

A HISTORY OF THE COMMONWEALTH TRANSPORTATION BOARD

Since the Virginia Department of Transportation was established in 1906, 16 commissioners, 141 board members, eight transportation secretaries and 26 governors have held office. They brought the department through two world wars and the Great Depression of the 1930s. They weathered financially troubled times, introduced organizational reforms, withstood the uncertainty of federal support, and celebrated the development of each new road and each new transportation system.

Their goal was to build and maintain safe, efficient, convenient systems that would bolster the economy and make travel in Virginia a rewarding and pleasant experience. They were smart enough to reflect the times, recognizing that societal growth calls for flexibility, that tradition grows outdated, and that change is eternal.

There is not room to tell the hopes and dreams they must have cherished or the concern that must have accompanied their decision-making. But there is ample evidence in historical documents of an unsurpassed commitment toward promoting modern travel systems throughout the commonwealth. Through their aspirations, visionary leadership and courage, they helped shape a department that is one of the best in the nation. Here are the people who made it happen.

The Virginia Highway Commission was established by the General Assembly on March 6, 1906, under Chapter 73, Acts of Assembly, which read: *"An act to establish a State Highway Commission, to define its powers and duties; the term of office, salary and qualifications of the commissioner; to authorize the commissioner to call into consultation the professors of engineering in certain state institutions, and appropriating money to carry the provisions of this act into effect."* The commissioner was to be appointed by the governor.

Phillip St. Julien Wilson was appointed first highway commissioner for a term of six years, beginning July 1, 1906, and George P. Coleman was first assistant to the commissioner. The first staff consisted of a clerk, a stenographer and a draftsman.

The first commission had four members. Commission members, aside from the commissioner, were to be civil engineering professors chosen by the boards of visitors at three Virginia schools of engineering. In 1919, the General Assembly changed the law, expanding the commission from four to five members. The governor was to appoint the five members, with the advice and consent of the Senate. More importantly, members were to be private citizens chosen to represent major geographical regions of the state. The five geographical regions were the Piedmont, Southside, Southwest, Tidewater and Valley divisions.

The legislation said the commissioner would have *"general supervision of the construction and maintenance of roads in the state highway system (and) may recommend to the local road authorities...needed improvement in the public roads."* It further directed the commissioner to provide technical information and publish articles on road building and to present a biennial report to the governor giving an update on the department's accomplishments.

From 1920 to 1923, the commissioner did not serve as chairman, but after 1923, the commissioner served as chairman of the board in addition to his other duties.

In July 1942, the General Assembly again changed the format of the commission, expanding it from five to nine members. The commissioner was to serve as chairman of the commission, and

the other members were to come from eight highway districts established in 1922. The districts were Bristol, Culpeper, Fredericksburg, Lynchburg, Richmond, Salem, Staunton and Suffolk. Those districts already had district engineers.

In 1974, the structure of the commission was changed again, from nine to 11 members, adding an urban-at-large member and a rural-at-large member.

In 1984, the commission grew from 11 to 12 members, with the additional member to represent the new district of Northern Virginia.

In 1985, the commission's name was changed from the Virginia Highway and Transportation Commission to the Virginia Highway and Transportation Board.

In 1987, the board membership was expanded once more, from 12 to 15 members, when the number of at-large members was increased from two to five. At least two of the at-large members were to be from urban areas, and at least two from rural areas.

Also in 1987, the board's name was changed from the Virginia Highway and Transportation Board to the Commonwealth Transportation Board (CTB), and its duties were expanded. At that time, the board was given the additional responsibility of coordinating the planning for the financing of transportation needs, including the needs for highways, railways, seaports, airports, and public transportation.

In 1990, the General Assembly divided the office of the Secretary of Transportation and Public Safety into two separate secretariats, and designated the secretary of transportation as the chairman of the (CTB), with the department's commissioner to serve as vice chairman. The director of the Virginia Department of Rail and Public Transportation was added to the board as a non-voting member in 1999.

The board is primarily responsible for locating routes, letting construction contracts, creating traffic regulations, naming highways, gathering and tabulating information and statistics, entering into contracts with other states, and administering and allocating the Transportation Trust Fund.

GOVERNORS OF VIRGINIA - 1906-2006

Claude A. Swanson
1906-1910

William Hodges Mann
1910-1914

Henry Carter Stuart
1914-1918

Westmoreland Davis
1918-1922

E. Lee Trinkle
1922-1926

Harry F. Byrd
1926-1930

John Garland Pollard
1930-1934

George C. Peery
1934-1938

James H. Price
1938-1942

Colgate W. Darden Jr.
1942-1946

William M. Tuck
1946-1950

John Stewart Battle
1950-1954

Thomas B. Stanley
1954-1958

J. Lindsay Almond Jr.
1958-1962

Albertis S. Harrison Jr.
1962-1966

Mills E. Godwin Jr.
1966-1970

Linwood Holton
1970-1974

Mills E. Godwin Jr.
1974-1978

John N. Dalton
1978-1982

Charles S. Robb
1982-1986

Gerald L. Baliles
1986-1990

L. Douglas Wilder
1990-1994

George Allen
1994-1998

James S. Gilmore III
1998-2002

Mark R. Warner
2002-2006

Timothy M. Kaine
2006-

SECRETARIES OF TRANSPORTATION

Wayne A. Whitham
1972-1978

George M. Walters
1978- 1982

Andrew B. Fogarty
1982-1984

SECRETARIES OF TRANSPORTATION AND PUBLIC SAFETY

Franklin E. White
1984-1985

Andrew B. Fogarty
1985-1986

Vivian E. Watts
1986-1990

THE SECRETARIES AND CHAIRMEN

There were three secretaries of transportation who served from 1972-1984, and also three secretaries of transportation and public safety from 1984-1990, who did not serve as chairmen of the CTB. Biographical sketches are presented here of those who served as secretary of transportation and chairman of the CTB.



John G. Milliken (1990-1993)

John G. Milliken was the first Secretary of Transportation to serve as chairman of the CTB. He was appointed by Gov. L Douglas Wilder. He focused efforts on areas of the state with the worst traffic and worked to increase involvement of local governments in transportation issues. Congestion and related issues of energy conservation and clean air were of central concern to Milliken.

Milliken worked to ensure Virginia would receive a fair and equitable share of federal funds under a sweeping overhaul of transportation legislation being considered by Congress in 1990 and 1991. Implementing that legislation, the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), was one of Milliken's major tasks.

Milliken also persuaded the General Assembly that VDOT's Rail and Public Transportation Division should be a separate agency, putting public transit on an equal organizational footing with highways. A 1970 graduate of the University of Virginia law school, he practiced law in Washington, D.C. before taking the position as secretary; he had been a member of the Arlington County Board of Supervisors for 10 years, twice serving as chairman. He also served on the Washington Metropolitan Area Transit Authority's Board of Directors, the National Capital Interstate Air Quality Commission and the Northern Virginia Transportation Commission.



Robert E. Martínez (1994-1998)

Robert E. Martínez was appointed secretary in 1994 by Gov. George Allen.

While secretary, Martínez spearheaded efforts to build the new Woodrow Wilson Bridge in Northern Virginia.

Just before he became secretary he was manager of strategic planning at Norfolk Southern Corp., starting there in 1993. From 1992 to 1993 he was associate deputy secretary at the U.S. Department of Transportation, where he established the agency's Office of Intermodalism.

Before that, he was deputy administrator of the federal transportation department's maritime administration from 1990 to 1992. Martínez also served as assistant executive director of the Business Roundtable in New York City from 1984 to 1990, and worked as a consultant.

After Gov. Allen's term, Martínez returned to Norfolk Southern Corp. as a vice president. He also served on the advisory board of the U.S. Merchant Marine Academy.

Martínez earned his bachelor's in history and Spanish from Columbia University. He received his master's in international relations and his doctorate in political science from Yale University.


Shirley J. Ybarra (1998-2002)

Shirley J. Ybarra was appointed secretary in 1998 by Gov. James S. Gilmore III.

As secretary, she worked with the legislature and private entities to develop creative approaches to financing transportation projects, including initiating the Pocahontas Parkway project.

She had been deputy secretary of transportation, appointed in 1994 by Gov. George Allen.

Ybarra was previously executive vice president of Stateside Associates, a consulting group in Arlington, from 1991 to 1993. She was also president of the Americas for ABC International in Boston from 1987 to 1990.

She worked as a senior policy advisor in the U.S. Department of Transportation from 1983 to 1987. She was also vice president at Simat, Helliesen & Eichner, Inc., an air transportation consulting company in New York City, from 1971 until 1983.

Ybarra was a consultant to Peat, Marwick, Mitchell & Co. in California from 1968 to 1971.

After leaving state government, she formed The Ybarra Group, a transportation consulting company in Washington, D.C., and served as executive director of The Coalition for Innovative Transportation Solutions.

Ybarra received her bachelor's degree in business administration and her master's in economics from the University of Nebraska-Lincoln.


Whittington W. Clement (2002-2005)

Whittington W. "Whitt" Clement became secretary in 2002, appointed by Gov. Mark Warner.

As secretary, Clement helped find innovative solutions to Virginia's transportation challenges, including enhanced rail and mass transit options, airport improvements, and the use of public-private partnerships to build some critical highway projects. He also concentrated efforts on multimodalism, spearheading the VTrans2025 plan.

Clement previously was a member of the Virginia House of Delegates, representing Danville and part of Pittsylvania County for 14 years. While there, he was on the transportation and appropriations committees, and chaired the appropriations subcommittee on transportation.

After leaving the cabinet in 2005, he rejoined the law firm Hunton & Williams as a partner. Clement was also previously with the law firm Clement & Wheatley. He served as president of the Virginia Bar Association in 1993.

He was appointed to the State Council for Higher Education for Virginia in 2005. He also served on the Commission on the Future of Transportation and the Commission on the Future of Higher Education.

Clement was a past chairman and is a member of the Averett University Board of Trustees. Additionally, he serves on the Board of Managers of University of Virginia Alumni Association. He earned both his undergraduate and law degrees at that school.

**Pierce Homer (2005-)**

Pierce Homer was appointed acting secretary by Gov. Mark Warner in 2005 and secretary by Gov. Tim Kaine in 2006.

As secretary, Homer has worked closely with Gov. Kaine and his transportation plan, seeking better planning, greater accountability and responsible investments.

Before his appointment to the post, Homer was deputy secretary of transportation, starting in 2002. He previously was deputy county executive for Prince William County from 1987 to 2002.

He also worked in local governments and as a local government consultant in Texas and Virginia. Homer earned his bachelor's degree from Haverford College in Haverford, Pa., and his master's in public affairs from the University of Texas at Austin.

THE COMMISSIONERS

Commissioners served as Chairman of the Highway Commission (later the Commonwealth Transportation Board) until 1990, when they began serving as vice chairman.



Phillip St. Julien Wilson (1906-1913)

Phillip St. Julien Wilson was appointed commissioner by Gov. Claude A. Swanson in 1906. As the first commissioner, he was in charge of a fledgling state agency that was searching for ways to improve Virginia's roads. The most comfortable means of travel was still by boat and train.

Although localities were responsible for road improvements, the agency provided civil engineering advice and prepared plans and specifications for projects. Wilson encouraged local leaders to work toward a coordinated, statewide highway system, and strove to get the public to see the necessity of improving roads.

Wilson graduated from Virginia Military Institute in 1886 and served in the Spanish-American War. He had a general engineering practice in Richmond, and was assistant city engineer there before joining the department.

He resigned in 1913 to become chief engineer of the U.S. Office of Public Roads, serving there until his death in 1936.



George P. Coleman (1913-1923)

George P. Coleman, who had been assistant commissioner since 1906, was promoted to commissioner by Gov. William Hodges Mann in 1913.

He organized the American Association of State Highway Officials to help develop national highways, serving as chairman of a committee that prepared the first federal-aid bill for road development. He also organized the Virginia Road Builders Association.

In 1918, he and other leaders convinced the General Assembly to establish an integrated highway system.

Coleman graduated from the College of William and Mary. He did engineering work in Mississippi, Georgia, West Virginia and Minnesota before becoming city engineer of Winona, Minn., a position he held from 1901 to 1906.

After leaving the department, Coleman was president of Peninsula Bank and Trust Company and mayor of Williamsburg. He died in 1948. The bridge over the York River between Yorktown and Gloucester Point is named after him.



Henry G. Shirley (1923-1941)

Henry G. Shirley was first appointed by Gov. E. Lee Trinkle and also served under Govs. Harry F. Byrd, John Garland Pollard, George C. Peery and James H. Price. He saw the need for an advanced highway plan leading through the Virginia suburbs to Washington, D.C., and under his direction, work began on the first limited access road in the state.

Now known as the Henry G. Shirley Memorial Highway, the road, which is part of 1-95 and 1-395, extends from Route 1 in Northern Virginia to the 14th Street Bridge in Washington, D.C. Shirley held a position as professor of military science at Homer Military School in Oxford, N.C. After serving in the Spanish-American War, he worked for the New York Central and Hudson River Railroad and other railroad companies and served with the engineering department of the District

of Columbia. He was roads engineer for Baltimore County, Md., and chief engineer of the Maryland State Roads Commission.

During World War I, he served on the Highway Transport Committee, Council of National Defense, helping keep the roads of the nation in shape to handle military traffic.

In 1918, he was named executive secretary of the Federal Highway Council, and in 1920 served once more as engineer of Baltimore County.

A native of Locust Grove, W.Va., he graduated from Virginia Military Institute in 1896 with a civil engineering degree and later from the University of Maryland with a doctor of science degree. He died in office in 1941.



James A. Anderson (1941-1957)

Brig. Gen. James A. Anderson was appointed by Gov. James H. Price to fulfill the unexpired term of Henry G. Shirley, who had died. Under Anderson's direction, the George P. Coleman Bridge, the Rappahannock Bridge, and the Hampton Roads Bridge-Tunnel were built, and 12,000 miles of secondary road were hard-surfaced.

Anderson organized the first state highway conference, which was held each year at Lexington in conjunction with Virginia Military Institute (VMI). He initiated the Transportation Research Council at the University of Virginia, a joint venture between the department and the university. He also organized the department's graduate engineer training program.

He emphasized the construction of safety features in primary highways and the development of secondary roads to all-weather standards.

A native of Linden in Warren County, he graduated in 1913 with first honors from VMI, winning the Jackson-Hope medal, VMI's top scholastic award. He joined the VMI faculty, served as a lieutenant-colonel during World War I, and returned to VMI, where he remained until his appointment in 1933 as state engineer and state director of the United States Public Works Administration.

He was named VMI dean of faculty in 1937, a position that carried with it a commission of brigadier general in the Virginia State Guard. He died in 1964. Route 60 between Richmond and Lexington is named for him.



Samuel D. May (1958-1960)

Samuel D. May was appointed by Gov. J. Lindsay Almond Jr. A businessman from Bluefield, he had served as a member of the Virginia Highway Commission since 1953, representing the Bristol District.

May was known to be a calm and deliberate leader, closely examining a problem before reaching a decision. He oversaw a \$200 million budget in state and federal funds at the department.

He left the University of Virginia after attending for two years to go to work in a Tazewell hardware store. In 1917, he joined the Bluefield Hardware Company, a wholesale company operating in several states. One year later, he enlisted in the Army, and on his return to civilian life the following year, he rejoined the Bluefield Hardware Company. In 1945, he became president and chairman of the board, a position he held when he was appointed commissioner.

In Bluefield, he also was a director of First National Bank and the Flat Top Insurance Agency and served as president of the Wholesale Hardware Association. In 1954, he was appointed chairman of the Old Dominion Turnpike Authority, which had been set up to build a north-south toll road across southwest Virginia. The project was later scrapped.

A native of Tazewell County, May died in office in 1960.



Howard H. Harris (1960-1963)

Howard H. Harris was appointed by Gov. J. Lindsay Almond Jr. to fulfill the unexpired term of Samuel D. May, who had died. Harris, a 40-year department veteran, retired three years later due to illness.

Harris joined the department as a rodman. After filling various posts, he was promoted to resident engineer, serving in that capacity in Hillsville, Salem and Wytheville.

In April 1945, he came to the central office as assistant maintenance engineer. He became maintenance engineer in 1951 and three years later was named assistant chief in charge of the construction maintenance, secondary roads and landscape divisions. In 1959, he was appointed administrative assistant, assisting the commissioner in departmental matters, handling the allocation of highway funds, and heading the department's information program.

A native of South Boston, he was a certified professional engineer and held membership in several highway organizations. He served as chairman of the Elizabeth River Tunnel Commission, on the Governor's Highway Safety Committee, as a member of the American Association of State Highway Officials, and with the American Society of Civil Engineers. He died in 1967.



Francis A. Davis (1957, 1963-1964)

Francis A. Davis was appointed acting commissioner by Gov. Thomas B. Stanley to serve the remainder of James A. Anderson's term when Anderson retired. He was appointed acting commissioner by Gov. Albert S. Harrison Jr. to serve from November 1963, when Howard H. Harris retired, until February 1964, when Douglas B. Fugate was appointed to the post.

His career with the department began in 1919 after he had completed three years of pre-engineering studies at the College of William and Mary. Starting as a rodman, he was a construction inspector in the Bristol and Lynchburg districts from 1920 to 1924, and from 1924 to 1936 served as resident engineer at Amherst and Warrenton.

In 1936, he was promoted to district engineer at Salem, a position he held until 1944 when he was named personnel engineer for the department. Four years later, he became purchasing agent, and in 1955 he was appointed chief engineer and deputy commissioner. He served as president of the Southeastern Association of State Highway Officials and on three committees of the American Association of State Highway Officials (AASHO).

A native of Cumberland, he also served as a member of the AASHO-Associated General Contractors joint cooperative committee and the AASHO-American Road Builders Association joint cooperative committee. He died in 1966.



Douglas B. Fugate (1964-1976)

Douglas B. Fugate was appointed by Gov. Albert S. Harrison Jr. to fulfill the unexpired term of Howard H. Harris, who had retired. He was primarily responsible for developing Virginia's four-lane arterial road system and for helping establish the state's interstate system. He also pioneered the experimental use of rush-hour bus lanes on the Shirley Highway in Northern Virginia. He was one of the early transportation leaders interested in protecting the environment.

He joined the department in 1927, working on a survey crew and serving as a construction inspector until 1936, when he became Sandston resident engineer. He left the department in 1942 to join the Army and helped build airfields for the Army Corps of Engineers during World War II. He returned to the department in 1946 to become director of toll facilities in Tidewater.

In 1956, he was named assistant chief engineer to coordinate planning for the interstate system, a position he held when Gov. Harrison appointed him commissioner. He was reappointed by Gov. Mills E. Godwin Jr. in 1966 and by Gov. Linwood Holton in 1970. In 1974, Gov. Godwin, in his second administration, appointed him to the post once more.

He was president of the American Association of State Highway and Transportation Officials. He retired in 1976.

A native of Reed Island in Pulaski County, he grew up in Radford. He graduated from Virginia Military Institute in 1927. He died in 1988.



John E. Harwood (1976-1978)

John E. Harwood was appointed by Gov. Mills E. Godwin Jr. to fulfill the unexpired term of Douglas B. Fugate. He was with the department for 43 years.

In 1935, after a stint surveying Jamestown Island for the National Park Service, Harwood joined the department as a junior draftsman at the central office. He found that he liked highway work and began reading surveying books and taking night courses in engineering. After serving with the Army in the Philippines during World War II, he returned to work in the location and design division. By 1954, he was assistant state location and design engineer and three years later was head of the division, the department's largest.

In that position, he directed studies that led to the selection of locations and the preparation of detailed plans for much of the state's interstate system. He is considered one of the architects of that system.

He became assistant chief engineer in 1964 and later that year was appointed director of programming and planning. He was named deputy commissioner and chief engineer in 1965. Gov. John N. Dalton reappointed Harwood commissioner in 1978, but Harwood decided instead to retire.

A native of Asheville, N.C., he attended the College of William and Mary. He died in 1990.



Harold C. King (1978-1986)

Harold C. King was appointed by Gov. John N. Dalton. He is credited with helping the department through financially rough times.

King was known for his "practice-what-you-preach" attitude and for his realistic approach to transportation problems. He rode a bus to work after he became commissioner to promote the idea of public transportation.

He strongly supported energy conservation, making sure road maintenance crews followed the governor's mandate to cut fuel consumption, although they were exempt. Before he was named commissioner, he served for eight years as division administrator in charge of Federal Highway Administration (FHWA) programs in Virginia.

A native of Plattsburgh, N.Y., he began his transportation career in 1947 with the New York State Department of Public Works, serving as design engineer, bridge engineer, project engineer and construction engineer. He came to Richmond in 1961 as district engineer for the U.S. Bureau of Public Roads and stayed five years. In Washington, D.C., he helped develop environmental standards for the FHWA before returning to Richmond in 1970. He served as president of the Southeastern Association of State Highway and Transportation Officials.

He was reappointed by Gov. Charles S. Robb in 1982 and left the department in 1986. He now is a consultant based in Richmond.



Ray D. Pethtel (1986-1994, 2002)

Ray D. Pethtel was appointed by Gov. Gerald L. Baliles. He was given the responsibility to help promote and carry out the governor's new emphasis on transportation. His job was to implement the largest construction program in the history of the department, make sweeping management changes, and chair a revitalized CTB.

Pethtel led the department into the national limelight as he developed a number of progressive, innovative programs. He expanded communications with the public and other client groups; expedited planning and construction of roads; focused attention on departmental productivity; and decentralized operations, giving more responsibility and authority to the districts.

Pethtel placed a major emphasis on human resource programs; intensified training for technical and managerial skills; had each division establish goals and objectives; got employees more involved in planning processes; established specific employee recognition practices; and promoted good work habits contained in a list of employee "shared values." His organizational enhancements focused heavily on employee involvement and empowerment.

He was reappointed by Gov. L. Douglas Wilder in 1990 and left the department in 1994. He was appointed University Transportation Fellow at Virginia Tech in 1994. In 2002, Gov. Mark Warner reappointed Pethtel to serve as acting commissioner for four months during a national search for a new commissioner.

Born in Ohio, Pethtel grew up in Pennsylvania, receiving his bachelor's and master's degrees from Pennsylvania State University. Today, he is University Transportation Fellow associate director at Virginia Tech Transportation Institute. He's also the director for the Center for Transportation Policy.



David R. Gehr (1994-1999)

David R. Gehr was appointed by Gov. George Allen. One of his top priorities was to continue aggressively pursuing transportation technologies that would put Virginia in the nation's forefront of improving traffic mobility and safety.

Other top priorities included improving customer service, increasing the department's focus on strategic planning, continuing to expand employee involvement in the problem-solving and decision-making processes, and ensuring continuous quality improvement throughout the department.

He was described as a rare combination of engineer and diplomat: a skilled road builder who understood the needs of transportation workers, as well as a personable, “big picture” official who could appreciate the concerns of political leaders and the public. Under his leadership, citizens’ opinions were a guiding factor in shaping the department’s planning and decision-making. He was a strong advocate for “smart highway” technology and served as a member of the Intelligent Vehicle Highway Society (IVHS) of America, which promoted and coordinated public/private partnerships for advancing technology techniques to move traffic more safely and efficiently.

After a brief stint with the Connecticut Highway Department and completing his military service, he joined the department in 1971 as a highway engineer trainee. He held positions as Fredericksburg district traffic engineer, assistant division administrator and Northern Virginia district engineer, where he was responsible for implementing High Occupancy Vehicle (HOV) lanes on Interstate 66 and improving the use of HOV lanes on 1-395 and 1-95.

Born in Rochester, NY, he graduated from Virginia Military Institute in 1968 with a B.S. in civil engineering.

Gehr left the agency in 1999, and is now a consultant based in Northern Virginia.



Charles. D. Nottingham (1999-2002)

Charles D. “Chip” Nottingham was appointed commissioner by Gov. Jim Gilmore in November 1999 after having served as acting commissioner since August of that year. He had been assistant secretary of transportation since 1998.

While Nottingham was commissioner, the General Assembly passed the Virginia Transportation Act of 2000, setting priorities for construction of transportation projects and providing \$3 billion in new money to accelerate construction of projects in a \$10.1 billion Six-Year Program. Also under Nottingham’s watch, the first 1.7-mile section of the Smart Road and the two-mile Smart Road Bridge opened for research and testing.

Nottingham previously worked for American International Group, the Washington, D.C., law firm of Powell, Goldstein, Frazer and Murphy, and the U.S. Department of Justice. He served as counsel and chief of staff for U.S. Rep. Tom Davis, as well as chief of staff and senior policy advisor for U.S. Rep. Bob Goodlatte. He worked for the Federal Highway Administration from 2002-2006.

He is a graduate of Wesleyan University and George Mason University School of Law. He left the agency in 2002 and is now chairman of the federal Surface Transportation Board.



Philip A. Shucet (2002-2005)

Philip A. Shucet was appointed commissioner by Gov. Mark Warner in April 2002.

Shucet gained national recognition for holding the agency accountable to taxpayers. Under his watch, employees built the Dashboard, a nationally recognized tracking tool for project managers. Consequently, VDOT dramatically improved its performance delivering more projects on time and on budget.

Shucet also made VDOT the most transparent agency in Virginia. Through the Dashboard, the public has online access to the latest status of VDOT’s projects and programs.

Before coming to VDOT, Shucet was an executive vice president of a global engineering and energy management company. He previously held key leadership positions with the Arizona Department of Transportation from 1984 through 1988, and the West Virginia Department of Transportation from 1972 to 1984.

Shucet is a graduate of Virginia Polytechnic Institute and State University and attended West Virginia College of Graduate Studies. Shucet left VDOT in 2005 and is now president of a residential home building company based in Virginia Beach.



Gregory A. Whirley (2005-2006)

Gregory A. Whirley was named acting commissioner by Gov. Mark Warner in July 2005, moving up from the post of inspector general of the Virginia Department of Transportation, a position he had held since September 2000.

Whirley, a certified public accountant, directed VDOT's fiscal division, managed external audits and was controller of financial operations before becoming inspector general.

He joined the agency in 1988. Whirley began his career with Arthur Andersen & Co. and previously was controller for the National Mental Health Association and the National Governor's Association. He is a graduate of Virginia State University.

In September 2006, he was named chief deputy commissioner when David S. Ekern, P.E., was appointed commissioner.



David S. Ekern, P.E. (2006-)

David S. Ekern, P.E., was appointed commissioner by Gov. Timothy Kaine in September 2006. He had been director of the Idaho Transportation Department since July 2003. Before that, he served 33 years with the Minnesota Department of Transportation as assistant commissioner, assistant chief engineer, and as a district engineer. He also held positions in Environmental Policy, Project

Development, Planning, and Operations.

From 2001-2003 he was on assignment to the American Association of State Highway and Transportation Officials (AASHTO). In that role, he focused on initiatives and policy development that are changing the face of our nation's transportation agencies.

He is a member of numerous professional associations and societies and has earned the standing of Fellow in the American Society of Civil Engineers. Ekern received his bachelor of science degree in civil engineering from the University of Minnesota and his master's in business administration from the University of St. Thomas.

BOARD MEMBERS

Col. T.A. Jones
Lexington
Professor of Civil Engineering at
Virginia Military Institute
1906-1919

Col. R.A. Marr
Blacksburg
Dean of engineering at Virginia
Agricultural and Mechanical College
and Polytechnic Institute
1906-1912

William M. Thornton
Charlottesville
Dean of engineering at the
University of Virginia
1906-1919

Col. Robert Burns Haldane Begg
Blacksburg
Dean of engineering at Virginia
Agricultural and Mechanical College
and Polytechnic Institute
1912-1919

Henry P. Beck
Richmond
Tidewater Division
1919-1922

Frank W. Davie
Lawrenceville
Southside Division
1919-1922

Horace Hardaway
St. Paul
Southwest Division
1919-1922

Wade H. Massie
Rappahannock
Piedmont Division
1919-1941

James A. Mundy
Natural Bridge
Valley Division
1919-1921

James A. Bear
Roanoke
Valley Division
1921-1922

R.K. Sanders
Saltville
Southwest Division
1922-1924

Hugh B. Sproul
Staunton
Valley Division
1922-1929

I. Walke Truxtun
Norfolk Tidewater Division
1922-1933

A.J. Huff
Fleet
Southwest Division
1924-1926

Henry G. Gilmer
Wise
Southwest Division
1926-1934

William H. East
Staunton
Valley Division
1929-1938

Sol Waite Rawls
Franklin
Tidewater Division and
Suffolk District
1933-1961

J.F. Wysor
Pulaski
Southwest Division and
Salem District
1934-1954

Kenneth N. Gilpin
Bryce
Valley Division and
Staunton District
1938-1946

Lee Long
Dante
Southwest Division
1941-1942

Howard C. Rogers
Hamilton
Culpeper District
1941-1942, 1946-1957

E.P. Barrow
Lawrenceville
Richmond District
1942-1962

George P. DeHardit
Gloucester
Fredericksburg District
1942-1954

Emmett H. Poindexter
Fredericks Hall
Culpeper District
1942-1945

A.D. Starling
Danville
Lynchburg District
1942-1945

J.B. Wampler
Big Stone Gap
Bristol District
1942-1952

W.R. Harrison
Danville
Lynchburg District
1946-1949

Joseph P. Harpine
Broadway
Staunton District
1947-1951

Tucker Carrington Watkins Jr.
South Boston
Lynchburg District
1950-1963

Senator Burgess Ernest Nelson
Mt. Jackson
Staunton District
1951-1964

Samuel D. May
Tazewell
Bristol District
1953-1958

S. Sutton Flythe
Martinsville
Salem District
1954-1965

William A. Wright
Tappahannock
Fredericksburg District
1954-1958

G. Wallace Carper
Fairfax
Culpeper District
1957-1962

Walter Neal Chinn Jr.
Westmoreland
Fredericksburg District
1958-1962

William Morton Sclater Jr.
Marion
Bristol District
1958-1968

William Ransdell Chilton
Lancaster
Fredericksburg District
1962-1970

Richard S. Holland
Norfolk
Suffolk District
1962-1967

George Clay Landrith
Alexandria
Culpeper District
1962-1970

Judge Robert Samuel Weaver Jr.
Victoria
Richmond District
1962-1971

Lawrence H. McWane
Lynchburg
Lynchburg District
1963-1968

George Lowell Baughan
Luray
Staunton District
1964-1972

Earl Abbath Fitzpatrick
Roanoke
Salem District
1965-1973

W. Fred Duckworth
Norfolk
Suffolk District
1967-1972

Thomas Reakirt Glass
Lynchburg
Lynchburg District
1969-1979

Rufus Thomas Hairston
Bristol
Bristol District
1969-1972

LeRoy Eakin Jr.
McLean
Culpeper District
1970-1974

Douglas G. Janney
Fredericksburg
Fredericksburg District
1970-1977

Morrill M. Crowe
Richmond
Richmond District
1971-1979

Leonard R. Hall
Norton
Bristol District
1972-1980

Robert Samuel Landes
Staunton
Staunton District
1972-1980

William T. Roos
Yorktown
Suffolk District
1972-1981

Horace G. Fralin
Roanoke
Salem District
1973-1981

Ralph A. Beeton
Alexandria
Culpeper District
1974-1977

T. Ray Hassell III
Chesapeake
Urban-at-large
1974-1981

Charles S. Hooper, Jr.
Crewe
Rural-at-large
1974-1982

William T. Robinson
West Point
Fredericksburg District
1977-1982

William B. Wrench
Springfield
Culpeper District
1978-1981

William E. Anderson
Danville
Lynchburg District
1979-1980

William F. Mohr
Richmond
Richmond District
1979-1982

Eugene M. Bane
Grundy
Bristol District
1980-1983

H. Delmer Robinson Jr.
Winchester
Staunton District
1980-1982

Dr. William Randolph Watkins
South Boston
Lynchburg District
1980-1983

Richard George Brydges
Virginia Beach
Suffolk District
1981-1985

J. Carlton Clore
Culpeper
Culpeper District
1981-1982

James C. Hughes
Annandale
Urban-at-large
1981-1982

T. George Vaughan Jr.
Galax
Salem District
1981-1985

Joseph Michael Guiffre
Alexandria
Northern Virginia District
1982-1988

H.R. Humphreys, Jr.
Kilmarnock
Fredericksburg District
1982-1990

Robert A. Quicke
Blackstone
Rural-at-large
1982-1990

Robert W. Smalley
Berryville
Staunton District
1982-1992

T. Eugene Smith
McLean
Urban-at-large
1982-1985

James L. Davidson Jr.
Lynchburg
Lynchburg District
1983-1990

Dr. William M.T. Forrester
Richmond
Richmond District
1983-1985

Edgar Bacon
Jonesville
Bristol District
1984-1992

Constance R. Kincheloe
Culpeper
Culpeper District
1984-1994

Dr. M. Philmore Howlette
Richmond
Richmond District
1985-1995

C. Roger Malbon
Virginia Beach
Suffolk District
1985-1993

Stephen A. Musselwhite
Vinton
Salem District
1985-1993

Herbert V. Kelly Sr.
Newport News
Urban-at-large
1986-1990

Donald S. Beyer Jr.
Falls Church
Urban-at-large
1987-1990

Joseph A. Leafe
Norfolk
Urban-at-large
1987-1990

Dr. Daphne Saunders Thomas
Harrisonburg
Rural-at-large
1987-1992
Staunton District
1992-1996

Byron E. Waldman
Alexandria
Northern Virginia District
1988-1995

Vincent J. Mastracco Jr.
Norfolk
Urban-at-large
1990-1993
Suffolk District
1993-1994

Mark R. Warner
Alexandria
Urban-at-large
1990-1994

James K. Candler
Lynchburg
Lynchburg District
1990-1994

Lawrence A. Davies
Fredericksburg
Fredericksburg District
1990-1994

Daniel A. Hoffer
Chesapeake
Urban-at-large
1990-1992

G. Morris Wells Jr.
South Hill
Rural-at-large
1990-1994

Mrs. Gary W. Brooks
Merry Point
Rural-at-large
1992-1996

Laura Ross Miller
Alexandria
Urban-at-large
1992-1994

Joseph Albert Rhea Jr.
Damascus
Bristol District
1992-1996

Alan I. Kay
McLean
Urban-at-large
1993-1994

Robert A. Williams
Martinsville
Salem District
1993-1994

Thomas A. Barton Jr.
Virginia Beach
Suffolk District
1994-1995

Roy Parrish Byrd
Chatham
Lynchburg District
1994-2002

Lorinda G. Lionberger
Roanoke
Salem District
1994-2002

H. Carter Myers III
Charlottesville
Urban-at-large
1994-1998
Culpeper District
1999-2002

Zeanious L. Newcomb
Fredericksburg
Fredericksburg District
1994-1998

Max B. Porter
Boykins
Rural-at-large
1994-2000

James Edward Rich
Middleburg
Urban-at-large
1994-1998

William Seabirt Roudabush
Charlottesville
Culpeper District
1994-1998

Ulysses X. White
Manassas
Urban-at-large
1994-2002

John V. Cogbill III
Richmond
Richmond District
1995-1999

Robert T. Lee
Fairfax County
Northern Virginia District
1995-1998

William W. Prettyman
Virginia Beach
Suffolk District
1995-2001

John H. Grubb Jr.
Marion
Rural-at-large
1996-2002

L. C. "Sonny" Martin
Pennington Gap
Bristol District
1996-2002

Harold E. Neale
Staunton
Staunton District
1996-1998

S. Grey Folkes Jr.
Chesapeake
Urban-at-large
1998-2002

Benjamin R. Humphreys Jr.
White Stone
Fredericksburg District
1998-2002

J. Kenneth Klinge
Alexandria
Northern Virginia District
1998-2004

Leonard S. "Hobie" Mitchel
Lansdowne
Urban-at-large
1998, 1999-2005

Kevin M. Sabo
Burke
Urban-at-large
1998-1999

Olivia A. Welsh
Staunton
Staunton District
1998-2002

Bryan E. Kornblau
Richmond
Richmond District
1999-2002

Helen E. Dragas
Virginia Beach
Urban-at-large
2002-2006

Ambrose W. Bailey
Fredericksburg
Fredericksburg District
2002-2005

Gary D. Walker
Charlotte Court House
Rural-at-large
2000-2002

Edward S. Garcia
Virginia Beach
Hampton Roads District
2001-2002

John J. "Butch" Davies
Culpeper
Culpeper District
2002-

Kenneth Spencer White
Lynchburg
Lynchburg District
2002-

Harry T. Lester
Virginia Beach
Hampton Roads District
2002-2005

James Lee Keen
Vansant
Rural-at-large
2002-

Gerald P. McCarthy
Richmond
Richmond District
2002-

Onzlee Ware
Roanoke
Salem District
2002-2003

Hunter R. Watson
Farmville
Rural-at-large
2002-2006

Dr. Phillip C. Stone
Bridgewater
Staunton District
2002-2005

Julia A. Connally
Arlington
Urban-at-large
2002-

James D. Bowie
Bristol
Bristol District
2002-

Dana M. Martin
Roanoke
Salem District
2003-

Katherine K. Hanley
Reston
Northern Virginia District
2004-2006

Alan S. Witt
Newport News
Hampton Roads District
2005-

Mary Lee Carter
Fredericksburg
Fredericksburg District
2005-

Robert E. Sevila
Leesburg
Urban-at-large
2005-2006

James A. Davis
Winchester
Staunton District
2005-

Douglas Koelemay
McLean
Northern Virginia District
2006-

E. Dana Dickens III
Suffolk
Urban-at-large
2006-

Peter B. Schwartz
Delaplane
Rural-at-large
2006-

Cord A. Sterling
Stafford
Urban-at-large
2006-