

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

WHEREAS, the City of Suffolk Council has, by appropriate resolution, requested Economic Development Access Program funds to serve eligible property within the development of CenterPoint Intermodal Center, off Centerpoint Drive, and said access is estimated to cost \$800,000; and

WHEREAS, Centerpoint Drive, between Kenyon Road and the requested access, is under construction and is expected to be completed by September 2016 and accepted into the public road system of the City of Suffolk; and

WHEREAS, this request meets the intent of Section 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.

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched, \$150,000 matched) of the Economic Development, Airport and Rail Access Fund be allocated to provide adequate access to eligible property within the CenterPoint Intermodal Center, located off of CenterPoint Drive, Project ECON-133-404, M501, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth;
2. Completion of the construction of Centerpoint Drive, between Kenyon Road and this proposed Project ECON-133-404, M501, and acceptance of Centerpoint Drive into the public road system of the City of Suffolk for maintenance; and
3. Execution of an appropriate contractual agreement between the City of Suffolk (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 of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before September 14, 2021, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project’s construction not justified by the eligible capital outlay of establishments served by the project. If, by June 14, 2021, at least \$3,250,000 of eligible capital outlay on parcels 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. 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

- d. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
4. 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 – City of Suffolk CenterPoint Intermodal Center

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the Suffolk City Council has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to eligible property located within the CenterPoint Intermodal Center. 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 City of Suffolk plans to develop Lot 5, a 21-acre parcel within the CenterPoint Intermodal Center. The City proposes to build 1,500 linear feet of new roadway, continuing westward from the new access road's intersection with Centerpoint Drive and extending the entire frontage length of the Lot 5 property. Centerpoint Drive is currently under construction by the City and is expected to be completed and accepted into the City's street system this summer. The proposed access road will be built to VDOT standards with 60-foot right-of-way and 36-foot pavement surface of with curb & gutter and sidewalks on each side. The City of Suffolk is requesting funding from the Economic Development Access Program under the bonded option for the construction of an access road to the proposed development. The City of Suffolk will administer design and construction of the proposed access road project.

The Local Assistance Division has consulted with the Virginia Economic Development Partnership (VEDP) regarding the City of Suffolk's plans for this development within the CenterPoint Intermodal Center and VEDP staff support the City's plans to attract qualifying business operations to this site.

Recommendations: The access project will provide for the construction of the planned 36-foot wide asphalt roadway with curb & gutter and sidewalks on each side, within 60-foot right of way, connecting with Centerpoint Drive, and extending westward approximately 1,100 linear feet in length to provide appropriate and adequate access to Lot 5. VDOT District staff recommends the project and has estimated project costs for eligible items and quantities to be \$800,000. The City of Suffolk will be responsible for financial arrangements to provide for required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation. VDOT recommends that 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.

CTB Decision Brief

Economic Development Access – City of Suffolk – CenterPoint Intermodal Center

June 14, 2016

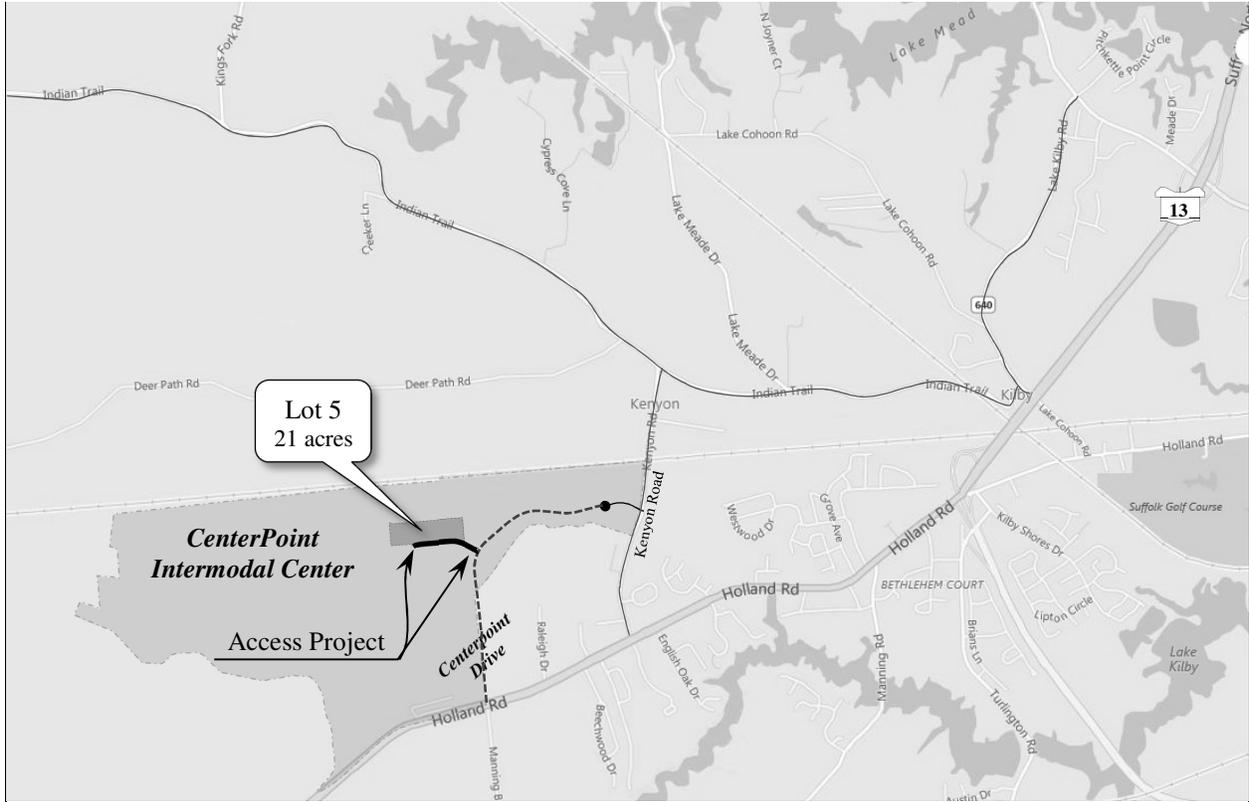
Page Two

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
CenterPoint Intermodal Center
Project ECON-133-404, M501
City of Suffolk

Economic Development Facility / Site

Initial development on 21-acre parcel within the approximately 921-acre CenterPoint Intermodal Center tract.

Access Facility

Project Length: 0.21 mile

Pavement Width: 36 feet

R/W Width: 60 feet

Estimated Cost: \$800,000

Proposed Allocation: \$650,000 (bonded)
 \$500,000 unmatched, \$150,000 matched)

At a regularly scheduled meeting of the City Council of the City of Suffolk held on May 4, 2016, on a motion by Council Member Milteer, seconded by Council Member Fawcett, the following resolution was adopted by a vote of 8 to 0:

RESOLUTION NUMBER 16-R-022

A RESOLUTION TO REQUEST AN ECONOMIC DEVELOPMENT ACCESS PROGRAM ALLOCATION

WHEREAS, the City Council of the City of Suffolk desires to assist in the development of property for the purpose of economic development located off of Centerpoint Drive in the City of Suffolk, Virginia, within the CenterPoint Intermodal Center; and

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

WHEREAS, the subject property has no access to a public street or highway and will require the construction of a new roadway to connect with Centerpoint Drive; and

WHEREAS, Centerpoint Drive is dedicated right of way that will be accepted into the City of Suffolk roadway maintenance system in 2016; and

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

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

WHEREAS, the City of Suffolk hereby guarantees that financing of all ineligible project costs, project costs exceeding the EDA Program project allocation, EDA Program required locality matching funds, if applicable, 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 City Council of the City of Suffolk hereby requests that the Commonwealth Transportation Board provide Economic Development Access Program funding to provide adequate road access to this property; and,

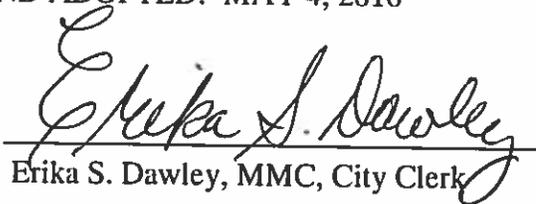
BE IT FURTHER RESOLVED THAT: The City Council of the City of Suffolk hereby agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit 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 #32B*3 within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request; and

BE IT FURTHER RESOLVED THAT: The City Manager and/or his designee(s) be authorized to act on behalf of the City Council of the City of Suffolk to execute any and all documents necessary to secure funding administered under the Economic Development Access Program; and

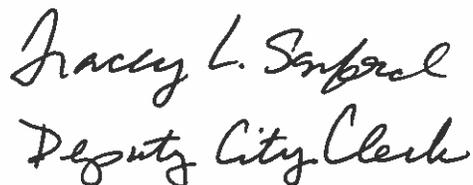
BE IT FURTHER RESOLVED THAT: The City of Suffolk will request the new roadway so constructed to be added to receive maintenance payments in accordance with the provisions of Section 33.2-319 of the *Code of Virginia*, and such request for street additions for municipal assistance payments will be submitted, together with a copy of this resolution and such maps and other documents as may be necessary in the manner prescribed by the Virginia Department of Transportation.

READ AND ADOPTED: MAY 4, 2016

TESTE:


Erika S. Dawley, MMC, City Clerk

A TRUE COPY


Tracy L. Sarpal
Deputy City Clerk



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: Seconded By:

Action:

Title: FY16-21 Six-Year Improvement Program Transfers For April 23 through May 24, 2016

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 17, 2015, a resolution was approved to allocate funds for the Fiscal Years 2016 through 2021 Program; and

WHEREAS, the Board resolved that the Commissioner of Highways should bring requests for transfers of allocations exceeding ten percent of the funds allocated to the donor project to the Board on a monthly basis for their 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 ten percent 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 ten percent of the funds allocated to the donor project(s) 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.

Resolution of the Board

FY16-21 Six-Year Improvement Program Transfers for April 23 through May 24, 2016

June 14, 2016

Page Two

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the Commissioner of Highways, or his designee, and after consultation with the Commonwealth Transportation Board member for the district, is granted the authority to transfer up to ten percent of funds allocated to a project to another eligible project(s) to meet the Board's statutory requirements and policy goals.

####

CTB Decision Brief

FY2016-2021 Six-Year Improvement Program Transfers For April 23 – May 24, 2016

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 17, 2015, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, and after consultation with the CTB member for the district, to transfer up to 10 percent of funds allocated to the donor project consistent with Commonwealth Transportation Board priorities for programming funds and federal/state eligibility requirements.

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding ten percent of the funds allocated to the donor project 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 ten percent of the funds allocated to the donor project. The list of transfers from April 23 through May 24, 2016 is attached.

Recommendations: VDOT recommends the approval of the transfers exceeding ten percent 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 2016 – 2021 that include transfers of allocated funds exceeding ten percent from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 10

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

June 14, 2016

MOTION

Made By: Seconded By: Action:

**Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For
Fiscal Years 2017 - 2022**

This resolution is currently unavailable



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item #11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

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

Action: _____

**Title: Action on Fiscal Year 2017 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

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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 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 2017, this amount totals \$325,733,046; and

WHEREAS, Chapter 780 of the 2016 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.

WHEREAS, pursuant to §33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2017 through 2022 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 2017 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 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

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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 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 2017 are approved.

###

CTB Decision Brief

Fiscal Year 2017 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 2017 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 2017, it is recommended that that the alternate formula set out in §33.2-358 (C) of the *Code of Virginia* for distributing construction funds be used for FY2017. Available funding would be distributed in accordance with the categories outlined in § 33.2-358 (C). For FY 2017 \$325,733,046 is available for such distribution.

Item 453 J. of Chapter 780 of the 2016 Acts of Assembly (Appropriations 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 adoption of the Fiscal Year 2017 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 adopt the Fiscal Year 2017 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

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 12

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66
Outside the Capital Beltway to HOV-3**

WHEREAS, pursuant to the provisions of § 33.2-501(F) of the *Code of Virginia*, the Commonwealth Transportation Board (the "CTB") bears authority to make the decision to convert the HOV-2 designation on Interstate-66 (I-66) outside the Capital Beltway to HOV- 3; and

WHEREAS, pursuant to § 33.2-501(F), the following conditions must be met by the Virginia Department of Transportation ("VDOT") before the HOV-2 designation of I-66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation: (1) VDOT must publish a notice of its intent to change the existing designation and also immediately provide similar notice of its intent to all members of the General Assembly representing districts that touch or are directly impacted by traffic on Interstate Route 66; (2) VDOT must hold public hearings in the corridor to receive comments from the public; and (3) VDOT must make a finding of the need for a change in such designation, based on public hearings and its internal data, and present this finding to the Board for approval; and

WHEREAS, pursuant to § 33.2-501(F), before the HOV-2 designation of I-66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation, the CTB shall make written findings and a decision based on the following criteria:

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Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate 66 Outside the Capital Beltway to HOV-3

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- a. Is changing the HOV-2 designation to HOV-3 in the public interest?*
- b. Is there quantitative and qualitative evidence that supports the argument that HOV-3 will facilitate the flow of traffic on Interstate Route 66?*
- c. Is changing the HOV-2 designation beneficial to comply with the federal Clean Air Act Amendments of 1990?; and*

WHEREAS, pursuant to the provisions of § 33.2-501(F), VDOT, on April 22, 2016, mailed a notice of its intent to change the existing HOV-2 designation to HOV-3 to all members of the General Assembly representing districts that touch or are directly impacted by traffic on I-66; and

WHEREAS, pursuant to the provisions of § 33.2-501(F), VDOT published a notice of its intent to change the designation in a number of newspapers in the region on April 20, 21, 22, and 27, 2016 and on May 5 and 6, 2016; and

WHEREAS, pursuant to the provisions of § 33.2-501(F), VDOT held three public hearings on May 23, 24 and 25, 2016 to receive comments from the public regarding VDOT's intent to change the designation; and

WHEREAS, pursuant to the provisions of § 33.2-501(F), VDOT has made a finding of the need for a change in the HOV-2 designation on I-66 outside the Capital Beltway to HOV-3, based on the public hearings and its internal data (VDOT 501(F) Finding) and presented this finding, set forth in Attachment A, to the CTB on June 13, 2016; and

WHEREAS, the Department briefed the CTB on December 8, 2015 of its intention to procure a private developer through the Public Private Transportation Act (PPTA) (§§33.2-1800 et. seq. of the *Code of Virginia*) to build High Occupancy Toll (HOT) Lanes from Gainesville (Prince William County) to the Capital Beltway (Fairfax County), and to enter into a Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project ("draft Comprehensive Agreement") in Virginia; and

WHEREAS, pursuant to § 33.2-502 of the *Code of Virginia*, the high occupancy requirement for a HOT lanes facility constructed or operated as a result of the PPTA shall not be less than three; and

WHEREAS, the National Capital Region Transportation Planning Board has maintained a policy, since 2010, of increasing the occupancy requirements on all HOV lanes, including those on I-66 from HOV-2 to HOV-3 by 2020; and

WHEREAS, § 33.2-502, provides that the CTB may designate one or more lanes of any Interstate System, primary state highway system, or National Highway System, or any portion

Resolution of the Board

Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3

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thereof, including lanes that may have previously been designated as HOV lanes, as HOT lanes; and

WHEREAS, pursuant to the terms of the draft Comprehensive Agreement, the lanes designated as HOT lanes may begin operation as HOT Lanes upon issuance by VDOT of a “Service Commencement Notice to Proceed”.

NOW, THEREFORE, BE IT RESOLVED, by the CTB that, pursuant to § 33.2-502 of the *Code of Virginia*, two lanes in each direction on I-66 from University Boulevard in Prince William County to I-495 in Fairfax County are hereby designated as HOT lanes with such designation to be implemented upon the issuance of a “Service Commencement Notice to Proceed” pursuant to any fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020.

BE IT FURTHER RESOLVED, that pursuant to § 33.2-501(F) of the *Code of Virginia*, the CTB hereby approves the VDOT 501(F) Finding and hereby makes its written finding that changing the HOV-2 designation of I-66 outside the Capital Beltway to HOV-3, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020, (a) is in the public interest, (b) is supported by quantitative and qualitative evidence that the HOV-3 designation will facilitate the flow of traffic on Interstate Route 66, and (c) is beneficial to comply with the federal Clean Air Act Amendments of 1990.

BE IT FURTHER RESOLVED, by the CTB that, pursuant to § 33.2-501(F) of the *Code of Virginia*, the high-occupancy requirement for the HOT Lanes on I-66 outside the Capital Beltway is hereby designated as HOV-3, with such designation to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but not earlier than January 2, 2020.

###

CTB Decision Brief
Designation of HOT Lanes and Conversion of HOV-2 Designation on Interstate-66 Outside the Capital Beltway to HOV-3

Issue: In furtherance of the Transform66 Outside the Beltway Project, the Virginia Department of Transportation (VDOT) seeks from the Commonwealth Transportation Board (1) a change in the HOV-2 designation on Interstate 66 (I-66) outside the Capital Beltway to HOV-3 and (2) designation of two lanes on Interstate 66 outside the Capital Beltway as High Occupancy Toll (HOT) Lanes, pursuant to §§ 33.2-501 and 33.2-502 of the *Code of Virginia*, respectively. For the reasons set out below, these designations by the CTB are being requested at the June action meeting, with a request to implement those changes upon issuance of a Service Commencement Notice to Proceed pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 outside the Capital Beltway HOV/HOT Lanes Project, but not before January 2, 2020.

Facts: As presented by VDOT in its briefing to the CTB on December 8, 2015, VDOT intends to procure a private developer through the Public Private Transportation Act (PPTA) (§§33.2-1800 et. seq. of the *Code of Virginia*) to build High Occupancy Toll (HOT) Lanes from University Boulevard in Gainesville/Prince William County to the Capital Beltway in Fairfax County, and to enter into a Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 Outside the Capital Beltway HOV/HOT Lanes Project (“Comprehensive Agreement”).

Pursuant to § 33.2-502 of the *Code of Virginia*:

- The Board may designate one or more lanes of any highway, including lanes that may previously have been designated HOV lanes under § 33.2-501, in the Interstate System, primary state highway system, or National Highway System, or any portion thereof, as HOT lanes.
- In making HOT lanes designations, the Board shall also specify the high-occupancy requirement and conditions for use of such HOT lanes or may authorize the Commissioner of Highways to make such determination consistent with the terms of a comprehensive agreement executed pursuant to § 33.2-1808.
- The high-occupancy requirement for a HOT lanes facility constructed or operated as a result of the Public-Private Transportation Act (§ 33.2-1800 et seq.) shall not be less than three.

Pursuant to § 33.2-501 of the *Code of Virginia*, the CTB is vested with the authority to designate one or more lanes of any highway in the Interstate System, primary state highway system, or secondary state highway system as HOV lanes. However, pursuant to subsection F of § 33.2-501, certain conditions must be met by VDOT and the CTB before the HOV-2 designation of Interstate Route 66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation.

- Pursuant to § 33.2-501(F), the following conditions must be met by the Virginia Department of Transportation (“VDOT”) before the HOV-2 designation of I-66

outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation:

- (1) VDOT must publish a notice of its intent to change the existing designation and also immediately provide similar notice of its intent to all members of the General Assembly representing districts that touch or are directly impacted by traffic on Interstate Route 66;
- (2) VDOT must hold public hearings in the corridor to receive comments from the public; and
- (3) VDOT must make a finding of the need for a change in such designation, based on public hearings and its internal data, and present this finding to the Board for approval.

VDOT has complied with the foregoing three requirements and has issued the finding in the form of a Memorandum from the Commissioner of Highways, dated June 7, 2016 (VDOT 501(F) Finding) and attached hereto as Attachment A, that provides details regarding its compliance with § 33.2-501(F) and its finding that a change in the designation of HOV-2 on I-66 outside the Capital Beltway to HOV-3 is needed. However, VDOT would note that this change does not need to be implemented until a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project is issued.

- Pursuant to § 33.2-501(F), before the HOV-2 designation of I-66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation, the CTB must make written findings and a decision based on the following criteria:
 - a. *Is changing the HOV-2 designation to HOV-3 in the public interest?*
 - b. *Is there quantitative and qualitative evidence that supports the argument that HOV-3 will facilitate the flow of traffic on Interstate Route 66?*
 - c. *Is changing the HOV-2 designation beneficial to comply with the federal Clean Air Act Amendments of 1990?*

VDOT would offer the following in support of the request that the CTB change the HOV-2 designation on I-66 outside the Capital Beltway to HOV-3:

- a. *Changing the HOV-2 designation to HOV-3 is in the public interest:*
 - The current HOV-2 lanes are degraded according to the Code of Federal Regulations, and are currently under a Degradation Mitigation Plan to try to achieve the minimum average operating speed;
 - The implementation of HOV-3 will reduce the number of vehicle miles traveled compared to HOV-2; and
 - The implementation of HOV-3 would reduce travel times and increase speeds for vehicles using the HOV lanes and for vehicles using the general purpose lanes.
- b. *There is quantitative and qualitative evidence that supports the argument that HOV-3 will facilitate the flow of traffic on Interstate Route 66:*

- The Tier 2 EA Traffic Study model for the year 2025 shows that implementing HOV-3 (with no hybrids) in the current HOV lane will increase average travel speeds by 40-60% on both the HOV and the General Purpose (GP) lanes when compared against maintaining the current HOV-2 requirement:
 - i. in the Eastbound AM peak period, between Route 234 Bypass in Prince William County and I-495; and
 - ii. in the Westbound PM peak period, between Route 234 Bypass in Prince William County and I-495.
 - By reviewing the traffic projections from the Tier 2 EA Traffic Study modeling and historical speed data, and interpolating the data to the year 2020, the results demonstrate that implementing HOV-3 (with no hybrids) in the current HOV lane will increase average travel speeds by 50-60% on the HOV lanes when compared against maintaining the current HOV-2 requirement:
 - i. in the Eastbound AM peak period, between Route 234 Bypass in Prince William County and I-495.
 - ii. in the Westbound PM peak period, between Route 234 Bypass in Prince William County and I-495.
 - Additional data is available in VDOT’s Technical Report: Conversion of HOV-2 Designation on Interstate 66 Outside the Capital Beltway to HOV-3.
- c. *Changing the HOV-2 designation is beneficial to comply with the federal Clean Air Act Amendments of 1990*
- The implementation of HOV-3 will reduce the number of vehicle miles traveled in the I-66 corridor by 3% per day compared to HOV-2, resulting in an improvement in air quality. This will aid in complying with the Federal Clean Air Act Amendments of 1990.

It is also noted that, pursuant to legislation (Chapter 699, HB 407) enacted during the 2016 General Assembly, effective July 1, 2017, “the HOV-2 designation of Interstate 66 shall not be changed to HOV-3 or any more restrictive designation.” This legislation expires on January 1, 2020. Because it is anticipated that any Service Commencement Notice to Proceed will not be issued pursuant to a Comprehensive Agreement for the Project until approximately November of 2020, after the expiration date of Chapter 699, VDOT believes that the requested action seeking a change in the HOV requirement from HOV-2 to HOV-3 on I-66 outside the Capital Beltway to be implemented upon issuance of a Service Commencement Notice to Proceed is consistent with the intent of Chapter 699.

Recommendations: VDOT recommends that the CTB:

- (i) designate two lanes in each direction on I-66 from University Boulevard in Prince William County/Gainesville to I-495 in Fairfax County as HOT lanes, to be implemented upon the issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance,

construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020; and

(ii) approve the VDOT 501(F) Finding and issue a finding that changing the HOV-2 designation of I-66 outside the Capital Beltway to HOV-3, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020, (a) is in the public interest, (b) is supported by quantitative and qualitative evidence that the HOV-3 designation will facilitate the flow of traffic on Interstate Route 66, and (c) is beneficial to comply with the federal Clean Air Act Amendments of 1990; and

(iii) designate the high-occupancy requirement for the HOT Lanes on I-66 outside the Capital Beltway to be HOV-3, to be implemented upon issuance of a “Service Commencement Notice to Proceed” pursuant to a fully executed Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 HOV/HOT Lanes Project, but no earlier than January 2, 2020.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote.

Results, if Approved: If approved, the resolution will result in the HOT Lanes designation on I-66 outside the Capital Beltway, approval of the VDOT 501 (F) Finding and issuance of the CTB finding, and a change in the HOV designation on I-66 outside the Capital Beltway from HOV-2 to HOV-3, as recommended by VDOT. These actions will facilitate negotiation of a Comprehensive Agreement and provide for optimal value in the procurement of the I-66 Outside the Capital Beltway HOV/HOT Lanes Project.

Options: Approve, Deny, or Defer.

Public Comments/Reaction:

At three public hearings held on May 23, 24, and 25, 2016, there were a total of 193 attendees and 22 speakers, and 11 comment sheets were submitted. Comments received regarding the HOV-2 to HOV-3 (or HOT-3) proposed designation include:

- Concern about infrastructure support for increased carpooling, such as park and ride lots that provide areas for informal carpools.
- Other support for increasing the occupancy requirement to 3.
- Request to consider starting out as HOV-2 and see if HOV-2 could work in the Express Lanes.
- Concern about vehicles that cannot meet the HOV-3 occupancy requirement diverting to the General Purpose lanes or other parallel corridors.
- Support for the conversion in 2020, which has been planned for several years.

MEMORANDUM

June 7, 2016

TO: The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation/Chairman, Commonwealth Transportation Board

Members of the Commonwealth Transportation Board

FROM: Charles A. Kilpatrick, P.E.
Commissioner of Highways

SUBJ: VDOT Finding Relating to Conversion of the HOV Lanes on I-66 Outside the Beltway from HOV-2 to HOV-3 Pursuant to § 33.2-501(F) of the *Code of Virginia*

Pursuant to § 33.2-501(F) of the *Code of Virginia*, certain conditions must be met before the HOV-2 designation of Interstate Route 66 (I-66) outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation. The purpose of this memorandum is to memorialize and present to the Commonwealth Transportation Board (CTB) for its approval, pursuant to § 33.2-501(F)(3), the Virginia Department of Transportation's finding of the need to change the HOV designation on I-66 outside the Capital Beltway from HOV-2 to HOV-3, with such change to be implemented as set forth herein.

Background

VDOT is currently engaged in a project, Transform66, which would transform Northern Virginia's Interstate 66 into a multi-modal corridor that moves traffic and people quicker and in a more reliable way. One portion of the project would transform 25 miles of I-66 from U.S. Route 15 in Haymarket to the I-495/Capital Beltway (I-66 outside the Capital Beltway) into a multimodal corridor that moves traffic and people more efficiently. Under the proposed plan, I-66 outside the Capital Beltway would be improved to provide:

- Three regular lanes in each direction

The Honorable Aubrey L. Layne, Jr.
 Commonwealth Transportation Board Members
 VDOT Finding Relating to Conversion of the HOV Lanes on I-66 Outside the Beltway from HOV-2 to HOV-3 Pursuant to § 33.2-501(F)
 June 7, 2016

- Two express lanes in each direction
- High-frequency bus service with predictable travel times
- Enhanced commuter park and ride lots
- Direct access between the express lanes and new or expanded commuter lots

The proposed improvements would provide new travel choices, while enhancing transportation safety and travel reliability.

As presented by VDOT in its briefing to the CTB on December 8, 2015, VDOT intends to procure a private developer through the Public Private Transportation Act (PPTA) (§§33.2-1800 et. seq. of the *Code of Virginia*) to build High Occupancy Toll (HOT) Lanes from University Boulevard in Gainesville to the Capital Beltway, and to enter into a Comprehensive Agreement with a selected private developer to design, finance, construct, maintain, and operate the I-66 Outside the Capital Beltway HOV/HOT Lanes Project (“Comprehensive Agreement”).

Pursuant to § 33.2-502 of the *Code of Virginia*, the high occupancy requirement for a HOT lanes facility constructed or operated as a result of the PPTA shall not be less than three. In addition, the National Capital Region Transportation Planning Board has maintained a policy, since 2010, of increasing the occupancy requirements on all HOV lanes, including those on I-66 from HOV-2 to HOV-3 by 2020. Pursuant to § 33.2-501 *Code of Virginia*, the CTB is vested with the authority to designate one or more lanes of any highway in the Interstate System, primary state highway system, or secondary state highway system as HOV lanes. However, pursuant to subsection F of § 33.2-501, certain “conditions shall be met before the HOV-2 designation of Interstate Route 66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation.”

In accord with § 33.2-501(F), the following conditions must be met by VDOT before the HOV-2 designation of I-66 outside the Capital Beltway can be changed to HOV-3 or any more restrictive designation: (1) VDOT must publish a notice of its intent to change the existing designation and also immediately provide similar notice of its intent to all members of the General Assembly representing districts that touch or are directly impacted by traffic on Interstate Route 66; (2) VDOT must hold public hearings in the corridor to receive comments from the public; and (3) VDOT must make a finding of the need for a change in such designation, based on public hearings and its internal data, and present this finding to the Board for approval.

In accord with the first requirement set forth in § 33.2-501(F), VDOT published notices of the intent to change the existing HOV designation on I-66 outside the Beltway in the following publications on the dates noted:

Papers Published	Dates Published
Washington Post - METRO	4/21, 5/5
El Tiempo Latino	4/22, 5/6
Washington Post – Fairfax & Prince William	4/21, 5/5
Loudoun Times Mirror	4/21, 5/5
Connection – Arlington, McLean, Fairfax	4/21, 5/5
Falls Church News-Press	4/21, 5/5

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June 7, 2016

Fairfax Times	4/22, 5/6
Gainesville Times	4/20, 4/27
Prince William Today	4/22, 5/6

In addition, letters were sent to members of the General Assembly in districts that touch or are directly impacted by traffic on I-66 (Senate Districts 28-37, and 39, and the House of Delegates Districts 13, 35, 37, 40, 47-51, 53, 67, and 87).

In accord with the second requirement set forth in § 33.2-501(F), VDOT held three public hearings at the locations on the dates noted below:

- May 23 – Oakton High School, Fairfax County
- May 24 – Virginia Department of Transportation, Northern Virginia District Office
- May 25 – Piney Branch Elementary School, Prince William County

At the public hearings there were a total of 193 attendees, 22 speakers, and 11 comment sheets were submitted. Comments received regarding the HOV-2 to HOV-3 (or HOT-3) proposed designation include:

- Concern about infrastructure support for increased carpooling, such as park and ride lots that provide areas for informal carpools.
- Other support for increasing the occupancy requirement to 3.
- Request to consider starting out as HOV-2 and see if HOV-2 could work in the Express Lanes.
- Concern about vehicles that cannot meet the HOV-3 occupancy requirement diverting to the General Purpose lanes or other parallel corridors.
- Support for the conversion in 2020, which has been planned for several years.

In accord with the third requirement set forth in § 33.2-501(F), VDOT has taken into consideration internal data and the public hearings for purposes of making the finding of the need for a change in the HOV-2 designation of I-66 outside the Capital Beltway. VDOT's finding and the basis for the finding are set forth below.

VDOT Finding

VDOT has determined that there is a need to change the HOV-2 designation on I-66 outside the Capital Beltway to HOV-3 in order to provide for the effective establishment and operation of HOT lanes on this portion of the highway pursuant to the PPTA. Further, in order to facilitate negotiations for a Comprehensive Agreement and provide for optimal value in the procurement of the project, VDOT has determined that the change needs to be made now, prior to issuance of the Request for Proposals, to afford the agency the ability to afford offerors certainty that such change has been made. While the change in designation needs to be made prior to publication of the RFP, the change need not and should not be implemented until such time as a Service Commencement Notice to Proceed is issued under any comprehensive agreement that is executed for the I-66 Outside the Capital Beltway HOV/HOT Lanes Project (Project).

The Honorable Aubrey L. Layne, Jr.
Commonwealth Transportation Board Members
VDOT Finding Relating to Conversion of the HOV Lanes on I-66 Outside the Beltway from HOV-2 to HOV-3 Pursuant to § 33.2-501(F)
June 7, 2016

It is also noted that, pursuant to legislation (Chapter 699, HB 407) enacted during the 2016 General Assembly, effective July 1, 2017, “the HOV-2 designation of Interstate 66 shall not be changed to HOV-3 or any more restrictive designation.” This legislation expires on January 1, 2020. Because it is anticipated that any Service Commencement Notice to Proceed will not be issued pursuant to a Comprehensive Agreement for the Project until approximately November of 2020, after the expiration date of Chapter 699, VDOT believes that this finding is consistent with the intent of Chapter 699.

In addition to the foregoing, the following are additional factors that support VDOT’s finding that the HOV-2 designation on I-66 outside the Capital Beltway needs to be changed to HOV-3:

- a. *Changing the HOV-2 designation to HOV-3 is in the public interest:*
 - The current HOV-2 lanes are degraded according to the Code of Federal Regulations, and are currently under a Degradation Mitigation Plan to try to achieve the minimum average operating speed;
 - The implementation of HOV-3 would reduce the number of vehicle miles traveled in the I-66 corridor by 3% per day compared to HOV-2; and
 - The implementation of HOV-3 would reduce travel times and increase speeds for vehicles using the HOT/HOV lanes and for vehicles using the general purpose lanes.

- b. *There is quantitative and qualitative evidence that supports the argument that HOV-3 will facilitate the flow of traffic on Interstate Route 66:*
 - The Tier 2 EA Traffic Study modeling for the year 2025 shows that implementing HOV-3 (with no hybrids) in the current HOV lane will increase average travel speeds by 40-60% on both the HOV and the General Purpose (GP) lanes when compared against maintaining the current HOV-2 requirement:
 - i. in the Eastbound AM peak period, between Route 234 Bypass in Prince William County and I-495; and
 - ii. in the Westbound PM peak period, between Route 234 Bypass in Prince William County and I-495.
 - By reviewing the traffic projections from the Tier 2 EA Traffic Study modeling and historical speed data, and interpolating the data to the year 2020, the results demonstrate that implementing HOV-3 (with no hybrids) in the current HOV lane will increase average travel speeds by 50-60% on the HOV lanes when compared against maintaining the current HOV-2 requirement:
 - i. in the Eastbound AM peak period, between Route 234 Bypass in Prince William County and I-495.
 - ii. in the Westbound PM peak period, between Route 234 Bypass in Prince William County and I-495.
 - Additional data is available in VDOT’s Technical Report: Conversion of HOV-2 Designation on Interstate 66 Outside the Capital Beltway to HOV-3.

The Honorable Aubrey L. Layne, Jr.
Commonwealth Transportation Board Members
VDOT Finding Relating to Conversion of the HOV Lanes on I-66 Outside the Beltway from HOV-2 to
HOV-3 Pursuant to § 33.2-501(F)
June 7, 2016

c. Changing the HOV-2 designation is beneficial to comply with the federal Clean Air Act Amendments of 1990

The implementation of HOV-3 would reduce the number of vehicle miles traveled in the I-66 corridor by 3% per day compared to HOV-2, resulting in an improvement in air quality. This will aid in complying with the Federal Clean Air Act Amendments of 1990.

Conclusion

Based on the foregoing, in my capacity as Commissioner of Highways, I concur and offer to the CTB, VDOT's finding that there is a present need to change the HOV-2 designation on I-66 outside the Capital Beltway to HOV-3, but that such change need not be implemented until the Service Commencement Notice to Proceed is issued under any comprehensive agreement that may be executed for the I-66 Outside the Capital Beltway HOV/HOT Lanes Project (Project) pursuant to the PPTA. This finding is not inconsistent with the intent of Chapter 699 of the 2016 Acts of Assembly as implementation of the HOV-3 designation on I-66 Outside the Capital Beltway is anticipated to occur after January 1, 2020.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: VDOT I-66 Inside the Beltway Toll System and Services Contract Award

WHEREAS, the Commonwealth Transportation Board (“CTB”), the Virginia Department of Transportation (“VDOT”), and the Virginia Department of Rail and Public Transportation (“DRPT”) have embarked upon a multimodal transportation program, Transform66, which includes, in part, the Transform66: Inside the Beltway Project (“Transform66: Inside the Beltway Project” or “Project”); and

WHEREAS, pursuant to section 33.2-309 of the Code of Virginia, the CTB may, in accord with federal and state statutes and requirements, impose and collect tolls from all classes of vehicles in amounts established by the Board for the use of any component of the Interstate System within the Commonwealth; and

WHEREAS, one of the Components of this Project is to convert Interstate 66 (I-66) beginning at the Capital Beltway (Interstate 495) and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia to a tolled facility with dynamic tolling during the peak periods in the peak direction to deliver free-flowing and more reliable travel, and support multimodal improvements that benefit the users of the I-66 corridor; and

WHEREAS, on April 15, 2015, the CTB authorized an amount up to \$5,000,000 to be advanced from the Toll Facilities Revolving Account and allocated to complete the concept development and feasibility work and prepare for the procurement of the needed tolling infrastructure and related services for the Project; and

WHEREAS, on December 9, 2015, the CTB authorized an amount up to \$60 million to be advanced from the Toll Facilities Revolving Account and allocated for purposes of constructing, implementing maintaining and operating tolling facilities on the Facility and for development and implementation of other Project Components; and

WHEREAS, on December 9, 2015 the CTB approved a Memorandum of Agreement (MOA) between the CTB, VDOT and the Northern Virginia Transportation Commission (NVTC) relating to implementation of Transform66: Inside the Beltway; and

WHEREAS, one component of that program is "...to convert the existing Facility to a tolled facility with dynamic tolling during the peak periods in peak direction to deliver free-flowing and more reliable travel, and support multimodal improvements that benefit the users of the I-66 corridor..." ; and

WHEREAS, VDOT is responsible for implementing the construction of cost-effective infrastructure, equipment, and services to minimize the cost of collecting these tolls, and processing toll violations, thereby maximizing the monies available for multimodal improvements within the corridor; and

WHEREAS, in order to implement dynamic tolling for the Project, VDOT needs toll system design, integration, documentation, testing, training, and installation services; tolling operations and tolling system maintenance work; and the hardware and software for related field equipment; and

WHEREAS, VDOT issued a Request for Proposal (RFP) on February 5, 2016 seeking proposals from qualified firms for the purpose of establishing a contract (hereinafter "Contract") to provide design, integration, implementation, on-going maintenance and operation of the tolling system that meets VDOT's business and system requirements; and

WHEREAS, VDOT encouraged offerors to bring innovative ideas and solutions that will result in cost and operational efficiencies with respect to converting the existing High Occupancy Vehicle lanes along I-66 into dynamically tolled lanes; and

WHEREAS, in response to the RFP relating to this Project, VDOT has received proposals from several entities; and

WHEREAS, after evaluating the various proposals, conducting interviews and negotiations, VDOT has determined that TransCore, LP, a Tennessee Corporation, (hereinafter "TransCore") is fully qualified and best-suited among all offerors submitting proposals, on the basis of the evaluation factors included in the RFP, to deliver this Project; and

WHEREAS, VDOT issued a Notice of Intent to Award this Contract to TransCore, on June 3, 2016; and

Resolution of the Board
VDOT I-66 Inside the Beltway Toll System and Services Contract Award
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Page Three

WHEREAS, VDOT recommends award of the Contract for this Project to TransCore and requests CTB approval of the award pursuant to *Virginia Code* §33.2-209.

NOW, THEREFORE BE IT RESOLVED, that the CTB hereby concurs with VDOT's recommendation and hereby agrees to award the Contract for this Project to TransCore, subject to the terms negotiated between VDOT and TransCore.

BE IT FURTHER RESOLVED, that the Commissioner of Highways, or his designee, is granted the authority to execute the Contract and all other documents necessary to effectuate the award of the Contract to TransCore.

####

CTB Decision Brief

VDOT I-66 Inside the Beltway Toll System and Services Contract Award

Issue: VDOT seeks to implement a dynamic toll system along Interstate 66 between the Capital Beltway (Interstate 495) in Fairfax County, Virginia and U.S. Route 29 in the Rosslyn area of Arlington County, Virginia. This toll system is one component of the overall Transform 66: Inside the Beltway Project (the “Project”). Approval of the Commonwealth Transportation Board (CTB) is required pursuant to *Virginia Code* Section 33.2-209 in order for VDOT to award a contract to a private entity/firm in order to deliver the tolling services (the “Contract”).

Facts: On December 9, 2015 the CTB approved a 40-year Memorandum of Agreement (MOA) between the CTB, VDOT and the Northern Virginia Transportation Commission (NVTC) relating to implementation of multimodal improvements within the corridor pursuant to the Project. Once fully implemented, the Project will help manage congestion along I-66 inside the beltway by:

- Moving more than 40,000 additional people through the I-66 corridor each day by 2040.
- Providing reliable travel speeds of at least 45 mph during rush hours in the peak direction.
- Providing increased travel choices for single-occupant drivers and better transit service.

One component of the Project is “...to convert the existing Facility to a tolled facility with dynamic tolling during the peak periods to deliver free-flowing and more reliable travel, and support multimodal improvements that benefit the users of the I-66 corridor...”

Under the terms of the MOA, VDOT is responsible for tolling. VDOT issued a Request for Proposals (RFP) on February 5, 2016 seeking proposals from qualified firms for the purpose of establishing the Contract to provide design, integration, implementation, on-going maintenance and operation of the tolling system that meets VDOT’s business and system requirements. Through award of this Contract, VDOT is responsible for implementing the construction of cost-effective infrastructure, equipment, and services to minimize the cost of collecting these tolls, and processing toll violations, in order to maximize the net monies available for multimodal improvements within the corridor. The toll system to be implemented pursuant to the proposed contract is the first dynamic tolling system implemented by VDOT.

In response to this RFP, VDOT received proposals from several entities and, after evaluating the various proposals on the basis of the evaluation factors included in the RFP, interviewed three firms. The interviews included a demonstration of each firm’s individual solution for a dynamic toll system. Following negotiations, VDOT determined that TransCore, LP, a Tennessee Corporation, (hereinafter “TransCore”) is fully qualified and best-suited among all offerors submitting proposals to deliver this Project. The performance-based Contract is for an initial five-year period with one optional successive five year term. The initial contract amount, to include installation (\$17,560,438) and a five year Operation and Maintenance (O&M) period (\$10,086,016) will be \$27,646,454. There is also an option for an additional five year period of O&M for a total of \$11,634,857.

VDOT issued a Notice of Intent to Award this Contract to TransCore on June 3, 2016.

Recommendations: The Virginia Department of Transportation (VDOT) recommends that the CTB approve award of the Contract to TransCore and authorize the Commissioner of Highways, or his designee, to execute the Contract and all other documents necessary to effectuate the award of this Contract to TransCore.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to award the Contract for this Project to TransCore. Additionally, the resolution will authorize the Commissioner of Highways, or his designee, to execute the Contract and any other documents necessary to effectuate the award of this Contract to TransCore.

Result, if Approved: TransCore will be awarded the Contract and will be authorized to begin work related to implementation and operation of the tolling system necessary for the conversion of I-66 inside the Beltway to dynamically tolled lanes.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

BID RESULTS FOR THE CTB

AWARD/EXECUTED

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
K03	108336	LOCATION: I-66 INSIDE THE BELTWAY	FORT MYER CONSTRUCTION CORPORATION	2	\$33,751,869.12	\$17,579,717.00
	0066-96A-388,C501		WASHINGTON			
	STATE	ARLINGTON	DC			
	Construction Funds	NORTHERN VIRGINIA DISTRICT				
		I-66 MULTIMODAL IMPROVEMENTS INSIDE THE BELTWAY				

1 Recommended for AWARD \$33,751,869.12

June 2016 CTB Meeting

K03

0066-96A-388, C501

Arlington County

The purpose of this project is to supply the toll gantry infrastructure for the conversion of I-66 to dynamically-priced toll lanes in the peak direction during morning (eastbound) and afternoon (westbound) peak periods between I-495 and Route 29 in Rosslyn. The tolling components will be installed on I-66 and primaries leading to I-66. Project goals are to mitigate congestion, provide reliable travel times for commuters, and support multi-modal improvements through project revenues. The scope of work includes installing four toll gantries and one registration gantry, toll shelters, expanding existing Intelligent Traffic System (ITS) with installation of new Dedicated Dynamic Message Sign (DDMS), Dynamic Message Sign (DMS) controller cabinet, generator, service panel, etc. The actual tolling system integration will be performed by others via a separate D-B-O-M procurement by VDOT Administrative Services Division under UPC# 108337, VDOT Project # 0066-96A-389, C501.

The project is located in both Fairfax and Arlington Counties, in a highly urban area. I-66 is a highly congested corridor and currently serves 72,600 vehicles eastbound per day, and 74,900 vehicles westbound per day (2014). Construction activities are anticipated to begin in late summer 2016, and construction should be completed in Fall 2017.

Fixed Completion Date: October 11, 2017

BALLOT THRESHOLD REPORT

Letting Date: 5/25/2016

AWARD/EXECUTED

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
J96	108107	LOCATION: VARIOUS	LANFORD BROTHERS COMPANY, INCORPORATED	4	\$3,435,875.40	\$3,449,541.00
	(NFO)9999-961-410, B609		ROANOKE			
	NHPP-BR01(324)	BRISTOL	VA			
	Maintenance Funds	BRISTOL DISTRICT				
		DISTRICTWIDE BRIDGE MAINTENANCE AND REPAIR				

1 Recommended for AWARD \$3,435,875.40

BALLOT THRESHOLD REPORT

Letting Date: 5/25/2016

AWARD/EXECUTED

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
J87	101232	FROM: 1.621 MILES NORTH OF ROUTE 642	ENGLISH CONSTRUCTION COMPANY, INCORPORATED	6	\$2,733,874.91	\$2,928,135.14
	(NFO) 0301-091-729,M501,B609	TO: 0.255 MILES SOUTH OF ROUTE 734	LYNCHBURG			
	BR-091-5(030)	SUSSEX	VA			
	Construction Funds	HAMPTON ROADS DISTRICT				
		BRIDGE REPLACEMENT ROUTE 301 OVER NOTTOWAY RIVER				

1 Recommended for AWARD \$2,733,874.91

BALLOT THRESHOLD REPORT

Letting Date: 5/25/2016

AWARD/EXECUTED

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
U06	107238	LOCATION: VARIOUS	W-L CONSTRUCTION & PAVING, INC.	2	\$2,249,781.49	\$3,392,147.70
	9999-013-R38,N501		CHILHOWIE			
	NONE	BUCHANAN	VA			
	Construction Funds	BRISTOL DISTRICT				
		ASPHALT REHABILITATION (PLANT MIX)				

1 Recommended for AWARD \$2,249,781.49