

**REPORT OF THE
JOINT SUBCOMMITTEE STUDYING**

**Construction of a
Superhighway Along
Virginia's Southern Boundary**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



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CONTENTS

Summary	page 1
General Background	page 2
Subcommittee Activities	page 2
Findings and Recommendations	page 3
Appendix I: Recommended Legislation	page 10
Appendix II: Selected Correspondence	page 21
Appendix III: Financial Impact Analysis	page 57
Appendix IV: Joint Subcommittee Members	page 83

Summary

Even a superficial examination of the economics and demographics of South-central and Southwest Virginia (see, for example, data presented on p. 3 of this report) will suffice to show that these regions lag behind the remainder of the Commonwealth in economic development. A similarly cursory look at a map will also show that these areas lack the modern east-west highway infrastructure without which even the most carefully considered campaign to attract new industry, expand employment opportunities, and diversify the regional economy is bound to fail.

On the other hand, if adequate resources were made available to provide a safe, efficient, modern highway linking Southwest and South-central Virginia to Virginia's most potent economic resource -- the port of Hampton Roads -- along the Commonwealth's southern boundary (the existing US Route 58 Corridor), the potential business and manufacturing sites of Southern Virginia would not only be linked to the Virginia market, but also to the broader eastern United States market, and the whole world market as well. Similarly, such an additional access route would open all of Southern Virginia for tourism and recreational travel, literally, from the mountains to the sea, while vastly improving local transportation as well.

In approving House Joint Resolution No. 172 and requesting a joint subcommittee to consider these matters, the General Assembly specifically asked that consideration be given to the desirability and feasibility of financing construction of such a highway with nonhighway revenues. After considering the merits and difficulties inherent in this and other approaches, the Joint Subcommittee recommends that the project be undertaken, not with general fund revenues, but with Transportation Trust Fund revenues, by setting aside 8.4 percent of the revenues raised by the 1986 Special Session of the General Assembly as the US Route 58 Corridor Development Fund. This would make available to this project the same amount of state revenue presently dedicated to the support of mass transit in Virginia. The Joint Subcommittee is persuaded that the reductions this approach would cause in funding of other highway projects across the Commonwealth would be more than offset by the economic benefits which would accrue, not only along the Corridor, but ultimately to all Virginians.

Having recommended the broad outline of a US Route 58 Corridor development program, the Joint Subcommittee believes that matters of priorities, route, design, scheduling, and other details should be left to the Commonwealth Transportation Board and the Department of Transportation.

General Background

Transportation is a vital prerequisite for economic development. In the past two decades both the geographic and the economic landscape of Virginia has been transformed by the construction of six major interstate highways: I-64, I-66, I-77, I-81, I-85, and I-95. These highways have not only brought the various regions of the Commonwealth closer to one another, they have also provided seedbeds for economic growth and increased job opportunities along their routes. Northern Virginia, the Richmond metropolitan area, and Hampton Roads have been linked by I-95; Northern Virginia, the Roanoke metropolitan area, and Southwest Virginia have been joined by I-85; Northern Virginia has been bound to the Shenandoah Valley by I-66; and Central Virginia has been joined both to the Valley and to the Urban Crescent by I-64. Absent, however from this geometry of growth has been any comparable highway tie between Hampton Roads and Southwest Virginia along Virginia's southern boundary. US Route 58, the last portion of which (between Volney and Damascus) was even not paved until 1949-50, continues to provide the only direct highway connection between the Southwest and the Southeast.

Mindful of this simultaneous challenge and opportunity provided by the Route 58 Corridor, the 1988 General Assembly approved House Joint Resolution No. 172, creating a joint subcommittee "...to study construction of a superhighway along Virginia's southern boundary." In commissioning this study, the General Assembly felt the issue to be of sufficient importance specifically to charge the Subcommittee with considering the desirability and feasibility of financing construction of this project "...from nonhighway revenues, in order to provide a vital transportation link joining Virginia's port to her prime farming and mining areas." Both the General Assembly and the Subcommittee viewed the goal of the project, from the very beginning, as not merely the upgrading of a transportation resource, but the creation of a vital economic development tool.

Subcommittee Activities

The Joint Subcommittee began its work with extensive briefings by staff of the Department of Transportation on existing plans for improvements to Route 58 and other highways in the Route 58 Corridor, engineering difficulties presented by construction of a "superhighway" along the present alignment of Route 58, and the costs of various alternative strategies for providing the desired highway connection between the Southwest and the Southeast.

Following this orientation, the group met informally with concerned citizens and officials of local government within the Corridor, took testimony from all interested parties at a formal public hearing, and evaluated additional valuable comments provided through correspondence received by its staff. (See Appendix II: Selected Correspondence.)

Findings and Recommendations

MANY OF THE NEEDS AND MUCH OF THE POTENTIAL OF THE ROUTE 58 CORRIDOR CAN READILY BE SEEN BY EVEN A CURSORY LOOK AT A FEW STATISTICS.

Counties in US 58 Corridor

<u>County</u>	<u>Estimated 7/1/86 Population¹</u>	<u>1985 Travel- Generated Payroll²</u>	<u>1986 Unemploy- ment Rate²</u>	<u>1984 Per Capita Income²</u>
Lee*	044,500	\$0,000,466,000	11.6%	\$07,584
Scott*	027,400	\$0,001,271,000	05.3%	\$08,155
Wise*	044,500	\$0,001,304,000	13.2%	\$10,100
Russell*	032,200	\$0,000,591,000	15.2%	\$07,838
Washington†	047,100	\$0,003,809,000	05.7%	\$08,901
Grayson*	016,500	\$0,000,380,000	08.4%	\$08,106
Carroll†	027,500	\$0,001,482,000	06.8%	\$07,797
Floyd*	011,700	\$0,000,370,000	07.5%	\$08,128
Patrick*	017,600	\$0,000,748,000	08.1%	\$08,475
Henry*	057,000	\$0,002,182,000	08.8%	\$10,755
Pittsylvania*	065,500	\$0,000,842,000	07.6%	\$08,317
Halifax*	029,600	\$0,001,039,000	07.8%	\$08,293
Mecklenburg†	029,700	\$0,004,192,000	06.9%	\$09,059
Brunswick†	015,900	\$0,000,496,000	09.5%	\$07,806
Greensville†	010,400	\$0,003,350,000	07.4%	\$09,540
Southampton*	018,000	\$0,000,515,000	04.4%	\$08,343
Isle of Wight*	024,400	\$0,000,382,000	06.1%	\$11,647
TOTAL	519,500	\$0,023,419,000		

Cities in US 58 Corridor

Norton*	0,004,600	\$0,000,321,000	12.6%	\$12,621
Bristol†	0,018,100	\$0,002,493,000	05.8%	\$10,656
Galax*	0,006,700	\$0,000,297,000	06.9%	\$11,443
Martinsville*	0,018,300	\$0,000,347,000	08.3%	\$12,035
Danville*	0,044,300	\$0,003,700,000	09.8%	\$11,759
South Boston*	0,007,100	\$0,000,082,000	06.4%	\$11,094
Emporia†	0,004,700	\$0,000,746,000	07.7%	\$12,843
Franklin*	0,007,900	\$0,000,010,000	09.1%	\$14,774
Suffolk*	0,051,000	\$0,002,650,000	06.6%	\$10,663
Chesapeake	0,134,700	\$0,002,591,000	05.0%	\$11,694
Portsmouth	0,109,400	\$0,005,940,000	07.2%	\$11,232
Norfolk	0,280,200	\$0,050,655,000	04.2%	\$10,956
Virginia Beach	0,336,500	\$0,100,163,000	03.9%	\$13,793
TOTAL	1,023,500	\$0,169,995,000		

CORRIDOR

TOTAL	1,543,000	\$0,193,414,000		
ALL VIRGINIA	5,794,700	\$4,636,939,000	04.7%	\$13,291
Percentage	26.63%	4.2%		

*Served by no interstate highway.

†Served only by north-south interstate highway.

¹Taken from "Estimates of the Population of Virginia Counties and Cities, 1986-87," published by the Center for Public Service, University of Virginia.

²Taken from Virginia Statistical Abstract, 1987.

Only one locality in the Corridor (Virginia Beach) has a per capita income higher than the state average. Only three localities in the Corridor (Southampton County, Norfolk, and Virginia Beach) have unemployment rates lower than the state average, while five (Russell County, Washington County, Brunswick County, Norton, and Danville) have unemployment rates more than double the state average, with the highest Corridor unemployment (Russell County) being more than 3.2 times the state average. It is informative to note that while the Corridor contains 26.63 percent of Virginia's population, its people earn only 4.2 percent of Virginia's travel-generated income.

THERE IS NO DISPUTING THE LINK BETWEEN TRANSPORTATION AND ECONOMIC DEVELOPMENT. Without a way of bringing labor and resources together to make a product, and without a way of moving that product to markets, no economic development occurs. Today more than ever, businesses compete with one another not regionally or even nationally, but globally. For an enterprise to survive, it must not only produce a quality product, it must get that product to market at least as fast and as cheaply as its competition. An inadequate transportation system dooms businesses from the start by imposing on them excessive time and money costs.

INTERSTATE HIGHWAY ACCESS IS PARTICULARLY DESIRABLE FOR ATTRACTING NEW BUSINESS AND STIMULATING EXISTING BUSINESSES. The interstate highway system was conceived during World War II, when it became obvious that the country's military potential was being limited by the inability of America's highways to move supplies in the quantities and with the speed required by modern warfare. With the completion of the first significant portions of the interstate highway system in the late 'fifties and early 'sixties, manufacturers and shippers were quick to take advantage of the competitive "edge" which the new highways offered them. For two decades, Virginia's economic growth was most rapid along corridors served by interstate highways. Although interstate highways presently make up only 1.9 percent of Virginia's public highways, they carry 24 percent of the vehicle miles travelled in Virginia.¹

¹In the most recent year, 54.8 billion total vehicle miles were traveled on all Virginia public highways, while 13.0 billion vehicle miles were traveled on Virginia interstate highways during the same period. Source: Virginia Department of Transportation.

THE CORRIDOR'S TRANSPORTATION RESOURCES, ESPECIALLY INTERSTATE HIGHWAY ACCESS, ARE MEAGER. Of the 54,006 miles of public highways in Virginia, 1,052 miles are interstate highways.¹ Few interstate highways serve the localities along the Route 58 Corridor, and those interstate highways which do serve these localities do not provide even a reasonably convenient route for persons or cargoes that need to move east or west through the Corridor. Of the thirty localities (seventeen counties and thirteen cities) along the US 58 Corridor, twelve counties (Lee, Scott, Wise, Russell, Grayson, Floyd, Patrick, Henry, Pittsylvania, Halifax, Southampton, and Isle of Wight) and seven cities (Norton, Galax, Martinsville, Danville, South Boston, Franklin, and Suffolk) have no interstate highway access at all, and of those localities which are served by interstate highways, only in Chesapeake, Portsmouth, Norfolk and Virginia Beach does the highway run east and west. One must bear in mind, though, that Interstate 64 connects these port cities with western Virginia via Richmond, Staunton, and Roanoke, and not directly. Out of 1,800 miles of arterial highways in the Commonwealth,² only one, US Route 58, serves the entire Corridor, and even US Route 58 ceases to be an arterial route west of Interstate Route 77.

THE COMMONWEALTH CANNOT RELY ON THE FEDERAL INTERSTATE SYSTEM OR A FEDERAL POST-INTERSTATE SYSTEM TO OPEN SOUTH-CENTRAL VIRGINIA TO ECONOMIC DEVELOPMENT. Construction of the interstate highway system, both in Virginia and nation-wide, is now all but complete. In Virginia, only forty-five miles of the system remain to be constructed, and there is no chance that the Route 58 Corridor can be included in the system. While it is conceivable that Route 58 could be improved as part of a post-interstate federal highway system, not even a general outline of such a system has so far emerged from the federal Highway Administration, the federal Department of Transportation, or the Congress. Even while discussions are held on the form or purpose of a post-interstate highway program, speculation persists that the federal role in highway construction may be sharply curtailed, and that responsibility for highways will be returned, at least in large measure, to the states, while the Congress resorts to the highway trust fund as a source of revenue from which to help balance the federal budget. Unless the Commonwealth is willing to permit the economic stagnation -- if not degeneration -- of its south-central localities, it must look to its own resources in seeking to open these localities to economic development.

¹Source: Virginia Department of Transportation.

²"Virginia Facts and Figures, 1988"; James Ruehrmund, Jr., ed. (Commonwealth of Virginia, 1988), p. 16.

IMPROVEMENT OF THE ROUTE 58 CORRIDOR WOULD HAVE ECONOMIC BENEFITS FOR THE COMMONWEALTH AS A WHOLE. Fifteen percent of the "new money" made available for transportation purposes by the 1986 Special Session of the General Assembly is set aside for the development of ports, airports, and mass transportation. (See §§ 33.1-23.03:2, 58.1-638, and 58.1-2425, Code of Virginia.) In setting aside specific revenues for these purposes, the General Assembly recognized that addressing the peculiar transportation needs of specific regions of the Commonwealth, such as Northern Virginia or Hampton Roads, could have statewide economic benefits. This same approach can be taken with the US 58 Corridor. While the localities along this highway derive, at best, modest direct benefits for the relief of highway congestion in Virginia's urban centers or from the promotion and development of the port of Hampton Roads, they could derive considerable benefits in many ways from dedication of state revenue to the improvement of Route 58. By contributing to the economic growth of Southside Virginia, the General Assembly would be contributing to the economic prosperity of the Commonwealth as a whole through the relief of the region's considerable unemployment and the improvement of its personal income level.

A KEY TO CORRIDOR DEVELOPMENT IS LINKING SOUTH-CENTRAL AND SOUTHWEST VIRGINIA TO THE PORT OF HAMPTON ROADS. The Port of Hampton Roads not only was second in the US in total foreign trade tonnage in 1986, but, more importantly from an economic development standpoint, has led all US ports year after year in total export tonnage. Chief among the exports moving through Hampton Roads has been a product vital to the economy of Southwest Virginia: coal. Hampton Roads boasts five coal loading facilities with a combined capacity of 90 million tons. Fully half of the US export coal tonnage passes through Hampton Roads. But coal is not the only factor. Whatever the product, Hampton Roads is served regularly by eighty steamship lines, linking it to 270 ports in 100 foreign countries. By upgrading the capacity of Route 58, which carries forty-five percent of the port's landside transportation, the 135 motor carriers which move seventy percent of Hampton Roads' cargo to or from the port, would effectively make world markets available to any Virginia producer or manufacturer. The port's 97,000 square feet of warehouse space on a twenty-two acre site can be used for storage, distribution, and even light assembly of nearly any kind of cargo.¹ In this context, improvements to the Corridor highways become a critical link in the vital chain of economic growth and employment diversification for all of southern Virginia.

¹Truck traffic estimates supplied by the Virginia Department of Transportation; other data from "Virginia Facts and Figures, 1988"; James Ruehrmund, Jr., ed. (Commonwealth of Virginia, 1988), p. 16.

LOCALITIES ALONG ROUTE 58 COULD BENEFIT FROM HIGHWAY MODERNIZATION AND IMPROVEMENTS IN MANY WAYS. The way and degree in which these improvements might be experienced vary from one locality to another, but generally the greatest benefit would accrue to those localities west of Martinsville, where the terrain is the most difficult and the existing roadway least adequate. In this general area, construction of the "multilane, divided highway" contemplated in House Joint Resolution No. 172 (1988) might not be necessary in order to have a strongly positive impact on the transportation resources. Simply widening, straightening, and reducing the grade of existing Route 58, particularly between Damascus and Volney, could produce local impact which might result from construction of a "superhighway" in other places:

- Improve tourist access (particularly for recreation vehicles, camping trailers, and motor homes) to Grayson Highlands State Park and the Mount Rogers National Recreation Area;

- Provide a route usable by longer, wider trucks, particularly those of the region's growing Christmas tree and dairy industries, which cannot be accommodated by the area's existing roads;

- Enable local school divisions more efficiently to transport their pupils and reduce the time pupils spend on buses each day;

- Improve access to the region by law-enforcement vehicles and egress for ambulances and rescue vehicles from the area to regional medical centers;

- Provide access for Washington, Grayson, and western Carroll Counties to the major farmers' market planned to be constructed at the junction of US Route 58 and Interstate 77; and

- Provide a tool to assist in expansion and diversification of the region's economic base, reduce unemployment, and increase per capita income.

ADEQUATE FUNDING FOR OVERHAUL OF ROUTE 58 IS POSSIBLE. Estimates prepared by the Virginia Department of Transportation place the cost of providing a multilane, divided highway "from Cumberland Gap to the Sea" at between \$1.178 billion (following the existing Route 58 Corridor with bypasses around population concentrations) and \$637 million (following Interstate 81 from Bristol to Interstate 77, following Interstate 77 to existing Route 58, and following the US Route 58 Corridor to Hampton Roads). If one applies 8.4 percent (the same percentage as allocated by statute for the Commonwealth Mass Transit Fund) "off the top" of the "new money" this will generate \$36.9 million in fiscal year 1990, \$38.8 million in fiscal year 1991, \$41.1 million in fiscal year 1992, \$43.7 million in fiscal year 1993, and \$46.1 million in fiscal year 1994.¹ By adopting this approach, setting aside the same amount of funds for Corridor development as presently dedicated to mass transit needs, the Subcommittee finds it both desirable and feasible to meet the Corridor's urgent transportation needs without resorting to a general fund revenue source, as contemplated in HJR 172.

¹Source: Estimates prepared for the Subcommittee by the Virginia Department of Transportation. (See also Appendix III.)

IN THE COURSE OF ITS WORK, THE JOINT SUBCOMMITTEE HEARD MANY PROPOSALS FOR SPECIFIC ROUTES AND CONFIGURATIONS FOR A "SOUTHSIDE SUPERHIGHWAY." The suggestion which appeared to have the widest support recognized that difficult terrain and environmental sensitivity in the vicinity of Mount Rogers contributed greatly to the cost of a project whose route would follow existing Route 58, and favored construction of this portion of the highway (roughly between Damascus and Volney) as a "super two-lane" highway, while building the remainder as a multilane, divided highway. This concept has the merit of being a balanced approach, taking into account not only local needs and potential, but also competing needs and relative costs. Even recognizing the resources -- both economic and human -- which construction of a "superhighway" through the Route 58 Corridor could develop, the Joint Subcommittee is sensitive to the need to balance the transportation needs of the Route 58 Corridor with those of other parts of the Commonwealth. Route 58 has been variously described as the "main street" and the "windpipe" of Southside Virginia, and in view of the considerable need of the region for economic development and the considerable potential for assisting this development through improvements to this highway, the cost of upgrading Route 58 to a "superhighway" may be, as one speaker at a public hearing in Abingdon expressed it, a relatively small nonrecurring expense to pay for year after year of economic growth.

PRIORITIES, ROUTE, DESIGN, SCHEDULING, AND OTHER DETAILS WOULD BEST BE LEFT TO THE PROFESSIONALS. The Joint Subcommittee has no intention of "second guessing" the priorities of the Commonwealth Transportation Board or the professional judgment of the Virginia Department of Transportation, but the group wishes to ensure that the needs of the Route 58 Corridor and its potential for growth -- given adequate transportation resources -- are brought to the attention of the Board and the Department. The Joint Subcommittee is recommending, though, that a serious, long-term, multiyear program be undertaken by the Department, under the guidance of the Board, to augment the highway transportation resources in the US Route 58 Corridor, and that five percent of the revenues derived from the enactment of Chapters 11, 12, and 15 of the Acts of Assembly of 1986 be earmarked to finance this program.

Respectfully submitted,

Lewis W. Parker, Jr. (Chairman)

Howard P. Anderson (Vice Chairman)

Whittington W. Clement

Frederick H. Creekmore

Virgil H. Goode, Jr.

Richard J. Holland

G. C. Jennings

Wm. Roscoe Reynolds

APPENDIX I

Recommended Legislation

1 D 12/28/88 Wambold C 1/5/89 DF

2 SENATE BILL NO. HOUSE BILL NO.

3 A BILL to amend and reenact §§ 33.1-23.03:2, 58.1-638, and 58.1-2425
4 of the Code of Virginia and to amend and reenact the third
5 enactment of Chapter 15 of the Acts of Assembly of the Special
6 Session of 1986, relating to allocation of revenues for
7 transportation projects.

8

9 Be it enacted by the General Assembly of Virginia:

10 1. That §§ 33.1-23.03:2, 58.1-638 and 58.1-2425 of the Code of
11 Virginia are amended and reenacted as follows:

12 § 33.1-23.03:2. U.S. Route 58 Corridor Development Fund,
13 Commonwealth Port Fund, Commonwealth Airport Fund and Commonwealth
14 Mass Transit Fund.--Of the funds becoming part of the Transportation
15 Trust Fund pursuant to subdivision 3 of § 33.1-23.03:1, an aggregate
16 of 8.4 percent shall be set aside as the U.S. Route 58 Corridor
17 Development Fund, an aggregate of 4.2 percent shall be set aside as
18 the Commonwealth Port Fund; an aggregate of 2.4 percent shall be set
19 aside as the Commonwealth Airport Fund; and an aggregate of 8.4
20 percent shall be set aside as the Commonwealth Mass Transit Fund. The
21 remaining ~~eighty-five~~ 76.6 percent of the funds deposited into or
22 held in the Transportation Trust Fund pursuant to subdivision 3 of §
23 33.1-23.03:1, together with funds deposited pursuant to subdivisions 1
24 and 6 of § 33.1-23.03:1, shall be expended for capital improvements
25 including construction, reconstruction, maintenance, and improvements
26 of highways according to the provisions of § 33.1-23.1 B or to secure
27 bonds issued for such purposes, as provided by the Board and the

1 General Assembly. (1986, Sp. Sess., c. 13.)

2 § 58.1-638. Disposition of state sales and use tax revenue;
3 localities' share.--A. The Comptroller shall designate a specific
4 revenue code number for all the state sales and use tax revenue
5 collected under the preceding sections of this chapter.

6 1. The sales and use tax revenue generated by the one-half
7 percent sales and use tax increase enacted by the 1986 Special Session
8 of the General Assembly shall be paid, in the manner hereinafter
9 provided in this section, to the Transportation Trust Fund as defined
10 in § 33.1-23.03:1. Of the funds paid to the Transportation Trust Fund,
11 an aggregate of 8.4 percent shall be set aside as the U.S. Route 58
12 Corridor Development Fund as hereinafter provided; an aggregate of 4.2
13 percent shall be set aside as the Commonwealth Port Fund as
14 hereinafter provided; an aggregate of 2.4 percent shall be set aside
15 as the Commonwealth Airport Fund as hereinafter provided; and an
16 aggregate of 8.4 percent shall be set aside as the Commonwealth Mass
17 Transit Fund as hereinafter provided. The Fund's share of such net
18 revenue shall be computed as an estimate of the net revenue to be
19 received into the state treasury each month, and such estimated
20 payment shall be adjusted for the actual net revenue received in the
21 preceding month. All payments shall be made to the Fund on the last
22 day of each month.

23 1a. There is hereby created in the Department of the Treasury a
24 special nonreverting fund which shall be a part of the Transportation
25 Trust Fund and which shall be known as the U.S. Route 58 Corridor
26 Development Fund.

27 a. The U.S. Route 58 Corridor Development Fund shall be
28 established on the books of the Comptroller and the funds remaining in

1 such Fund at the end of a biennium shall not revert to the general
2 fund but shall remain in the Fund. Interest earned on such funds
3 shall remain in the Fund and be credited to it. Allocations from this
4 Fund may be paid to any authority, locality, or commission for the
5 purposes specified in this subsection.

6 b. Allocations from this Fund shall be made by the Commonwealth
7 Transportation Board for the creation and enhancement of a safe,
8 efficient highway connecting the communities, businesses, places of
9 employment, and residents of the south-westernmost portion of the
10 Commonwealth to the communities, businesses, places of employment, and
11 residents of the south-easternmost portion of the Commonwealth,
12 thereby enhancing the economic development potential, employment
13 opportunities, and quality of life in the region.

14 c. Allocations from the Fund shall not diminish or replace
15 allocations made or planned to be made from other sources or diminish
16 allocations to which any highway, project, facility, district, system,
17 or locality would be entitled under other provisions of this title,
18 but shall be supplemental to other allocations to the end that highway
19 resource improvements in the U.S. Route 58 Corridor may be accelerated
20 and augmented. Allocations from the Fund may be applied to highway
21 projects in the interstate, primary, secondary, or urban system,
22 contrary provisions of this title notwithstanding. Allocations under
23 this subsection shall not be limited to projects involving only
24 existing U.S. Route 58, but may be made to projects involving other
25 highways, provided that the broader goal of creation of an adequate
26 modern highway generally along Virginia's southern boundary is served
27 thereby.

28 2. There is hereby created in the Department of the Treasury a

1 special nonreverting fund which shall be a part of the Transportation
2 Trust Fund and which shall be known as the Commonwealth Port Fund.

3 a. The Commonwealth Port Fund shall be established on the books
4 of the Comptroller and the funds remaining in such Fund at the end of
5 a biennium shall not revert to the general fund but shall remain in
6 the Fund. Interest earned on such funds shall remain in the Fund and
7 be credited to it. Funds may be paid to any authority, locality or
8 commission for the purposes hereinafter specified.

9 b. The amounts allocated pursuant to this section shall be
10 allocated by the Commonwealth Transportation Board to the Board of
11 Commissioners of the Virginia Port Authority to be used to support
12 port capital needs and the preservation of existing capital needs of
13 all ocean, river, or tributary ports within the Commonwealth.

14 c. Commonwealth Port Fund revenue shall be allocated by the Board
15 of Commissioners to the Virginia Port Authority in order to foster and
16 stimulate the flow of maritime commerce through the ports of Virginia,
17 including but not limited to the ports of Richmond, Hopewell and
18 Alexandria.

19 3. There is hereby created in the Department of the Treasury a
20 special nonreverting fund which shall be part of the Transportation
21 Trust Fund and which shall be known as the Commonwealth Airport Fund.
22 The Commonwealth Airport Fund shall be established on the books of the
23 Comptroller and any funds remaining in such Fund at the end of a
24 biennium shall not revert to the general fund but shall remain in the
25 Fund. Interest earned on the funds shall be credited to the Fund. The
26 funds so allocated shall be allocated by the Commonwealth
27 Transportation Fund to the Virginia Aviation Board. The funds shall be
28 allocated by the Virginia Aviation Board to any Virginia airport which

1 is owned by the Commonwealth, a governmental subdivision thereof, a
2 governmental authority created by an interstate compact, or a private
3 entity to which the public has access for the purposes enumerated in §
4 5.1-2.16 as follows:

5 a. Forty percent of the funds shall be allocated to air carrier
6 airports based upon the percentage of enplanements for each airport to
7 total enplanements at air carrier airports. No air carrier airport,
8 however, shall receive less than \$50,000 nor more than two million
9 dollars per year from this provision.

10 b. Forty percent of the funds shall be allocated by the Aviation
11 Board for air carrier and reliever airports on a discretionary basis.

12 c. Twenty percent of the funds shall be allocated by the Aviation
13 Board for general aviation airports on a discretionary basis.

14 4. There is hereby created in the Department of the Treasury a
15 special nonreverting fund which shall be a part of the Transportation
16 Trust Fund and which shall be known as the Commonwealth Mass Transit
17 Fund.

18 a. The Commonwealth Mass Transit Fund shall be established on the
19 books of the Comptroller and any funds remaining in such Fund at the
20 end of the biennium shall not revert to the general fund but shall
21 remain in the Fund. Interest earned on such funds shall be credited to
22 the Fund. Funds may be paid to any local governing body,
23 transportation district commission or public service corporation for
24 the purposes hereinafter specified.

25 b. The amounts allocated pursuant to this section may be used to
26 support a maximum of fifty percent of the public transportation
27 administrative costs and up to eighty percent of the costs of
28 ridesharing programs borne by the locality. These amounts may be used

1 to support up to ninety-five percent of the local or nonfederal share
2 of capital project costs for public transportation and ridesharing
3 equipment, facilities, and associated costs. Capital costs may include
4 debt service payments on local or agency transit bonds. Further, these
5 amounts may be used to support a maximum of ninety-five percent of the
6 costs borne by the locality for the purchase of fuels, lubricants,
7 tires and maintenance parts and supplies for public transportation.
8 The term "borne by the locality" shall mean the local share eligible
9 for state assistance consisting of costs in excess of the sum of fares
10 and other operating revenues plus federal assistance received by the
11 locality.

12 c. Commonwealth Mass Transit Fund revenue shall be allocated by
13 the Commonwealth Transportation Board as follows:

14 (1) Funds for special programs, which shall include ridesharing,
15 experimental transit, and technical assistance, shall not exceed 1.5
16 percent of the Fund.

17 (2) The Board may allocate these funds to any locality or
18 planning district commission to finance up to eighty percent of the
19 local share of all costs associated with the development,
20 implementation, and continuation of ridesharing programs.

21 (3) Funds allocated for experimental transit projects may be paid
22 to any local governing body, transportation district commission, or
23 public corporation or may be used directly by the Department of
24 Transportation for the following purposes:

25 (a) To finance up to ninety-five percent of the capital costs
26 related to the development, implementation and promotion of
27 experimental public transportation and ridesharing projects approved
28 by the Board.

1 (b) To finance up to ninety-five percent of the operating costs
2 of experimental mass transportation and ridesharing projects approved
3 by the Board for a period of time not to exceed twelve months.

4 (c) To finance up to ninety-five percent of the cost of the
5 development and implementation of any other project designated by the
6 Board where the purpose of such project is to enhance the provision
7 and use of public transportation services.

8 d. Funds allocated for public transportation promotion and
9 operation studies may be paid to any local governing body, planning
10 district commission, transportation district commission, or public
11 transit corporation, or may be used directly by the Department of
12 Transportation for the following purposes and aid of public
13 transportation services:

14 (1) At the approval of the Board to finance a program
15 administered by the Department of Transportation designed to promote
16 the use of public transportation and ridesharing throughout Virginia.

17 (2) To finance up to fifty percent of the local share of public
18 transportation operations planning and technical study projects
19 approved by the Board.

20 e. At least 73.5 percent of the Fund shall be distributed to each
21 transit property in the same proportion as its operating expenses bear
22 to the total statewide operating expenses and shall be spent for the
23 purposes specified above in subdivision 4 b.

24 f. The remaining twenty-five percent shall be distributed for
25 capital purposes on the basis of ninety-five percent of the nonfederal
26 share for federal projects and ninety-five percent of the total costs
27 for nonfederal projects. In the event that total capital funds
28 available under this paragraph are insufficient to fund the complete

1 list of eligible projects, the funds shall be distributed to each
2 transit property in the same proportion that such capital expenditure
3 bears to the statewide total of capital projects.

4 5. Funds for Metro shall be paid by the Northern Virginia
5 Transportation Commission to the Washington Metropolitan Area Transit
6 Authority (WMATA) and be a credit to the Counties of Arlington and
7 Fairfax and the Cities of Alexandria, Falls Church and Fairfax in the
8 following manner:

9 a. Local payments of WMATA rail transit bonds shall be paid first
10 and apportioned to each locality using the WMATA capital formula.

11 b. The remaining funds shall be apportioned by calculating
12 twenty-five percent of the capital and operating costs and
13 seventy-five percent of the capital and operating subsidies applied to
14 each locality. Capital costs may include twenty percent of annual
15 local bus capital expenses.

16 Appropriations from the Commonwealth Mass Transit Fund are
17 intended to provide a stable and reliable source of revenue as defined
18 by Public Law 96-184.

19 B. The sales and use tax revenue generated by a one percent sales
20 and use tax shall be distributed among the counties and cities of this
21 Commonwealth in the manner hereafter in this section provided.

22 C. The localities' share of the net revenue distributable under
23 this section among the counties and cities shall be apportioned by the
24 Comptroller and distributed among them by warrants of the Comptroller
25 drawn on the Treasurer of Virginia as soon as practicable after the
26 close of each month during which the net revenue was received into the
27 state treasury. The distribution of the localities' share of such net
28 revenue shall be computed with respect to the net revenue received

1 into the state treasury during each month, and such distribution shall
2 be made as soon as practicable after the close of each such month.

3 D. The net revenue so distributable among the counties and cities
4 shall be apportioned and distributed upon the basis as certified to
5 the Comptroller by the Department of Education, of the number of
6 children in each county and city according to the most recent
7 statewide census of school population taken by the Department of
8 Education pursuant to § 22.1-284 of the Code of Virginia, as adjusted
9 in the manner hereinafter provided. No special school population
10 census, other than a statewide census, shall be used as the basis of
11 apportionment and distribution except that in any calendar year in
12 which a statewide census is not reported, the Department of Education
13 shall adjust such school population figures by the same percent of
14 annual change in total population estimated for each locality by the
15 Tayloe Murphy Institute. The revenue so apportionable and
16 distributable is hereby appropriated to the several counties and
17 cities for maintenance, operation, capital outlays, debt and interest
18 payments, or other expenses incurred in the operation of the public
19 schools, which shall be considered as funds raised from local
20 resources. In any county, however, wherein is situated any
21 incorporated town constituting a school division, the county treasurer
22 shall pay into the town treasury for maintenance, operation, capital
23 outlays, debt and interest payments, or other expenses incurred in the
24 operation of the public schools, the proper proportionate amount
25 received by him in the ratio that the school population of such town
26 bears to the school population of the entire county. If the school
27 population of any city or of any town constituting a school division
28 is increased by the annexation of territory since the last preceding

1 school population census, such increase shall, for the purposes of
2 this section, be added to the school population of such city or town
3 as shown by the last such census and a proper reduction made in the
4 school population of the county or counties from which the annexed
5 territory was acquired.

6 E. If errors are made in any distribution, or adjustments are
7 otherwise necessary, the errors shall be corrected and adjustments
8 made in the distribution for the next quarter or for subsequent
9 quarters.

10 F. The term "net revenue," as used in this section, means the
11 gross revenue received into the general fund or the Transportation
12 Trust Fund of the state treasury under the preceding sections of this
13 chapter, less refunds to taxpayers.

14 § 58.1-2425. Disposition of revenues.--A. All funds collected
15 hereunder by the Commissioner shall be forthwith paid into the state
16 treasury. The revenue so derived, after refunds have been deducted, is
17 hereby allocated for the construction, reconstruction and maintenance
18 of highways and the regulation of traffic thereon and for no other
19 purpose. However, (i) all funds collected pursuant to the provisions
20 of this chapter from mobile homes, as defined in § 46.1-1, shall be
21 distributed to the city, town, or county wherein such mobile home is
22 to be situated as a dwelling, (ii) all funds collected from the
23 additional tax imposed by subdivision A 4 of § 58.1-2402 on the rental
24 of daily rental passenger cars shall be distributed quarterly to the
25 city, town, or county wherein such car was delivered to the rentee,
26 and (iii) effective January 1, 1987, an amount equivalent to the net
27 additional revenues generated by enactments of the 1986 Special
28 Session of the Virginia General Assembly which amended §§ 46.1-149,

1 46.1-154, 58.1-2401, 58.1-2402 and this section shall be distributed
2 to and paid into the Transportation Trust Fund, and are hereby
3 appropriated to the Commonwealth Transportation Board for
4 transportation needs, and (iv) except as otherwise provided in
5 subdivision (iii) of this sentence, all moneys collected from the tax
6 on the gross proceeds from the rental in Virginia of any motor vehicle
7 pursuant to subdivision A 3 of § 58.1-2402 at the tax rate in effect
8 on December 31, 1986, shall be paid by the commissioner into the state
9 treasury and shall be set aside in a special fund to be used to meet
10 the expenses of the Department of Motor Vehicles.

11 B. Of the funds becoming part of the Transportation Trust Fund
12 pursuant to clause (iii) of subsection A of this section, an aggregate
13 of 8.4 percent shall be set aside as the U.S. Route 58 Corridor
14 Development Fund to be used as provided in subdivisions 1 through 5 of
15 subsection A of § 58.1-638; an aggregate of 4.2 percent shall be set
16 aside as the Commonwealth Port Fund as ~~hereinafter~~ provided in
17 subdivisions 1 through 5 of subsection A of § 58.1-638 ; an aggregate
18 of 2.4 percent shall be set aside as the Commonwealth Airport Fund as
19 ~~hereinafter~~ provided in subdivisions 1 through 5 of subsection A of §
20 58.1-638 ; and an aggregate of 8.4 percent shall be set aside as the
21 Commonwealth Mass Transit Fund as ~~hereinafter~~ provided in subdivisions
22 1 through 5 of subsection A of § 58.1-638 .

23 G. There is hereby created in the Department of the Treasury a
24 special nonreverting fund which shall be a part of the Transportation
25 Trust Fund and which shall be known as the Commonwealth Port Fund.

26 1. The Commonwealth Port Fund shall be established on the books
27 of Comptroller and any funds remaining in such fund at the end of a
28 biennium shall not revert to the general fund but shall remain in the

1 Fund- Interest earned on such funds shall remain in the Fund and be
2 credited to it. Funds may be paid to any authority, locality or
3 commission for the purposes hereinafter specified.

4 2- The amounts allocated pursuant to this section shall be
5 allocated by the Commonwealth Transportation Board to the Board of
6 Commissioners of the Virginia Port Authority to be used to support
7 port capital needs and the preservation of existing capital of all
8 ocean, river or tributary ports within the Commonwealth.

9 3- Commonwealth Port Fund revenue shall be allocated by the Board
10 of Commissioners of the Virginia Port Authority in order to foster and
11 stimulate the flow of maritime commerce through the ports of Virginia,
12 including, but not limited to, the ports of Richmond, Hopewell and
13 Alexandria.

14 D- There is hereby created in the Department of the Treasury a
15 special nonreverting fund which shall be part of the Transportation
16 Trust Fund and which shall be known as the Commonwealth Airport Fund.
17 This Fund shall be established on the books of the Comptroller and any
18 funds remaining in such Fund at the end of a biennium shall not revert
19 to the general fund but shall remain in the Fund. Interest earned on
20 the fund shall be credited to the Fund. The funds so allocated shall
21 be so allocated by the Commonwealth Transportation Fund to the
22 Virginia Aviation Board. The funds allocated by the Virginia Aviation
23 Board to any Virginia airport which is owned by the Commonwealth, a
24 governmental subdivision thereof, a governmental authority created by
25 an interstate compact or a private entity to which the public has
26 access for the purposes enumerated in § 5-1-2-16 are as follows:

27 1- Forty percent of the funds shall be allocated to the air
28 carrier airports based upon the percentage of enplanements for each

1 airport to total enplanements at air carrier airports. No air carrier
2 airport, however, shall receive less than \$50,000 nor more than \$2
3 million per year from this provision.

4 2- Forty percent shall be allocated by the Aviation Board for air
5 carrier and reliever airports on a discretionary basis.

6 3- Twenty percent of the funds shall be allocated by the Aviation
7 Board for general aviation airports on a discretionary basis.

8 E- There is hereby created in the Department of the Treasury a
9 special nonreverting fund which shall be a part of the Transportation
10 Trust Fund and which shall be known as the Commonwealth Mass Transit
11 Fund.

12 1- The Commonwealth Mass Transit Fund shall be established on the
13 books of the Comptroller and any funds remaining in such Fund at the
14 end of the biennium shall not revert to the general fund but shall
15 remain in the Fund. Interest earned on such funds shall be credited to
16 the fund. Funds may be paid to any local governing body,
17 transportation district commission or public service corporation for
18 the purposes hereinafter specified.

19 2- The amounts allocated pursuant to this section may be used to
20 support a maximum of fifty percent of the public transportation
21 administrative costs and up to eighty percent of the costs of the
22 ridesharing programs borne by the locality. These amounts may be used
23 to support up to ninety-five percent of the local or nonfederal share
24 of the capital project costs for public transportation and ridesharing
25 equipment, facilities, and associated costs. Capital costs may include
26 debt service payments on local or agency transit bonds. Further, these
27 amounts may be used to support a maximum of ninety-five percent of the
28 costs borne by the locality for the purchase of fuels, lubricants,

1 tires and maintenance parts and supplies for public transportation.
 2 The term "borne by the locality" shall mean the local share eligible
 3 for state assistance consisting of costs in excess of the sum of fare
 4 and other operating revenues plus federal assistance received by the
 5 locality.

6 3. Commonwealth Mass Transit Fund revenue shall be allocated by
 7 the Commonwealth Transportation Board as follows:

8 a. Funds for special programs, which shall include ridesharing,
 9 experimental transit and technical assistance, shall not exceed one
 10 and one-half percent of the Fund.

11 (1) The board may allocate these funds to any locality or
 12 planning district commission to finance up to eighty percent of the
 13 local share of all costs associated with the development,
 14 implementation and continuation of ridesharing programs.

15 (2) Funds allocated for experimental transit projects may be paid
 16 to any local governing body, transportation district commission or
 17 public corporation or may be used directly by the Department of
 18 Transportation for the following purposes:

19 (a) To finance up to ninety-five percent of the capital costs
 20 related to the development, implementation and promotion of
 21 experimental public transportation and ridesharing projects approved
 22 by the Board.

23 (b) To finance up to ninety-five percent of the operating costs
 24 of experimental mass transportation and ridesharing projects approved
 25 by the Board for a period of time not to exceed twelve months.

26 (c) To finance up to ninety-five percent of the cost of the
 27 development and implementation of any other project designated by the
 28 Board where the purpose of such project is to enhance the provision

1 and use of public transportation services-

2 (3) Funds allocated for public transportation promotion and
3 operation studies may be paid to any local governing body, planning
4 district commission, transportation district commission, or public
5 transit corporation, or may be used directly by the Department of
6 Transportation for the following purposes and aid of public
7 transportation services:-

8 (a) At the approval of the Board to finance a program
9 administered by the Department of Transportation designed to promote
10 the use of public transportation and ridesharing throughout Virginia-

11 (b) To finance up to fifty percent of the local share of public
12 transportation operations planning and technical study projects
13 approved by the Board-

14 b. At least 73.5 percent of the Fund shall be distributed to each
15 transit property in the same proportion as its operating expenses bear
16 to the total statewide operating expenses and shall be spent for the
17 purposes specified in subdivision E 2-

18 c. The remaining twenty-five percent shall be distributed for
19 capital purposes on the basis of ninety-five percent of the nonfederal
20 share for federal projects and ninety-five percent of the total costs
21 for nonfederal projects. In the event that total capital funds
22 available under this subdivision are insufficient to fund the complete
23 list of eligible projects, the funds shall be distributed to each
24 transit property in the same proportion that such capital expenditure
25 bears to the statewide total of capital projects-

26 d. Funds for Metro shall be paid by the Northern Virginia
27 Transportation Commission to the Washington Metropolitan Area Transit
28 Authority (WMATA) and be a credit to the Counties of Arlington and

1 Fairfax and the Cities of Alexandria, Falls Church and Fairfax in the
2 following manner-

3 (1) Local payments of WMATA rail transit bonds shall be paid
4 first and apportioned to each locality using the WMATA capital
5 formula-

6 (2) The remaining funds shall be apportioned by calculating
7 twenty-five percent of the capital and operating costs and
8 seventy-five percent of the capital and operating subsidies applied to
9 each locality. Capital costs may include twenty percent of annual
10 local bus capital expenses-

11 Appropriations from the Commonwealth Mass Transit Fund are
12 intended to provide a stable and reliable source of revenue as defined
13 by Public Law 96-184-

14 2. That the third enactment of Chapter 15 of the Acts of Assembly of
15 the Special Session of 1986 is amended and reenacted as follows:

16 3. That the net additional revenues generated by this act shall be
17 distributed to and paid into the Transportation Trust Fund and are
18 hereby appropriated to the Commonwealth Transportation Board for
19 transportation purposes as provided in subdivisions 1 through 5 of
20 subsection A of § 58.1-638 .

21 A. Of the net additional revenues becoming part of the
22 Transportation Trust Fund pursuant to the provisions of this act, an
23 aggregate of 4.2% shall be set aside as the Commonwealth Port Fund as
24 hereinafter provided, an aggregate of 2.4% shall be set aside as the
25 Commonwealth Airport Fund as hereinafter provided, and an aggregate of
26 8.4% shall be set aside as the Commonwealth Mass Transit Fund as
27 hereafter provided-

28 B. There is hereby created in the Department of the Treasury a

1 special nonreverting fund which shall be a part of the Transportation
2 Trust Fund and which shall be known as the Commonwealth Port Fund.

3 1. The Commonwealth Port Fund shall be established on the books
4 of the Comptroller and the funds remaining in such fund at the end of
5 a biennium shall not revert to the general fund but shall remain in
6 the Fund. Interest earned may be paid to any authority, locality or
7 commission for the purposes hereinafter specified.

8 2. The amounts allocated pursuant to this section shall be
9 allocated by the Commonwealth Transportation Board to the Board of
10 Commissioners of the Virginia Port Authority to be used to support
11 port capital needs and the preservation of existing capital needs of
12 all ocean, river or tributary ports within the Commonwealth.

13 3. Commonwealth Port Fund revenue shall be allocated by the
14 Board of Commissioners of the Virginia Port Authority in order to
15 foster and stimulate the flow of maritime commerce through the ports
16 of Virginia, including but not limited to, the ports of Richmond,
17 Hopewell and Alexandria.

18 6. There is hereby created in the Department of the Treasury a
19 special nonreverting fund which shall be part of the Transportation
20 Trust Fund and which shall be known as the Commonwealth Airport Fund.
21 This Fund shall be established on the books of the Comptroller and any
22 funds remaining in such Fund at the end of a biennium shall not revert
23 to the general fund but shall remain in the Fund. Interest earned on
24 the funds shall be credited to the Fund. The funds so allocated shall
25 be allocated by the Commonwealth Transportation Fund to the Virginia
26 Aviation Board. The funds allocated by the Virginia Aviation Board to
27 any Virginia airport which is owned by the Commonwealth, a
28 governmental subdivision thereof, a governmental authority created by

1 an interstate compact or a private entity to which the public has
2 access for the purposes enumerated in § 5-1-2-16 are as follows:-

3 1- Forty percent of the funds shall be allocated to the Air
4 Carrier Airports based upon the percentage of enplanements for each
5 airport to total enplanements at air carrier airports. No air carrier
6 airport, however, shall receive less than \$50,000 nor more than \$2
7 million per year from this provision.

8 2- Forty percent of the funds shall be allocated by the Virginia
9 Aviation Board for air carrier and reliever airports on a
10 discretionary basis:-

11 3- Twenty percent of the funds shall be allocated by the
12 Virginia Aviation Board for General Aviation Airports on a
13 discretionary basis:-

14 D- There is hereby created in the Department of the Treasury a
15 special nonreverting fund which shall be a part of the Transportation
16 Trust Fund and which shall be known as the Commonwealth Mass Transit
17 Fund:-

18 1- The Commonwealth Mass Transit Fund shall be established on
19 the books of the Comptroller and any funds remaining in such Fund at
20 the end of the biennium shall not revert to the general fund but shall
21 remain in the Fund. Interest earned on such fund shall be credited to
22 the Fund. Funds may be paid to any local governing body,
23 transportation district commission or public service corporation for
24 the purposes hereinafter specified:-

25 2- The amounts allocated pursuant to this section may be used to
26 support a maximum of 50% of the public transportation administrative
27 costs and up to 80% of the costs of ridesharing programs borne by the
28 locality. These amounts may be used to support up to 95% of the local

1 or nonfederal share of capital project costs for public transportation
2 and ridesharing equipment, facilities, and associated costs. Capital
3 costs may include debt service payments on local or agency transit
4 bonds. Further, these amounts may be used to support a maximum of 95%
5 of the costs borne by the locality for the purchase of fuels,
6 lubricants, tires and maintenance parts and supplies for public
7 transportation. The term "borne by the locality" shall mean the local
8 share eligible for state assistance consisting of costs in excess of
9 the sum of fares and other operating revenues plus federal assistance
10 received by the locality.

11 3. Commonwealth Mass Transit Fund revenue shall be allocated by
12 the Commonwealth Transportation Board as follows:

13 a. Funds for special programs, which shall include ridesharing,
14 experimental transit and technical assistance, shall not exceed 1.5%
15 of the Fund.

16 (1) The Board may allocate these funds to any locality or
17 planning district commission to finance up to 80% of the local share
18 of all costs associated with the development, implementation and
19 continuation of ridesharing programs.

20 (2) Funds allocated for experimental transit projects may be paid
21 to any local governing body, transportation district commission, or
22 public corporation or may be used directly by the Department of
23 Transportation for the following purposes:

24 (a) To finance up to 95% of the capital costs related to the
25 development, implementation and promotion of experimental public
26 transportation and ridesharing projects approved by the Board.

27 (b) To finance up to 95% of the operating costs of experimental
28 mass transportation and ridesharing projects approved by the Board for

1 a period of time not to exceed twelve months-

2 (e) To finance up to 95% of the cost of the development and
3 implementation of any other project designated by the Board where the
4 purpose of such project is to enhance the provision and use of public
5 transportation services-

6 (3) Funds allocated for public transportation promotion and
7 operation studies may be paid to any local governing body, planning
8 district commission, transportation district commission, or public
9 transit corporation, or may be used directly by the Department of
10 Transportation for the following purposes and aid of public
11 transportation services-

12 (a) At the approval of the Board to finance a program
13 administered by the Department of Transportation designed to promote
14 the use of public transportation and ridesharing throughout Virginia-

15 (b) To finance up to 50% of the local share of public
16 transportation operations planning and technical study projects
17 approved by the Board-

18 b. At least 73-5% of the local Fund shall be distributed to each
19 transit property in the same proportion as its operating expenses bear
20 to the total statewide operating expenses and shall be spent for the
21 purposes specified in subdivision D 2

22 e. The remaining 25% shall be distributed for capital purposes
23 on the basis of 95% of the nonfederal share for federal projects and
24 95% of the total costs for nonfederal projects. In the event that
25 total capital funds available under this paragraph are insufficient to
26 fund the complete list of eligible projects, the funds shall be
27 distributed to each transit property in the same proportion that such
28 capital expenditure bears to the statewide total of capital projects-

1 d- Funds for Metro shall be paid by the Northern Virginia
2 Transportation Commission to the Washington Metropolitan Area Transit
3 Authority (WMATA) and be a credit to the Counties of Arlington and
4 Fairfax and the Cities of Alexandria, Falls Church and Fairfax in the
5 following manner:-

6 (1)- Local payments of WMATA rail transit bonds shall be paid
7 first and apportioned to each locality using the WMATA capital
8 formula:-

9 (2) The remaining funds shall be apportioned by calculating 25%
10 of the capital and operating costs and 75% of the capital and
11 operation subsidies applied to each locality. Capital costs may
12 include 20% of annual local bus capital expenses:-

13 Appropriations from the Commonwealth Mass Transit Fund are
14 intended to provide a stable and reliable source of revenue as defined
15 by Public Law 96-184-

16

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APPENDIX II

Selected Correspondence

RESOLUTION
SUPPORTING IMPROVEMENTS TO
U. S. 58 CORRIDOR
FROM CUMBERLAND GAP TO VIRGINIA BEACH

WHEREAS, balanced urban/rural economic growth is a key to the quality of life in Virginia; and

WHEREAS, a vital stimulant to economic growth is a strong arterial highway system; and

WHEREAS, the completion of U. S. 58 to arterial standards will give Virginia a strong east-west arterial highway system; and

WHEREAS, a committee of the General Assembly has been appointed to study the matter and make recommendations for improvements; and

WHEREAS, the committee has requested public input into the process of study;

NOW, THEREFORE, BE IT RESOLVED that the Mount Rogers Planning District Commission consisting of the Counties of Bland, Carroll, Grayson, Smyth, Washington, and Wythe and the Cities of Bristol, Virginia, and Galax doth hereby endorse and applaud the work of this august committee; and

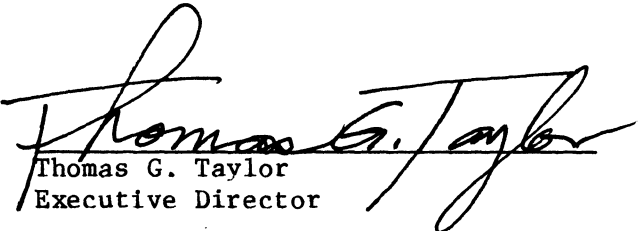
BE IT FURTHER RESOLVED that the Planning District Commission doth hereby support the construction of four lanes of this highway from eastern Virginia to Volney in Grayson County; and

BE IT FURTHER RESOLVED that the Planning District Commission supports the construction of Route 58 from Volney to Damascus as a two-lane road widened, straightened, and improved in deference to its scenic qualities as well as its use as a national bike trail; Daniel Boone Heritage Trail; access to the Appalachian Trail and designated Wilderness Areas, Grayson Highlands State Park and the Mount Rogers National Recreation Area; and

BE IT FURTHER RESOLVED that the Planning District Commission supports the four-laning of U. S. 58 from Damascus to Weber City and Duffield to Cumberland Gap.

BE IT FURTHER RESOLVED that the Planning District Commission doth also support the completion of the work approved for U. S. 58A from Abingdon to Jonesville.

Approved: September 1, 1988


Thomas G. Taylor
Executive Director



SPENCER'S INCORPORATED OF MOUNT AIRY, NORTH CAROLINA 27030 / TELEPHONE 919-789-9111

September 9, 1988

TO: HJR-172 Study Committee

FROM: Spencer's Incorporated
P.O. Box 988
Mt. Airy, N.C. 27030

Spencer's Inc., a manufacturer of infants and childrens apparel, recently located a plant in the Industrial Park, Stuart, Virginia. This park is located off U.S. Route 58 in the town of Stuart.

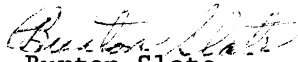
During 1988, Spencer's has employed approximately two hundred (200) persons, and plans to increase it's work force to five hundred (500) plus during the next three to five years.

Presently the plant is supported by daily round-trip truck transportation from Mt. Airy, N.C. to Stuart, VA., via routes 8 and 103. As the plant continues to expand, the need for additional traffic between North Carolina and Stuart utilizing these routes will also increase.

Currently both routes 8 and 103 are not approved for wide trailers, and without an alternate route, or major, and costly improvements to these existing routes, this company will be forced to utilize numerous small trucks daily to support this plant.

In view of the above, coupled with Spencer's committment to expansion in the Stuart, Virginia area, this company strongly supports the proposed four lane highway, connecting with I77 at Cana, VA., as indicated in the 58 Corridor study prepared for HJR study committee by the Virginia Department of Transportation dated July 1988.

SPENCER'S INC.


Burton Slate
Vice President

BS:sh



P. O. DRAWER 96
CLAUDVILLE, VA 24076

September 8, 1988

TO: H.J.R. - 172 STUDY COMMITTEE

FROM: THE RED BANK RURITAN CLUB

SUBJECT: "SUPER HIGHWAY" ROUTE 58 STUDY

The Red Bank Ruritan Club is centered in the community of Claudville, VA located in the southwest part of Patrick County. The Claudville community consists of ~ 375 families, one manufacturing business, several retail businesses and medical center, as well as several service businesses. We have recently been blessed with positive signs of growing.

We are taking this opportunity to say "thank you" for bringing forward the idea/thought of a "Super Highway" that involves Rt. 58. We are very excited about the economic growth a highway of this kind would bring to Virginia as well as our county. For this reason we as a Club and community support 100% the idea of a "Super Highway" concept and would encourage you to keep the energy and drive, because we all will be winners should this highway become reality.

We do ask that you give considerable thought to location of this potential highway. Thought considering the lay of land that could be involved - both from grading and preparing, as well as land that would be potentially opened up for industry and economic growth. We ask that you consider cost that would be involved in a highway of this potential. What we are saying here is "let's spend the money to build the highway, but build it where we can literally get more "Bang for the Bucks". We also would ask that you consider the type of gateway you can potentially open up. Example: Interstate 77, Rt. 52, as well as Interstate 40 could have the potential of short swing into southside Virginia and surrounding area.

Therefore, we strongly feel that the road should be located "below the mountain" and connect with I-77 near the Cana, Virginia area.

We ask that logic and common sense be utilized in the decision making process on location of the highway.

The Club would now say "thank you" for the opportunity of letting our views be known and would now go on record as to offering you any help that we can in the future. Should there be anything an organization like ours could do to aid or assist you, please feel free to let us know.

Sincerely,

Harold E. Slate, Secretary
RED BANK RURITAN CLUB

The Grayson County School Board

P.O. Box 219
Independence, Virginia 24348

DR. SIDNEY B. HARVEY
SUPERINTENDENT

TELEPHONE
773-2832

I would like to express my appreciation to this panel for the privilege of testifying on the improvements of Highway 58, more specifically, a four-lane road. I know of no one thing that can contribute to the overall efficiency or improvement of our schools than good roads.

In a twenty year period, Grayson County Schools have lost over 1,000 students. Much discussion has taken place as to the reasons for this loss of enrollment. Factory shutdowns, smaller families, weather conditions, the abandonment of the hydro-electric dam project, and many other things have been mentioned as a possible cause. However, we maintain that one of the major reasons for this loss of enrollment is due to the poor road system that has prevailed in Grayson County for the past three decades.

I am sure you will agree that good roads do bring jobs, do improve the economy, do keep people in the County and maintain a predictable school enrollment. So, with this in mind, we feel that poor road conditions have contributed to our enrollment problem. It has prevented us from consolidating schools to increase efficiency and reduce school costs per child.

Our cost per mile for transporting students is very high and, again, the reason for this is the roads that our buses must travel. We feel that if improvements are made and a four-lane road is built from Galax to Volney and improvement on Highway 58 from Volney to Damascus, it would increase the efficiency of our school system. This would enable us to provide better services to our schools, which has been a tremendous problem in the past. It is almost impossible

to get a vendor to go to Mt. Rogers on Highway 58 to deliver food and milk for our lunch program, as well as Flat Ridge and other outlying schools.

Students have been involved in numerous accidents, some losing their lives, traveling over Highway 58 to attend a school function. From the standpoint of safety, safe four-lane highways would be of greater significance in mountainous terrain than flat country.

The Grayson County School Board asks for the recommendation of this Committee that Highway 58 be four-lane from Galax to Volney and improve this highway from Volney to Damascus.

Fred Adams, Jr.
Member, Board of Education

CCDF Volunteer Fire Department
and Rescue Squad
Route 3 - Stuart, Virginia 24171

Abingdon, Virginia
September 9, 1988

Members, House Joint Resolution 172 Study Committee

I appreciate this opportunity to address you on the matter of the U. S. Route 58 Corridor Study as it pertains to Patrick County.

I am James Love, a native of Patrick County, and am speaking today on behalf of the Board of Directors of the CCDF Volunteer Fire Department and Rescue Squad.

Our organization provides fire and rescue services to five communities in a 25-square mile area containing 1,500 families and more than 15 businesses and industries along the southern border of Patrick County. State Route 103 is the major highway through this section of the county.

My comments will be limited to the concerns and safety aspects of this study.

A study suggesting the possibility of a four-lane highway through the southern plateaus of Patrick County from Interstate 77 to the Spencer community is the greatest road news that we will hear in our lifetimes, and we urge this committee to move hastily toward its realization.

Pertinent to this study is that our volunteer organization and its internal subsidiary, the CCDF Red Bank Substation, is located adjacent to Virginia Highway 103 which runs from Stuart, Virginia, to Mt. Airy, North Carolina, and serves as a vital commercial link between these states as well as from Stuart to Interstate 77.

This road, Route 103, is mentioned in the Virginia Department Of Transportation Study, and I am here to say that the CCDF not only favors this southern route across Patrick County, but that the CCDF urges that this direction be taken as the straightest, best-graded, serving the most businesses and industries, and certainly as the most economical route suggested.

In the past few weeks we have responded to ten vehicular accidents along an eight-mile section of Route 103 between Big Creek and Elk Creek. These accidents resulted in two fatalities and necessitated transporting nine persons to medical facilities.

Eight school buses, carrying about 320 children travel along Route 103 twice each day. Additionally, many high school students drive private vehicles along this route. In a recent report to the county school board, the school transportation co-ordinator stated that Route 103 is most crooked, has the most short-sight sections and carries the heaviest truck traffic of any school route in the county. In fact, school bus drivers along this route have been issued special instructions and precautions because heavily loaded trucks have trouble making quick stops.

Truck traffic through our communities has ~~be~~ increased considerably in recent years, necessitated by the needs of local businesses and industries, lumber companies, orchardists and farmers. This traffic as well as much of the through traffic from North Carolina and from Interstate 77 will not be diminished by placement of a superhighway "up the mountain." We have several trucking headquarters currently located in our southern area, namely: Hall's, Smith's, Beasley's, Shelton, Lawson, Corn, Hazlewood and B & J Trucking. Additionally, Stuart-based industries including Stevens, Spencers and Stuart Flooring and lumber industries such as PRIM Lumber, Epperson and Hawks utilize Route 103 for transportation of their equipment and products.

About a year ago, attention was centered on the fact that our county road were "illegal" for truck traffic in that the width of trucks currently used in the industry exceeded that allowable for our roads. Yet, the trucks continue to come, further threatening school buses and other vehicles on the roads. Sometimes, these trucks proceed by twos and threes, presenting an ominous picture of potential danger to oncoming travelers on the road.

This traffic, which I am told has nearly doubled within the past two years, has effectively resulted in a proportionate increase in the number of safety hazards and in the number of vehicular emergencies our volunteers are required to attend.

In the interest of safe travel through Patrick County, the CCDF Volunteer Fire Department and Rescue Squad begs you to move forward with the development of a four-lane Route 58 through our county. And, in the interest of safety, economy and serving the greatest needs for economic development, we urge you to follow the suggested alternate southern route along Route 103.

Thank you for your concern and kind attention.



ROBERTSHAW CONTROLS COMPANY

INDEPENDENCE DIVISION

P. O. BOX 188 INDEPENDENCE, VA. 24348

(703) 773-2771

September 8, 1988

STATEMENT CONCERNING THE UPGRADING OF U.S. 58
TO VOLNEY WITH THE "SUPER PARKWAY" TO DAMASCUS

Robertshaw Controls/CompAir in Independence now has a 83,000 ft.² plus an additional 72,000 ft.² leased with a new facility under construction of 120,000 ft.² at a cost of \$4,000,000.

At Independence we assemble heating and refrigeration controls and in the new facility we will assemble air compressors from $\frac{1}{2}$ H.P. thru 350 H.P.

We presently have approximately 250 employees and our plans include hiring an additional 100 people before the year's end with the transfer of other products to the Independence plant.

We're very anxious to see that Route 58 West to I-81 be upgraded for the following reasons:

- A. For distribution of our assembled products to the Western market thru commercial trucking.
- B. 90% of our inbound and outbound Air Freight is thru the Tri Cities Airport.
- C. Easier access for our customers, Corporate and Sales Personnel from Tri-Cities Airport.
- D. A large portion of our fabricated components are transported from our sister Robertshaw Plant in Knoxville, Tennessee to Independence.
- E. A large portion of our employees live in the Mouth of Wilson-Volney area and travel U.S. 58 daily.

We think the U.S. 58 upgrading will be beneficial not only to Robertshaw/CompAir but to the whole Grayson County Area.

K. A. Compton
Plant Manager

STATEMENT PRESENTED AT THE SUPERHIGHWAY CONSTRUCTION HEARING
ON FRIDAY, SEPTEMBER 9, 1988 IN ABINGDON, VIRGINIA BY LOWELL
A. LAYMAN, CHAIRMAN, PATRICK COUNTY BOARD OF SUPERVISORS

Mr. Chairman, members of the committee ... my name is Lowell Layman, Chairman of the Patrick County Board of Supervisors. On Tuesday, August 30 of this year our board unanimously endorsed the concept of a four-lane super highway, running east-west across southside Virginia. We have known for years that if Southwestern Virginia is to ever join and enjoy the prosperity of Northern Virginia and the urban crescent that extends to the coast, then a bold revitalization of U. S. 58 would have to become a priority for the Commonwealth. Now is the time. We in Patrick County endorse and applaud this project wholeheartedly.

In making decisions concerning the proposed superhighway, we hope the committee will consider growth areas of Patrick County. While we realize cost must play an important part in the decision making process, we feel these expenditures will be a one shot deal and the value to the growth areas would go on forever.

We know well that the coming months, maybe years, will be difficult ones for you. The task ahead --- the stupendous task of turning a billion dollar dream into hard reality --- will be a tough one, but worth every ounce of exertion. We come here today to tell you straight forwardly that we in Patrick County will be there from beginning to end cheering you on every step of the way. We will bear every hardship, we will do whatever is necessary, to assist you in any way possible. In our minds, the stakes are too high for us in Southwest Virginia to do otherwise.

All of Virginia needs this project. We need it desperately.

Thank you very much.

JOINT RESOLUTION
OF THE ROTARY CLUBS
OF
MARTINSVILLE, STUART AND HILLSVILLE

WHEREAS, Rotary is an organization of business and professional men united and dedicated to providing community service, encouraging high vocational standards and building goodwill, and

WHEREAS, the Rotary clubs for the City of Martinsville, the Town of Stuart, and the Town of Hillsville have each appointed a committee from its respective members for the purpose of studying and discussing the need for improving, upgrading and developing U. S. Route #58 between U. S. Route #220 at Martinsville and Interstate 77 at Hillsville and to communicate to our local governing bodies and to the Virginia General Assembly the dire need for a safer road and the substantial benefits to the economic growth and development of our communities and businesses which may be derived from such highway improvements and to encourage governmental support and implementation of a 6-year road plan for U. S. Route #58, and

WHEREAS, the U. S. Park Service has estimated that between 5,000 and 40,000 vehicles per month enter and exit the Blue Ridge Parkway at U. S. Route #58 and that Mabry's Mill is the most visited national park site in the United States, and

WHEREAS, the Virginia Department of Highways has reported the following average daily traffic count:

From Martinsville to 220 bypass	9,420
From 220 bypass to Critz	6,075
From Critz to Stuart	3,255
From Stuart to Route #8	3,465
From Route #8 to Blue Ridge Parkway	1,845
From Parkway to Hillsville	1,930

WHEREAS, the Virginia Department of Transportation has reported a total of 650 collisions or motor vehicular accidents occurring on U. S. Route #58 between Martinsville and Hillsville in the past four (4) years, and

WHEREAS, said portion of U. S. Route #58 is frequently used by county school buses, rescue squad vehicles and fire department vehicles, and improvements and widening said route would lessen the risks, hazards, and dangers of travel and would afford our school children, fire and rescue personnel and volunteers and the public in general the safety and protection they need and deserve when travelling on our state highways, and

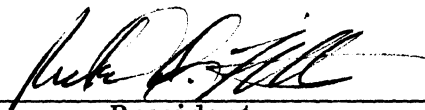
WHEREAS, the Virginia General Assembly has approved the formation and funding of a regional farmer's market in Carroll County at the intersection of U. S. Route #58 and Interstate 77, and

WHEREAS, common carriers and other interstate commerce traffic are presently restricted or prohibited from using portions of U. S. Route #58 between Martinsville and Hillsville because that route does not meet the minimum highway requirements established by 1982 STAA for the new over-dimensional trucks and "piggy-back" tractor-trailers using the federal interstate highways.

THEREFORE, BE IT RESOLVED by the undersigned Rotary clubs that their members, recognizing the intimate relation of highway improvement to motor vehicular safety, interstate commerce and economic development, unanimously and heartily promote and encourage the various County Boards of Supervisors, City or Town Councils, and the Virginia General Assembly to include U. S. Route #58, between Route #220 in Henry County and Interstate 77 in Carroll County, in the State Highway Department's next 6-Year Plan, and to upgrade U. S. Route #58 to such standards so as to safely accommodate all common-carriers and interstate traffic. We believe such road plan to be essential to promote economic growth and development in Southwest Virginia.

BE IT FURTHER RESOLVED that a copy of these resolutions be sent to all area Supervisors, school boards, legislatures, and other appropriate state offices.

MARTINSVILLE ROTARY CLUB

BY 
President

ATTESTED:

BY 
Secretary

STUART ROTARY CLUB

BY 
President

ATTESTED:

BY 
Secretary

HILLSVILLE ROTARY CLUB

BY  3-3-88
President

ATTESTED:

BY  3-3-88
Secretary

Commissioner of the Revenue

CITY OF GALAX

LONA M. COX
COMMISSIONER
JANET M.G. HILL
DEPUTY COMMISSIONER



P.O. BOX 1128

103 EAST CENTER STREET

GALAX, VIRGINIA 24333

-- C O P Y ----

September 6, 1988

Rep. G. C. Jennings
P. O. Box 231
Marion, Virginia 24354

Dear Representative Jennings:

Due to the vacation of my Deputy, I will be unable to leave the office to attend the public hearing in Abingdon on Friday, September 9, regarding the upgrading of Highway 58.

I would like to voice my strong opposition to combining Route 58 with I-81, I- 77 and register my support of upgrading the existing routes through Carroll and Grayson Counties. The delay and traffic congestion in the areas of Wytheville and Fort Chiswell is already a severe problem. The present areas served by Highway 58 in Southwest Virginia are areas that economically need the support that a upgraded, improved and adequate highway would bring to the area.

As a resident of Grayson County, City of Galax, I respectfully ask for the Committee's consideration.

Very truly yours,

A handwritten signature in cursive script that reads "Lona M. Cox".

Lona M. Cox

cc: Subcommittee c/o Alan Wambold
Division of Legislative Services

September 9, 1988

To: Virginia Department of Highways and Transportation

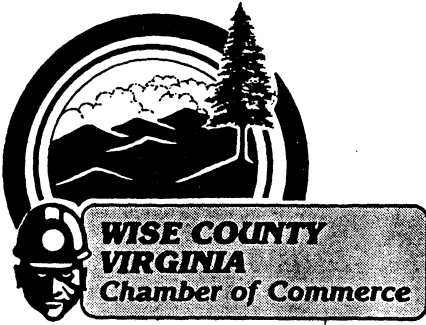
Subject: Possible relocation of US 58

I am Ernest M. Stow of Grayson County Farm Bureau, representing more than 600 families.

Last spring, in a meeting in Grayson County, Messrs Madison Marye, G.C. Jennings and Tom Jackson were told by Mr. Alvin Cox, President of Grayson County Farm Bureau that our organization supports the four laning of US 58 at it's present location. Our position has not changed, except consideration should possibly be given to four laning westward to Volney, then on present 16 to Marion, making a parkway type road from Volney to Damascus.

Among our reasons for our position are:

1. A modern US 58 is very important for Carroll County Farmers Market, to be established within next two years.
2. The higher elevations of Grayson County make it among the largest Christmas tree producers in our nation. Therefore, it is imperative that the area be properly served with adequate roads to accomodate tractor trailers.
3. The four laneing from Lee County/Kentucky line to The Atlantic Ocean will allow ingress and egress from one end of US 58 to the other, thus allowing access to our beaches and mountains, including Grayson Highlands State Park.
4. Grayson has a very high rate of unemployment; therefore the four laneing through the area would provide additional employment.



COMMISSIONER'S
DEC 1 1988
OFFICE

November 28, 1988

Commissioner Ray D. Pethtel
Commonwealth of Virginia
Department of Highways & Transportation
1401 East Broad St.
Richmond, VA 23219

Dear Commissioner Pethtel:

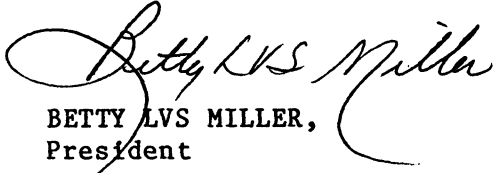
Enclosed you will find a resolution adopted by the Wise County Chamber of Commerce Board of Directors at the monthly board meeting on November 23, 1988. This resolution was unanimously approved by the board members present.

As you will note, the resolution addresses the study being done by the Joint Subcommittee on a Superhighway along Virginia's southern boundary.

We trust by this resolution, you will be aware of the importance we place on the location of this Superhighway, as it will be a vital issue to the economic future of Wise County.

Respectfully,

WISE COUNTY CHAMBER OF COMMERCE


BETTY LVS MILLER,
President

BLM/jp

cc: Governor Gerald Baliles
Ray D. Pethtel, Commissioner
Joint Subcommittee Members
Transportation Board

WISE COUNTY CHAMBER OF COMMERCE

RESOLUTION ON HIGHWAY 58-A ROUTING

WHEREAS, the Virginia General Assembly has adopted House Joint Resolution Number 172, creating a joint subcommittee to study construction of a superhighway along Virginia's southern boundary; and

WHEREAS, the Joint Subcommittee has studied various alternatives to upgrade U. S. Highway 58 in order to provide a much needed four-lane superhighway linking the mining region of Southwest Virginia with the port activities in Hampton Roads in Eastern Virginia; and

WHEREAS, U. S. Highway 58-A traverses Wise County; and

WHEREAS, there is a definite link between transportation corridors and economic development.

NOW THEREFORE BE IT RESOLVED, that the Wise County Chamber of Commerce firmly supports the concept of a superhighway to be constructed from Cumberland Gap to the Hampton Roads Port area of Eastern Virginia so long as the routing and construction of this road runs along the Route of 58-A through Wise County from Big Stone Gap to St. Paul.

BE IT FURTHER RESOLVED, that this resolution be directed to the staff and members of the Joint Subcommittee studying U. S. 58; the members of the Commonwealth Transportation Board; the Secretary of Transportation; and the Honorable Gerald L. Baliles, Governor of the Commonwealth of Virginia.

Jack Kennedy

Chairman
Wise County Chamber of Commerce
Transportation Committee

Betty Miller

President

November 23, 1988

Date

Louise M. Payne

Executive Vice President



WOODROW W. BEDSAUL
LAND SURVEYING and MAPPING
REGISTERED IN VIRGINIA AND NORTH CAROLINA

P. O. Box 67
Lamburg, Virginia 24351

October 23, 1988

Cong. L. F. Payne
House of Representatives
Washington, D.C. 20516

RE: A Super Highway accross Virginia along the southern border.

Dear Sir:

My views can be stated very briefly. This road is badly needed.

My first concern is to get it funded regardless of how much or how little the route deviates from present U.S.58.

My second concern is that we do not waste money patching up what we have now existing. I hope to see it done right the first time.

I want to deviate from U.S.58 anywhere that it will save money or be a safer route. If or when the road is funded I would like to see the route bypass Lovers Leap Mountain.

I am not well enough acquainted with the legislative process to know/^{how} much you would be involved directly, but the influence you could have will be greatly appreciated.

I believe the enclosed material will be more in detail perhaps more informative than that which you will receive through official channels.

Sincerely,



1749

Southampton County

P.O. Box 406 • Courtland, Virginia 23837 • (804) 653-2465

Rowland L. Taylor, County Administrator

October 25, 1988

Mr. Ray D. Pethtel
Commissioner
Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

COMMISSIONER'S
OCT 26 1988
OFFICE

Dear Commissioner Pethtel:

In regular session on October 24, 1988 the Southampton County Board of Supervisors unanimously approved the attached resolution in support of the super highway following along the southern border of the State.

Your consideration of this resolution during your study processes and future funding actions is solicited.

Should questions arise, please contact me.

With kindest regards, I remain

Sincerely,

Rowland L. Taylor
County Administrator

RLT:mbb

Enclosure

Board of Supervisors

Berlin/Juar District A. M. Felts	Hogkins District C. Harrell Turner	Capron District Reggie W. Gilliam	Bretburgville District Dallas O. Jones	Franklin District Thomas E. Daughtrey	Jerusalem District L. A. Clements	Newsoms District Charleton Sykes
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RESOLUTION

WHEREAS, the 1988 Virginia General Assembly established a study committee to examine the feasibility of constructing a super highway along the Route 58 corridor; and

WHEREAS, the County of Southampton contains approximately 53 miles of the existing Route 58; and

WHEREAS, certain portions of Route 58 in Southampton County pose critical highway safety concerns; and

WHEREAS the portion of Route 58 in Southampton County serves as a vital link between the shipping ports of Hampton Roads and the major markets served by Interstates 95 and 85; and

WHEREAS, the expansion of the roadway width to four lanes the entire length of the Route 58 corridor through Southampton County could significantly increase opportunities for economic development within the County.

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Southampton does hereby support the development of a super highway along the Route 58 corridor; and

FURTHER, that the Board of Supervisors of Southampton County does hereby establish the portion of Route 58 known as the Courtland Bypass, including the intersection of Route 58 and Route 35, as its highest priority for any future highway construction in the County.

A copy teste:  Clerk

Southampton County Board of Supervisors

10/24/88



Citizens Club of Damascus
DAMASCUS • THE GATEWAY TO THREE STATES
DAMASCUS, VIRGINIA

RESOLUTION
IN SUPPORT OF IMPROVEMENTS TO
U. S. 58 CORRIDOR

COMMISSIONER'S
OCT 31 1988
OFFICE

WHEREAS, the Damascus Citizens Club believes that the completion of U. S. 58 to arterial standards will give Virginia a strong east-west arterial highway system; and

WHEREAS, a strong arterial highway system is a vital stimulant to economic growth and a more balanced urban/rural economy is a key to the quality of life in Virginia;

NOW, THEREFORE, BE IT RESOLVED that the Damascus Citizens Club hereby supports the construction of four lanes of this highway from eastern Virginia to Volney in Grayson County; and

BE IT FURTHER RESOLVED that the Damascus Citizens Club supports construction of Rt. 58 from Volney to Damascus as a two-lane road widened, straightened, and improved in deference to its use as a national bike trail; access to the Appalachian Trail and designated Wilderness Areas, Grayson Highlands State Park, and the Mt. Rogers National Recreation Area; Daniel Boone Heritage Trail; as well as to its scenic qualities.

BE IT FURTHER RESOLVED that the Damascus Citizens Club supports the four-laning of U. S. 58 from Damascus to Weber City and Duffield to Cumberland Gap and also supports the completion of the work approved for U. S. 58A from Abingdon to Jonesville.

Approved: 10/27/88

Paul J. Widener, Jr.

President
Damascus Citizens Club

GRAYSON COUNTY CITIZENS FOR IMPROVEMENT OF ROUTE U. S. 58
RT. 3, BOX B-1
INDEPENDENCE, VIRGINIA 24348
OCTOBER 30, 1988

ALAN B. WAMBOLD, Ph. D.
LEGISLATIVE RESEARCH ASSOCIATE
DIVISION OF LEGISLATIVE SERVICES
910 CAPITAL STREET
P. O. 3-AG
RICHMOND, VA. 23208

DEAR DR. WAMBOLD,

PLEASE ATTACH THESE COMMENTS TO THE PUBLIC HEARING HELD
IN ABINGDON, VA. SEPTEMBER 9, 1988 ON FOUR LANING ROUTE U. S.
58 THROUGH GRAYSON COUNTY.

THE IMPROVEMENT TO U. S. 58 WOULD BE OF MORE BENEFIT TO
GRAYSON COUNTY AND THE OTHER COUNTIES IF U. S. 58 WEST OF
STUART IS STRAIGHTENED OUT AND FOLLOWS THE ROUTE MARKED IN
GREEN ON THE ENCLOSED MAP BETWEEN STUART AND DAMASCUS.

WE THE UNDERSIGNED CITIZENS OF GRAYSON COUNTY HEREBY
AFFIX OUR SIGNATURE TO THIS DOCUMENT AND ARE IN AGREEMENT
WITH THIS PROPOSAL.

Jesse James Board of Supervisors Old Town
R. L. Lucas Kinsett Rt 2 Box 27 GALAX, VA 24333
Daniel Kirk Rt. 2 Box 199C Independence VA 24348
H. Donahoe Sr. Va (Merchant)
Thomas G. Collins Rt 2 Box 126F Independence Va 24348
J. P. Kinlock Rt 3, Box B-1, Independence VA
24348

ADDITIONAL SIGNATURES WILL FOLLOW IN ABOUT 30 DAYS.

BOARD OF SUPERVISORS

Washington County, Virginia
205 Academy Drive
Abingdon, Virginia 24210

WHEREAS, the Virginia General Assembly has adopted House Joint Resolution Number 172, creating a joint subcommittee to study construction of a superhighway along Virginia's southern boundary; and

WHEREAS, the Joint Subcommittee has studied various alternatives to upgrade U. S. Highway 58 in order to provide a much needed four-lane superhighway linking the mining region of Southwest Virginia with the port activities in Hampton Roads in Eastern Virginia; and

WHEREAS, U. S. Highway 58 traverses Washington County; and

WHEREAS, there is a definite link between transportation corridors and economic development; and

WHEREAS, the Board of Supervisors of Washington County, Virginia desires to express its support for the concept of constructing a superhighway along Virginia's southern boundary in order to link Cumberland Gap with Hampton Roads along the existing route of U. S. Highway 58;

Now, therefore, be it

RESOLVED by the Board of Supervisors of Washington County, Virginia that this governing body firmly supports the concept of a superhighway to be constructed from Cumberland Gap along the existing route of U. S. Highway 58 through Washington County, Virginia to the Hampton Roads Port area of Eastern Virginia; and

IT IS FURTHER RESOLVED that the Board of Supervisors fully supports the alternative concept of a four-lane construction of U. S. Highway 58 between Abingdon and Damascus; a super two-lane or three-lane reconstruction of existing U. S. Highway 58 between Damascus and Volney; and a four-lane superhighway between Volney and Galax, which would provide for enhanced economic development opportunities for Washington County and Grayson County, while preserving the beauty of the Mount Rogers Recreation Area and the Jefferson National Forest; and

IT IS FURTHER RESOLVED that the Board of Supervisors of Washington County is adamantly opposed to any alternative which would turn U. S. Highway 58 up existing Interstate 77 at Hillsville to Wytheville and then down Interstate 81 from Wytheville to Bristol or

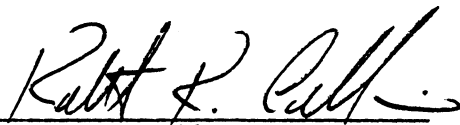
Abingdon, as such an alternative would fail to open up vital economic development areas in Washington County and Grayson County, and would also negate the purposes of economic development and enhanced communications capabilities between Southwest Virginia and the port areas of Virginia.

The Board of Supervisors urges the Joint Study Committee to favorably report this road construction project to the General Assembly and to use such innovative funding proposals as may be necessary to ensure that this important project may be completed.

DATED: September 27, 1988

MOTION: Introduced by Supervisor Joe Bert Rhea, District E
Second by Supervisor Ken Mathews, District A

VOTE: 6-0



Robert R. Collins,
County Administrator

RICK BOUCHER
9TH DISTRICT, VIRGINIA

COMMITTEES:
ENERGY AND COMMERCE

JUDICIARY

SCIENCE, SPACE, AND TECHNOLOGY

SELECT COMMITTEE ON AGING

ASSISTANT MAJORITY WHIP



Congress of the United States
House of Representatives

Washington, DC 20515
September 8, 1988

WASHINGTON OFFICE:
428 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20545
(202) 225-3881

CONSTITUENT SERVICE OFFICES:
188 EAST MAIN STREET
ABINGDON, VA 24210
(703) 628-1145

321 SHAWNEE AVENUE, EAST
BIG STONE GAP, VA 24219
(703) 523-5450

112 NORTH WASHINGTON AVENUE
P.O. BOX 1288
PULASKI, VA 24301
(703) 980-4310

COMMISSIONER'S
SEP 12 1988
OFFICE

Mr. Ray D. Pethel
Commissioner
Department of Highways and Transportation
Commonwealth of Virginia
1221 East Broad Street
Richmond, Virginia 23219

Dear Ray:

I understand that the Virginia Department of Transportation is currently studying the feasibility of converting U.S. Route 58 into a four lane road from the Cumberland Gap in Lee County to Virginia Beach.

As you and I have discussed, I believe that such a plan would greatly enhance both industrial development and tourism in Southwest Virginia. I strongly endorse this proposal, and I will look forward to working with you to realize this goal.

I am greatly concerned, however, that one proposal under consideration by VDOT would relocate part of Route 58 by utilizing Interstates 81 and 77 to bypass Damascus and Grayson County. The implementation of this plan would be a grave error which would all but destroy the hope of economic development in communities such as Damascus, Taylors Valley, Konnarock, Green Cove, White Top, Rugby, Volney and Independence.

Such a plan would also inhibit the development of valuable tourist destinations such as the Virginia Creeper Trail, the Mount Rogers National Recreation Area, two of our National Wilderness Areas and the Grayson Highlands State Park.

Ray, I encourage you to concentrate your study on plans which will follow the existing route and enhance the development of all of Southwest Virginia. With kind personal regards and best wishes, I remain

Sincerely,

Rick Boucher
Member of Congress



Carroll County Board of Supervisors

OFFICE OF THE COUNTY ADMINISTRATOR

P.O. BOX 515
HILLSVILLE, VIRGINIA 24343

(703) 728-3331

September 20, 1988

Mr. Alan B. Wambold, Ph. D.
Legislative Research Associate
910 Capital Street
P.O. Box 3-AG
Richmond, VA 23208

Dear Mr. Wambold:

The Carroll County Board of Supervisors, at their meeting held September 14, 1988 went on record as supporting the construction of a "superhighway" along Virginia's Southern Boundary following as closely as possible the route of U.S. 58.

Our Board would be opposed to a highway that would not benefit areas currently served by U.S. 58, as this route currently providing us with the opportunities to encourage economic development, create jobs, and diversity our tax base.

Thank you for any consideration you are able to give our Board's position on this matter.

Sincerely,

A handwritten signature in cursive script that reads "Clinton D. Swain".

Clinton D. Swain
County Administrator

hs

APPENDIX III

Financial Impact Analysis

06-Dec-88

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Estimate of Special Session Revenues							
Motor Vehicle Fuels Tax	80,870,000	81,160,000	81,337,000	81,717,000	82,105,000	82,486,000	489,675,000
Road Tax	4,988,000	5,135,000	5,284,000	5,469,000	5,670,000	5,881,000	32,427,000
Aviation Fuels Tax	996,000	1,008,000	1,027,000	1,044,000	1,056,000	1,068,000	6,199,000
State General Sales & Use Tax	211,800,000	228,800,000	245,500,000	265,500,000	286,600,000	306,400,000	1,544,600,000
Motor Vehicle Sales & Use Tax	102,149,000	104,739,000	110,788,000	117,482,000	125,895,000	133,529,000	694,582,000
Motor Vehicle Rental Tax	2,905,000	2,960,000	3,112,000	3,289,000	3,572,000	3,779,000	19,617,000
License Fees	16,744,000	16,026,000	15,525,000	15,894,000	16,421,000	16,801,000	97,411,000
Total Tax Revenues	420,452,000	439,828,000	462,573,000	490,395,000	521,319,000	549,944,000	2,884,511,000
Less:							
Leaking Underground Storage Tank Fund	3,435,000	0	0	0	0	0	3,435,000
Trust Fund Management	463,800	474,900	485,700	496,800	508,400	520,500	2,950,100
Net Revenues Available	416,553,200	439,353,100	462,087,300	489,898,200	520,810,600	549,423,500	2,878,125,900
Current Distribution							
85% Highways	354,070,220	373,450,135	392,774,205	416,413,470	442,689,010	467,009,975	2,446,407,015
15% Other Modes	62,482,980	65,902,965	69,313,095	73,484,730	78,121,590	82,413,525	431,718,885
Total	416,553,200	439,353,100	462,087,300	489,898,200	520,810,600	549,423,500	2,878,125,900
Revised Distribution With 8.4% Retained for Special Projects							
76.6% Highways	319,079,700	336,544,400	353,958,900	375,262,100	398,940,900	420,858,400	2,204,644,400
15.0% Other Modes	62,483,000	65,903,000	69,313,100	73,484,700	78,121,600	82,413,500	431,718,900
8.4% Special Projects	34,990,500	36,905,700	38,815,300	41,151,400	43,748,100	46,151,600	241,762,600
Total	416,553,200	439,353,100	462,087,300	489,898,200	520,810,600	549,423,500	2,878,125,900

06-Dec-88

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Construction Allocation							
(Combined Funds-HMO and TTF)							
Primary System	199,797,400	195,338,300	191,834,700	185,637,500	187,216,300	180,727,600	1,140,551,800
Secondary System	181,114,300	176,637,500	173,388,600	167,754,700	169,220,600	163,379,100	1,031,494,800
Urban System	149,848,100	146,503,800	143,876,000	139,228,100	140,412,200	135,545,700	855,413,900
Total	530,759,800	518,479,600	509,099,300	492,620,300	496,849,100	479,652,400	3,027,460,500
Revised Construction Allocation							
(Combined Funds-HMO and TTF)							
Primary System	186,614,400	181,421,300	177,197,500	170,119,200	170,709,300	163,319,200	1,049,380,900
Secondary System	169,194,100	164,086,700	160,188,400	153,760,200	154,359,800	147,692,200	949,281,400
Urban System	139,960,800	136,065,900	132,898,100	127,589,500	128,031,900	122,489,400	787,035,600
Subtotal	495,769,300	481,573,900	470,284,000	451,468,900	453,101,000	433,500,800	2,785,697,900
Special Projects (8.4%)	34,990,500	36,905,700	38,815,300	41,151,400	43,748,100	46,151,600	241,762,600
Total	530,759,800	518,479,600	509,099,300	492,620,300	496,849,100	479,652,400	3,027,460,500
Difference Over/(Under)							
Primary System	(13,183,000)	(13,917,000)	(14,637,200)	(15,518,300)	(16,507,000)	(17,408,400)	(91,170,900)
Secondary System	(11,920,200)	(12,550,800)	(13,200,200)	(13,994,500)	(14,860,800)	(15,686,900)	(82,213,400)
Urban System	(9,887,300)	(10,437,900)	(10,977,900)	(11,638,600)	(12,380,300)	(13,056,300)	(68,378,300)
Subtotal	(34,990,500)	(36,905,700)	(38,815,300)	(41,151,400)	(43,748,100)	(46,151,600)	(241,762,600)
Special Projects (8.4%)	34,990,500	36,905,700	38,815,300	41,151,400	43,748,100	46,151,600	241,762,600
Total	0	0	0	0	0	0	0

Analysis for HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current District Summary-							
Net Primary, Secondary & Urban							
Bristol	61,581,431	59,086,748	57,916,432	55,943,128	56,462,590	54,492,299	345,482,628
Salem	61,054,041	58,649,351	57,917,279	55,930,488	56,439,048	54,520,926	344,511,133
Lynchburg	47,491,227	45,641,463	44,676,417	43,173,993	43,612,370	42,143,313	266,738,783
Richmond	70,909,861	74,345,360	73,562,603	71,514,975	72,152,258	69,906,233	432,391,290
Suffolk	102,816,977	99,969,043	98,073,357	94,863,686	96,469,745	93,437,570	585,630,378
Fredericksburg	32,685,392	31,586,166	31,294,689	30,300,070	30,545,701	29,506,585	185,918,603
Culpeper	34,172,868	32,780,464	32,075,615	30,992,007	31,312,403	30,260,888	191,594,245
Staunton	43,402,100	42,010,833	41,178,003	39,855,762	40,160,793	38,869,666	245,477,157
Northern Va	76,645,903	74,410,172	72,404,905	70,046,191	69,694,192	66,514,920	429,716,283
Total	530,759,800	518,479,600	509,099,300	492,620,300	496,849,100	479,652,400	3,027,460,500
Revised District Summary-							
Net Primary, Secondary & Urban							
Bristol	57,577,875	54,954,527	53,569,833	51,335,240	51,633,781	49,358,345	318,429,601
Salem	57,049,555	54,490,239	53,543,364	51,293,023	51,558,878	49,343,914	317,278,973
Lynchburg	44,412,511	42,451,556	41,321,305	39,617,002	39,875,151	38,175,586	245,853,111
Richmond	66,287,918	69,010,962	67,952,567	65,567,175	65,889,232	63,264,863	397,972,717
Suffolk	96,071,167	92,890,165	90,628,245	86,970,445	87,690,616	84,154,715	538,405,353
Fredericksburg	30,494,554	29,325,448	28,917,034	27,779,336	27,904,674	26,698,345	171,119,391
Culpeper	31,961,201	30,493,592	29,670,406	28,442,117	28,637,191	27,418,300	176,622,807
Staunton	40,540,432	39,041,828	38,055,240	36,545,124	36,679,755	35,175,477	226,037,856
Northern Va	71,374,087	68,915,583	66,626,006	63,919,438	63,231,722	59,911,255	393,978,091
Total	495,769,300	481,573,900	470,284,000	451,468,900	453,101,000	433,500,800	2,785,697,900
Difference Over/(Under)							
Bristol	(4,003,556)	(4,132,221)	(4,346,599)	(4,607,888)	(4,828,809)	(5,133,954)	(27,053,027)
Salem	(4,004,486)	(4,159,112)	(4,373,915)	(4,637,465)	(4,880,170)	(5,177,012)	(27,232,160)
Lynchburg	(3,078,716)	(3,189,907)	(3,355,112)	(3,556,991)	(3,737,219)	(3,967,727)	(20,885,672)
Richmond	(4,621,943)	(5,334,398)	(5,610,036)	(5,947,800)	(6,263,026)	(6,641,370)	(34,418,573)
Suffolk	(6,745,810)	(7,078,878)	(7,445,112)	(7,893,241)	(8,779,129)	(9,282,855)	(47,225,025)
Fredericksburg	(2,190,838)	(2,260,718)	(2,377,655)	(2,520,734)	(2,641,027)	(2,808,240)	(14,799,212)
Culpeper	(2,211,667)	(2,286,872)	(2,405,209)	(2,549,890)	(2,675,212)	(2,842,588)	(14,971,438)
Staunton	(2,861,668)	(2,969,005)	(3,122,763)	(3,310,638)	(3,481,038)	(3,694,189)	(19,439,301)
Northern Va	(5,271,816)	(5,494,589)	(5,778,899)	(6,126,753)	(6,462,470)	(6,603,665)	(35,738,192)
Total	(34,990,500)	(36,905,700)	(38,815,300)	(41,151,400)	(43,748,100)	(46,151,600)	(241,762,600)

06-Dec-88

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Net Primary Allocation							
Bristol	33,863,400	32,098,100	31,432,200	30,322,900	30,614,300	29,534,100	187,865,000
Salem	24,529,200	23,012,300	22,933,100	22,081,800	22,296,000	21,557,100	136,409,500
Lynchburg	22,418,600	21,182,900	20,666,600	19,943,900	20,179,800	19,520,000	123,911,800
Richmond	23,993,500	28,512,000	28,558,200	27,967,000	28,230,600	27,505,000	164,766,300
Suffolk	16,631,900	15,715,100	15,332,100	14,795,900	15,720,300	15,486,600	93,681,900
Fredericksburg	19,062,600	18,285,700	18,236,200	17,664,800	17,801,400	17,203,000	108,253,700
Culpeper	17,732,100	16,754,200	16,345,700	15,773,800	15,960,500	15,438,400	98,004,700
Staunton	18,285,800	17,517,700	17,135,700	16,595,000	16,696,700	16,215,100	102,446,000
Northern Va	23,280,300	22,260,300	21,194,900	20,492,400	19,716,700	18,268,300	125,212,900
Total	199,797,400	195,338,300	191,834,700	185,637,500	187,216,300	180,727,600	1,140,551,800
Revised Net Primary Allocation							
Bristol	31,681,000	29,880,000	29,099,100	27,849,400	28,049,500	26,791,500	173,350,300
Salem	22,929,700	21,386,600	21,223,300	20,269,100	20,416,200	19,547,000	125,771,900
Lynchburg	20,990,300	19,731,200	19,139,800	18,325,200	18,501,200	17,725,100	114,412,800
Richmond	22,464,900	26,440,400	26,379,500	25,657,100	25,835,300	24,943,800	151,721,000
Suffolk	15,572,300	14,638,100	14,199,400	13,595,100	14,059,900	13,711,200	85,776,000
Fredericksburg	17,769,300	16,971,200	16,853,700	16,199,100	16,281,500	15,577,700	99,652,500
Culpeper	16,601,900	15,605,500	15,137,500	14,493,000	14,632,300	14,018,100	90,488,300
Staunton	17,076,800	16,288,900	15,843,300	15,224,800	15,275,800	14,695,800	94,405,400
Northern Va	21,528,100	20,479,400	19,321,800	18,506,500	17,657,500	16,309,000	113,802,300
Total	186,614,300	181,421,300	177,197,400	170,119,300	170,709,200	163,319,200	1,049,380,500
Difference Over/(Under)							
Bristol	(2,182,400)	(2,218,100)	(2,333,100)	(2,473,500)	(2,564,800)	(2,742,600)	(14,514,700)
Salem	(1,599,500)	(1,625,700)	(1,709,800)	(1,812,700)	(1,879,800)	(2,010,100)	(10,637,600)
Lynchburg	(1,428,300)	(1,451,700)	(1,526,800)	(1,618,700)	(1,678,600)	(1,794,900)	(9,499,000)
Richmond	(1,528,600)	(2,071,600)	(2,178,700)	(2,309,900)	(2,395,300)	(2,561,200)	(13,045,300)
Suffolk	(1,059,600)	(1,077,000)	(1,132,700)	(1,200,800)	(1,660,400)	(1,775,400)	(7,905,900)
Fredericksburg	(1,293,300)	(1,314,500)	(1,382,500)	(1,465,700)	(1,519,900)	(1,625,300)	(8,601,200)
Culpeper	(1,130,200)	(1,148,700)	(1,208,200)	(1,280,800)	(1,328,200)	(1,420,300)	(7,516,400)
Staunton	(1,209,000)	(1,228,800)	(1,292,400)	(1,370,200)	(1,420,900)	(1,519,300)	(8,040,600)
Northern Va	(1,752,200)	(1,780,900)	(1,873,100)	(1,985,900)	(2,059,200)	(1,959,300)	(11,410,600)
Total	(13,183,100)	(13,917,000)	(14,637,300)	(15,518,200)	(16,507,100)	(17,408,400)	(91,171,300)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Secondary Allocation							
Bristol	23,173,331	22,545,448	22,120,532	21,397,628	21,589,590	20,847,299	131,673,828
Salem	21,242,341	20,695,651	20,310,979	19,649,388	19,823,048	19,139,926	120,861,333
Lynchburg	16,264,827	15,847,363	15,553,017	15,046,493	15,179,370	14,656,213	92,547,283
Richmond	27,197,261	26,554,360	26,071,403	25,226,475	25,444,258	24,564,333	155,058,090
Suffolk	11,318,877	11,058,543	10,858,757	10,507,386	10,597,445	10,230,570	64,571,578
Fredericksburg	12,397,392	12,102,366	11,881,889	11,496,670	11,596,101	11,195,185	70,669,603
Culpeper	13,096,968	12,757,064	12,519,415	12,111,407	12,218,703	11,797,788	74,501,345
Staunton	16,213,600	15,789,033	15,494,203	14,988,962	15,122,093	14,601,366	92,209,257
Northern Va	40,209,703	39,287,672	38,578,405	37,330,291	37,649,992	36,346,420	229,402,483
Total	181,114,300	176,637,500	173,388,600	167,754,700	169,220,600	163,379,100	1,031,494,800
Revised Secondary Allocation							
Bristol	21,651,975	20,947,827	20,440,233	19,616,240	19,701,181	18,852,045	121,209,501
Salem	19,845,755	19,226,839	18,766,164	18,011,623	18,085,178	17,304,714	111,240,273
Lynchburg	15,195,411	14,722,556	14,370,005	13,792,302	13,848,451	13,250,786	85,179,511
Richmond	25,405,218	24,665,262	24,084,567	23,120,075	23,205,732	22,202,363	142,683,217
Suffolk	10,572,567	10,271,265	10,030,745	9,629,545	9,664,116	9,246,015	59,414,253
Fredericksburg	11,580,654	11,241,548	10,976,534	10,536,836	10,576,174	10,118,945	65,030,691
Culpeper	12,236,101	11,851,892	11,567,406	11,102,117	11,147,891	10,666,900	68,572,307
Staunton	15,148,132	14,669,028	14,316,240	13,740,124	13,797,355	13,202,177	84,873,056
Northern Va	37,558,287	36,490,483	35,636,506	34,211,338	34,333,722	32,848,255	211,078,591
Total	169,194,100	164,086,700	160,188,400	153,760,200	154,359,800	147,692,200	949,281,400
Difference Over/(Under)							
Bristol	(1,521,356)	(1,597,621)	(1,680,299)	(1,781,388)	(1,888,409)	(1,995,254)	(10,464,327)
Salem	(1,396,586)	(1,468,812)	(1,544,815)	(1,637,765)	(1,737,870)	(1,835,212)	(9,621,060)
Lynchburg	(1,069,416)	(1,124,807)	(1,183,012)	(1,254,191)	(1,330,919)	(1,405,427)	(7,367,772)
Richmond	(1,792,043)	(1,889,098)	(1,986,836)	(2,106,400)	(2,238,526)	(2,361,970)	(12,374,873)
Suffolk	(746,310)	(787,278)	(828,012)	(877,841)	(933,329)	(984,555)	(5,157,325)
Fredericksburg	(816,738)	(860,818)	(905,355)	(959,834)	(1,019,927)	(1,076,240)	(5,638,912)
Culpeper	(860,867)	(905,172)	(952,009)	(1,009,290)	(1,070,812)	(1,130,888)	(5,929,038)
Staunton	(1,065,468)	(1,120,005)	(1,177,963)	(1,248,838)	(1,324,738)	(1,399,189)	(7,336,201)
Northern Va	(2,651,416)	(2,797,189)	(2,941,899)	(3,118,953)	(3,316,270)	(3,498,165)	(18,323,892)
Total	(11,920,200)	(12,550,800)	(13,200,200)	(13,994,500)	(14,860,800)	(15,686,900)	(82,213,400)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Urban Allocation							
Bristol	4,544,700	4,443,200	4,363,700	4,222,600	4,258,700	4,110,900	25,943,800
Salem	15,282,500	14,941,400	14,673,200	14,199,300	14,320,000	13,823,900	87,240,300
Lynchburg	8,807,800	8,611,200	8,456,800	8,183,600	8,253,200	7,967,100	50,279,700
Richmond	19,719,100	19,279,000	18,933,000	18,321,500	18,477,400	17,836,900	112,566,900
Suffolk	74,866,200	73,195,400	71,882,500	69,560,400	70,152,000	67,720,400	427,376,900
Fredericksburg	1,225,400	1,198,100	1,176,600	1,138,600	1,148,200	1,108,400	6,995,300
Culpeper	3,343,800	3,269,200	3,210,500	3,106,800	3,133,200	3,024,700	19,088,200
Staunton	8,902,700	8,704,100	8,548,100	8,271,800	8,342,000	8,053,200	50,821,900
Northern Va	13,155,900	12,862,200	12,631,600	12,223,500	12,327,500	11,900,200	75,100,900
Total	149,848,100	146,503,800	143,876,000	139,228,100	140,412,200	135,545,700	855,413,900
Revised Urban Allocation							
Bristol	4,244,900	4,126,700	4,030,500	3,869,600	3,883,100	3,714,800	23,869,600
Salem	14,276,100	13,876,800	13,553,900	13,012,300	13,057,500	12,492,200	80,266,800
Lynchburg	8,226,800	7,997,800	7,811,500	7,499,500	7,525,500	7,199,700	46,260,800
Richmond	18,417,800	17,905,300	17,488,500	16,790,000	16,848,200	16,118,700	103,568,500
Suffolk	69,926,200	67,980,800	66,398,000	63,745,900	63,966,500	61,197,500	393,214,900
Fredericksburg	1,144,600	1,112,700	1,086,800	1,043,400	1,047,000	1,001,700	6,436,200
Culpeper	3,123,200	3,036,200	2,965,500	2,847,000	2,857,000	2,733,300	17,562,200
Staunton	8,315,500	8,083,900	7,895,700	7,580,200	7,606,600	7,277,500	46,759,400
Northern Va	12,287,700	11,945,700	11,667,700	11,201,600	11,240,500	10,754,000	69,097,200
Total	139,960,800	136,065,900	132,898,100	127,589,500	128,031,900	122,489,400	787,035,600
Difference Over/(Under)							
Bristol	(299,800)	(316,500)	(333,200)	(353,000)	(375,600)	(396,100)	(2,074,200)
Salem	(1,008,400)	(1,064,600)	(1,119,300)	(1,187,000)	(1,262,500)	(1,331,700)	(6,973,500)
Lynchburg	(581,000)	(613,400)	(645,300)	(684,100)	(727,700)	(767,400)	(4,018,900)
Richmond	(1,301,300)	(1,373,700)	(1,444,500)	(1,531,500)	(1,629,200)	(1,718,200)	(8,998,400)
Suffolk	(4,940,000)	(5,214,600)	(5,484,500)	(5,814,500)	(6,185,500)	(6,522,900)	(34,162,000)
Fredericksburg	(80,800)	(85,400)	(89,800)	(95,200)	(101,200)	(106,700)	(559,100)
Culpeper	(220,600)	(233,000)	(245,000)	(259,800)	(276,200)	(291,400)	(1,526,000)
Staunton	(587,200)	(620,200)	(652,400)	(691,600)	(735,400)	(775,700)	(4,062,500)
Northern Va	(868,200)	(916,500)	(963,900)	(1,021,900)	(1,087,000)	(1,146,200)	(6,003,700)
Total	(9,887,300)	(10,437,900)	(10,977,900)	(11,638,600)	(12,380,300)	(13,056,300)	(68,378,300)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Secondary System-By County/District							
Current Distribution-Bristol District							
Bland	747,717	726,717	712,883	689,530	695,783	671,901	4,244,531
Buchanan	2,576,424	2,506,687	2,459,456	2,379,086	2,400,423	2,317,888	14,639,964
Dickenson	1,658,884	1,612,193	1,581,483	1,529,668	1,543,549	1,490,574	9,416,351
Grayson	1,729,614	1,679,736	1,647,517	1,593,448	1,608,017	1,552,894	9,811,226
Lee	2,061,594	2,004,838	1,966,885	1,902,539	1,919,689	1,853,735	11,709,280
Russell	2,553,033	2,481,913	2,434,774	2,355,058	2,376,362	2,294,764	14,495,904
Scott	2,338,696	2,272,278	2,228,884	2,155,813	2,175,430	2,100,800	13,271,901
Smyth	1,449,807	1,412,669	1,386,443	1,341,296	1,353,134	1,306,495	8,249,844
Tazewell	2,040,152	1,988,652	1,951,875	1,888,372	1,904,970	1,839,269	11,613,290
Washington	2,513,437	2,447,835	2,402,167	2,323,852	2,344,473	2,263,729	14,295,493
Wise	1,791,559	1,748,167	1,716,179	1,660,483	1,674,912	1,617,045	10,208,345
Wythe	1,712,414	1,663,763	1,631,986	1,578,483	1,592,848	1,538,205	9,717,699
TOTALS	23,173,331	22,545,448	22,120,532	21,397,628	21,589,590	20,847,299	131,673,828
Revised Distribution-Bristol District							
Bland	698,680	675,279	658,782	632,175	635,026	607,681	3,907,623
Buchanan	2,407,274	2,329,052	2,272,628	2,181,018	2,190,451	2,096,039	13,476,462
Dickenson	1,550,097	1,498,086	1,461,471	1,402,437	1,408,778	1,348,117	8,668,986
Grayson	1,616,272	1,560,944	1,522,576	1,460,992	1,467,781	1,404,621	9,033,186
Lee	1,926,310	1,862,841	1,817,540	1,744,209	1,751,900	1,676,422	10,779,222
Russell	2,385,557	2,306,192	2,249,959	2,159,125	2,168,774	2,075,363	13,344,970
Scott	2,185,369	2,111,499	2,059,784	1,976,541	1,985,569	1,900,093	12,218,855
Smyth	1,354,477	1,312,395	1,280,981	1,229,488	1,234,482	1,181,203	7,593,026
Tazewell	1,905,952	1,847,434	1,803,350	1,730,911	1,737,825	1,662,795	10,680,267
Washington	2,348,254	2,274,180	2,219,525	2,130,221	2,139,061	2,046,781	13,170,922
Wise	1,673,585	1,623,883	1,585,464	1,521,902	1,527,700	1,461,681	9,370,115
Wythe	1,600,148	1,546,042	1,508,173	1,447,221	1,453,834	1,391,249	8,980,667
TOTALS	21,651,975	20,947,827	20,440,233	19,616,240	19,701,181	18,852,045	121,209,501
Difference Over/(Under)-Bristol District							
Bland	(49,037)	(51,438)	(54,101)	(57,355)	(60,757)	(64,220)	(336,908)
Buchanan	(169,150)	(177,635)	(186,828)	(198,068)	(209,972)	(221,849)	(1,163,502)
Dickenson	(108,787)	(114,107)	(120,012)	(127,231)	(134,771)	(142,457)	(747,365)
Grayson	(113,342)	(118,792)	(124,941)	(132,456)	(140,236)	(148,273)	(778,040)
Lee	(135,284)	(141,997)	(149,345)	(158,330)	(167,789)	(177,313)	(930,058)
Russell	(167,476)	(175,721)	(184,815)	(195,933)	(207,588)	(219,401)	(1,150,934)
Scott	(153,327)	(160,779)	(169,100)	(179,272)	(189,861)	(200,707)	(1,053,046)
Smyth	(95,330)	(100,274)	(105,462)	(111,808)	(118,652)	(125,292)	(656,818)
Tazewell	(134,200)	(141,218)	(148,525)	(157,461)	(167,145)	(176,474)	(925,023)
Washington	(165,183)	(173,655)	(182,642)	(193,631)	(205,412)	(216,948)	(1,137,471)
Wise	(117,974)	(124,284)	(130,715)	(138,581)	(147,212)	(155,364)	(814,130)
Wythe	(112,266)	(117,721)	(123,813)	(131,262)	(139,014)	(146,956)	(771,032)
TOTALS	(1,521,356)	(1,597,621)	(1,680,299)	(1,781,388)	(1,888,409)	(1,995,254)	(10,466,327)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Salem District							
Bedford	2,901,187	2,823,936	2,770,966	2,680,512	2,704,437	2,611,379	16,492,417
Botetourt	1,723,008	1,677,703	1,646,341	1,592,642	1,606,805	1,551,485	9,797,984
Carroll	2,179,040	2,119,071	2,078,960	2,010,949	2,029,074	1,959,361	12,376,455
Craig	334,188	325,917	319,920	309,524	312,230	301,453	1,903,232
Floyd	1,212,240	1,178,664	1,156,314	1,118,470	1,128,571	1,089,808	6,884,067
Franklin	2,111,533	2,059,427	2,021,564	1,955,884	1,972,967	1,904,855	12,026,230
Giles	1,015,473	988,254	969,683	938,016	946,404	913,849	5,771,679
Henry	2,412,597	2,357,231	2,314,668	2,239,779	2,258,965	2,180,754	13,763,994
Montgomery	1,623,053	1,578,223	1,548,319	1,497,655	1,511,168	1,459,258	9,217,676
Patrick	1,652,851	1,607,212	1,576,762	1,525,168	1,538,928	1,486,063	9,386,984
Pulaski	1,489,668	1,450,836	1,423,777	1,377,363	1,389,581	1,341,721	8,472,946
Roanoke	2,587,503	2,529,177	2,483,705	2,403,426	2,423,918	2,339,940	14,767,669
TOTALS	21,242,341	20,695,651	20,310,979	19,649,388	19,823,048	19,139,926	120,861,333
Revised Distribution-Salem District							
Bedford	2,710,626	2,623,719	2,560,388	2,457,265	2,467,697	2,361,291	15,180,986
Botetourt	1,609,795	1,558,709	1,521,189	1,459,960	1,466,070	1,402,834	9,018,557
Carroll	2,036,048	1,968,982	1,921,104	1,843,596	1,851,722	1,771,943	11,393,395
Craig	312,194	302,760	295,565	283,704	284,812	272,510	1,751,545
Floyd	1,132,705	1,095,199	1,068,529	1,025,404	1,029,957	985,589	6,337,383
Franklin	1,972,555	1,913,089	1,867,655	1,792,713	1,799,691	1,721,950	11,067,653
Giles	948,785	918,200	896,005	859,905	863,583	826,352	5,312,830
Henry	2,253,514	2,189,406	2,138,160	2,052,648	2,059,998	1,970,872	12,664,598
Montgomery	1,516,557	1,466,453	1,430,765	1,373,030	1,379,106	1,319,694	8,485,605
Patrick	1,544,399	1,493,389	1,457,048	1,398,252	1,404,439	1,343,935	8,641,462
Pulaski	1,391,763	1,347,906	1,315,521	1,262,593	1,267,825	1,213,129	7,798,737
Roanoke	2,416,814	2,349,027	2,294,235	2,202,553	2,210,278	2,114,615	13,587,522
TOTALS	19,845,755	19,226,839	18,766,164	18,011,623	18,085,178	17,304,714	111,240,273
Difference Over/(Under)-Salem District							
Bedford	(190,561)	(200,217)	(210,578)	(223,247)	(236,740)	(250,088)	(1,311,431)
Botetourt	(113,213)	(118,994)	(125,152)	(132,682)	(140,735)	(148,651)	(779,427)
Carroll	(142,992)	(150,089)	(157,856)	(167,353)	(177,352)	(187,418)	(983,060)
Craig	(21,994)	(23,157)	(24,355)	(25,820)	(27,418)	(28,943)	(151,687)
Floyd	(79,535)	(83,465)	(87,785)	(93,066)	(98,614)	(104,219)	(546,684)
Franklin	(138,978)	(146,338)	(153,909)	(163,171)	(173,276)	(182,905)	(958,577)
Giles	(66,688)	(70,054)	(73,678)	(78,111)	(82,821)	(87,497)	(458,849)
Henry	(159,083)	(167,825)	(176,508)	(187,131)	(198,967)	(209,882)	(1,099,396)
Montgomery	(106,496)	(111,770)	(117,554)	(124,625)	(132,062)	(139,564)	(732,071)
Patrick	(108,452)	(113,823)	(119,714)	(126,916)	(134,489)	(142,128)	(745,522)
Pulaski	(97,905)	(102,930)	(108,256)	(114,770)	(121,756)	(128,592)	(674,209)
Roanoke	(170,689)	(180,150)	(189,470)	(200,873)	(213,640)	(225,325)	(1,180,147)
TOTALS	(1,396,586)	(1,468,812)	(1,544,815)	(1,637,765)	(1,737,870)	(1,835,212)	(9,621,060)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Lynchburg District							
Amherst	1,909,850	1,859,527	1,824,746	1,765,220	1,780,927	1,719,618	10,859,888
Appomattox	933,456	909,541	892,655	863,587	871,210	841,181	5,311,630
Buckingham	1,430,385	1,391,450	1,365,192	1,320,564	1,332,427	1,286,625	8,126,643
Campbell	2,018,546	1,972,661	1,937,124	1,874,482	1,890,500	1,825,022	11,518,335
Charlotte	1,166,831	1,136,129	1,114,887	1,078,521	1,088,114	1,050,653	6,635,135
Cumberland	836,269	813,145	797,733	771,628	778,592	751,848	4,749,215
Halifax	2,133,938	2,080,853	2,042,517	1,976,125	1,993,423	1,924,629	12,151,485
Nelson	1,282,851	1,247,739	1,224,157	1,184,125	1,194,780	1,153,720	7,287,372
Pittsylvania	3,575,579	3,484,859	3,420,328	3,309,015	3,338,142	3,223,036	20,350,959
Prince Edward	977,122	951,459	933,678	903,226	911,255	879,881	5,556,621
TOTALS	16,264,827	15,847,363	15,553,017	15,046,493	15,179,370	14,656,213	92,547,283
Revised Distribution-Lynchburg District							
Amherst	1,784,367	1,727,645	1,686,039	1,618,168	1,624,956	1,554,871	9,996,046
Appomattox	872,078	844,980	824,754	791,600	794,816	760,513	4,888,741
Buckingham	1,336,491	1,292,863	1,261,503	1,210,637	1,215,906	1,163,506	7,480,906
Campbell	1,885,416	1,832,181	1,789,376	1,717,843	1,723,927	1,649,326	10,598,069
Charlotte	1,090,163	1,055,549	1,030,136	988,672	992,812	949,990	6,107,322
Cumberland	781,399	755,560	737,168	707,419	710,554	679,944	4,372,044
Halifax	1,993,515	1,933,027	1,887,042	1,811,294	1,818,409	1,739,874	11,183,161
Nelson	1,198,655	1,159,349	1,131,193	1,085,568	1,090,323	1,043,341	6,708,429
Pittsylvania	3,340,411	3,237,430	3,160,095	3,033,124	3,045,311	2,913,847	18,730,218
Prince Edward	912,916	883,972	862,699	827,977	831,437	795,574	5,114,575
TOTALS	15,195,411	14,722,556	14,370,005	13,792,302	13,848,451	13,250,786	85,179,511
Difference Over/(Under)-Lynchburg District							
Amherst	(125,483)	(131,882)	(138,707)	(147,052)	(155,971)	(164,747)	(863,842)
Appomattox	(61,378)	(64,561)	(67,901)	(71,987)	(76,394)	(80,668)	(422,889)
Buckingham	(93,894)	(98,587)	(103,689)	(109,927)	(116,521)	(123,119)	(645,737)
Campbell	(133,130)	(140,480)	(147,748)	(156,639)	(166,573)	(175,696)	(920,266)
Charlotte	(76,668)	(80,580)	(84,751)	(89,849)	(95,302)	(100,663)	(527,813)
Cumberland	(54,870)	(57,585)	(60,565)	(64,209)	(68,038)	(71,904)	(377,171)
Halifax	(140,423)	(147,826)	(155,475)	(164,831)	(175,014)	(184,755)	(968,324)
Nelson	(84,196)	(88,390)	(92,964)	(98,557)	(104,457)	(110,379)	(578,943)
Pittsylvania	(235,168)	(247,429)	(260,233)	(275,891)	(292,831)	(309,189)	(1,620,741)
Prince Edward	(64,206)	(67,487)	(70,979)	(75,249)	(79,818)	(84,307)	(442,046)
TOTALS	(1,069,416)	(1,124,807)	(1,183,012)	(1,254,191)	(1,330,919)	(1,405,427)	(7,367,772)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Richmond District							
Amelia	877,585	854,257	838,240	810,880	818,114	789,961	4,989,037
Brunswick	1,260,803	1,229,657	1,207,043	1,167,824	1,178,027	1,137,361	7,180,715
Charles City	428,387	418,183	410,562	397,251	400,688	386,835	2,441,906
Chesterfield	6,458,145	6,313,412	6,200,059	5,999,722	6,050,802	5,841,122	36,863,262
Dinwiddie	1,408,951	1,374,063	1,348,779	1,304,948	1,316,357	1,270,920	8,024,018
Goochland	811,239	791,439	776,929	751,703	758,249	732,060	4,621,619
Hanover	2,463,047	2,403,708	2,359,783	2,283,223	2,303,035	2,223,451	14,036,247
Henrico	7,068,335	6,910,584	6,786,631	6,567,389	6,623,243	6,393,691	40,349,873
Lunenburg	1,169,248	1,138,084	1,116,731	1,080,275	1,089,919	1,052,418	6,646,675
Mecklenburg	1,860,068	1,810,466	1,776,492	1,718,496	1,733,840	1,674,184	10,573,546
New Kent	682,263	665,176	652,900	631,669	637,209	615,224	3,884,441
Nottoway	711,321	694,494	681,861	659,762	665,459	642,446	4,055,343
Powhatan	835,013	814,247	799,248	773,268	780,037	753,117	4,754,930
Prince George	1,162,856	1,136,590	1,116,145	1,080,065	1,089,279	1,051,543	6,636,478
TOTALS	27,197,261	26,554,360	26,071,403	25,226,475	25,444,258	24,564,333	155,058,090
Revised Distribution-Richmond District							
Amelia	819,940	793,687	774,536	743,343	746,493	714,303	4,592,302
Brunswick	1,177,821	1,142,283	1,115,149	1,070,400	1,074,571	1,028,154	6,608,378
Charles City	400,165	388,439	379,280	364,086	365,447	349,648	2,247,065
Chesterfield	6,032,064	5,863,650	5,727,028	5,498,222	5,517,378	5,278,551	33,916,893
Dinwiddie	1,316,224	1,276,435	1,246,099	1,196,091	1,200,764	1,148,899	7,384,512
Goochland	757,830	735,184	717,763	688,977	691,626	661,742	4,253,122
Hanover	2,300,833	2,232,794	2,180,026	2,092,649	2,100,573	2,009,786	12,916,661
Henrico	6,601,951	6,418,229	6,268,803	6,018,397	6,039,265	5,777,825	37,124,470
Lunenburg	1,092,450	1,057,396	1,031,868	990,306	994,515	951,633	6,118,168
Mecklenburg	1,737,897	1,682,109	1,641,493	1,575,375	1,582,074	1,513,859	9,732,807
New Kent	637,375	617,930	603,210	578,988	581,280	556,179	3,574,962
Nottoway	664,453	645,088	629,899	604,673	606,915	580,674	3,731,702
Powhatan	780,065	756,402	738,409	708,769	711,552	680,820	4,376,017
Prince George	1,086,150	1,055,636	1,031,004	989,799	993,279	950,290	6,106,158
TOTALS	25,405,218	24,665,262	24,084,567	23,120,075	23,205,732	22,202,363	142,683,217
Difference Over/(Under)-Richmond District							
Amelia	(57,645)	(60,570)	(63,704)	(67,537)	(71,621)	(75,658)	(396,735)
Brunswick	(82,982)	(87,374)	(91,894)	(97,424)	(103,456)	(109,207)	(572,337)
Charles City	(28,222)	(29,744)	(31,282)	(33,165)	(35,241)	(37,187)	(194,841)
Chesterfield	(426,081)	(449,762)	(473,031)	(501,500)	(533,424)	(562,571)	(2,946,369)
Dinwiddie	(92,727)	(97,628)	(102,680)	(108,857)	(115,593)	(122,021)	(639,506)
Goochland	(53,409)	(56,255)	(59,166)	(62,726)	(66,623)	(70,318)	(368,497)
Hanover	(162,214)	(170,914)	(179,757)	(190,574)	(202,462)	(213,665)	(1,119,586)
Henrico	(466,384)	(492,355)	(517,828)	(548,992)	(583,978)	(615,866)	(3,225,403)
Lunenburg	(76,798)	(80,688)	(84,863)	(89,969)	(95,404)	(100,785)	(528,507)
Mecklenburg	(122,171)	(128,357)	(134,999)	(143,121)	(151,766)	(160,325)	(840,739)
New Kent	(44,888)	(47,246)	(49,690)	(52,681)	(55,929)	(59,045)	(309,479)
Nottoway	(46,868)	(49,406)	(51,962)	(55,089)	(58,544)	(61,772)	(323,641)
Powhatan	(54,948)	(57,845)	(60,839)	(64,499)	(68,485)	(72,297)	(378,913)
Prince George	(76,706)	(80,954)	(85,141)	(90,266)	(96,000)	(101,253)	(530,320)
TOTALS	(1,792,043)	(1,889,098)	(1,986,836)	(2,106,400)	(2,238,526)	(2,361,970)	(12,374,873)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Suffolk District							
Accomack	1,483,714	1,450,326	1,424,261	1,378,230	1,389,976	1,341,817	8,468,324
Greensville	606,282	592,552	581,886	563,073	567,880	548,209	3,459,882
Isle of Wight	1,142,732	1,114,820	1,094,378	1,058,843	1,068,065	1,031,178	6,510,016
James City	1,058,435	1,034,743	1,016,170	983,338	991,707	957,340	6,041,733
Suffolk	2,190,269	2,140,352	2,101,769	2,033,794	2,051,184	1,980,149	12,497,517
Northampton	695,295	679,778	667,585	646,018	651,513	628,932	3,969,121
Southampton	1,309,784	1,278,405	1,255,076	1,214,370	1,224,892	1,182,554	7,465,081
Surry	483,926	472,752	464,203	449,179	453,032	437,351	2,760,443
Sussex	861,871	841,549	826,253	799,479	806,377	778,488	4,914,017
York	1,486,569	1,453,266	1,427,176	1,381,062	1,392,819	1,344,552	8,485,444
TOTALS	11,318,877	11,058,543	10,858,757	10,507,386	10,597,445	10,230,570	64,571,578
Revised Distribution-Suffolk District							
Accomack	1,385,834	1,347,017	1,315,607	1,263,037	1,267,458	1,212,599	7,791,552
Greensville	566,292	550,350	537,501	516,017	517,837	495,426	3,183,423
Isle of Wight	1,067,499	1,035,582	1,011,039	970,490	974,223	932,130	5,990,963
James City	988,602	961,027	938,640	901,141	904,277	865,133	5,558,820
Suffolk	2,045,822	1,987,940	1,941,472	1,863,850	1,870,471	1,789,533	11,499,088
Northampton	649,418	631,346	616,647	592,015	594,068	568,351	3,651,845
Southampton	1,223,510	1,187,491	1,159,458	1,112,998	1,117,186	1,068,895	6,869,538
Surry	452,021	439,099	428,809	411,655	413,139	395,267	2,539,990
Sussex	805,078	781,677	763,283	732,720	735,427	703,627	4,521,812
York	1,388,491	1,349,736	1,318,289	1,265,622	1,270,030	1,215,054	7,807,222
TOTALS	10,572,567	10,271,265	10,030,745	9,629,545	9,664,116	9,246,015	59,414,253
Difference Over/(Under)-Suffolk District							
Accomack	(97,880)	(103,309)	(108,654)	(115,193)	(122,518)	(129,218)	(676,772)
Greensville	(39,990)	(42,202)	(44,385)	(47,056)	(50,043)	(52,783)	(276,459)
Isle of Wight	(75,233)	(79,238)	(83,339)	(88,353)	(93,842)	(99,048)	(519,053)
James City	(69,833)	(73,716)	(77,530)	(82,197)	(87,430)	(92,207)	(482,913)
Suffolk	(144,447)	(152,412)	(160,297)	(169,944)	(180,713)	(190,616)	(998,429)
Northampton	(45,877)	(48,432)	(50,938)	(54,003)	(57,445)	(60,581)	(317,276)
Southampton	(86,274)	(90,914)	(95,618)	(101,372)	(107,706)	(113,659)	(595,543)
Surry	(31,905)	(33,653)	(35,394)	(37,524)	(39,893)	(42,084)	(220,453)
Sussex	(56,793)	(59,872)	(62,970)	(66,759)	(70,950)	(74,861)	(392,205)
York	(98,078)	(103,530)	(108,887)	(115,440)	(122,789)	(129,498)	(678,222)
TOTALS	(746,310)	(787,278)	(828,012)	(877,841)	(933,329)	(984,555)	(5,157,325)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Fredericksburg District							
Caroline	1,083,612	1,058,654	1,039,522	1,005,882	1,014,507	979,387	6,181,564
Essex	634,815	619,321	607,967	588,227	593,350	572,856	3,616,536
Gloucester	1,330,362	1,298,759	1,275,108	1,233,773	1,244,438	1,201,411	7,583,851
King George	674,229	657,704	645,633	624,665	630,111	608,352	3,840,694
King & Queen	643,379	627,034	615,418	595,388	600,631	579,921	3,661,771
King William	711,444	694,070	681,344	659,221	664,962	641,996	4,053,037
Lancaster	548,879	536,081	526,364	509,319	513,700	495,925	3,130,268
Mathews	437,885	427,399	419,601	405,992	409,509	395,355	2,495,741
Middlesex	476,167	464,753	456,271	441,472	445,297	429,906	2,713,866
Northumberland	543,853	531,446	521,864	504,985	509,304	491,667	3,103,119
Richmond	438,647	428,592	420,855	407,240	410,727	396,506	2,502,567
Spotsylvania	1,988,757	1,940,764	1,905,284	1,843,463	1,859,467	1,795,215	11,332,950
Stafford	2,044,508	1,997,579	1,961,508	1,898,044	1,914,304	1,848,027	11,663,970
Westmoreland	840,855	820,210	805,150	778,999	785,794	758,661	4,789,669
TOTALS	12,397,392	12,102,366	11,881,889	11,496,670	11,596,101	11,195,185	70,669,603
Revised Distribution-Fredericksburg District							
Caroline	1,012,166	983,289	960,258	921,848	925,162	885,138	5,687,861
Essex	593,020	575,301	561,669	539,143	541,215	517,830	3,328,178
Gloucester	1,242,714	1,206,376	1,177,946	1,130,764	1,134,977	1,085,908	6,978,685
King George	629,845	610,960	596,471	572,545	574,756	549,924	3,534,501
King & Queen	601,065	582,515	568,596	545,749	547,945	524,291	3,370,161
King William	664,605	644,737	629,458	604,213	606,537	580,330	3,729,880
Lancaster	512,701	497,930	486,239	466,779	468,482	448,219	2,880,350
Mathews	409,041	397,004	387,633	372,101	373,500	357,355	2,296,634
Middlesex	444,803	431,702	421,510	404,620	406,143	388,587	2,497,365
Northumberland	507,987	493,604	482,063	462,789	464,435	444,339	2,855,217
Richmond	409,723	398,077	388,762	373,215	374,549	358,344	2,302,670
Spotsylvania	1,857,784	1,802,773	1,760,154	1,689,600	1,696,010	1,622,711	10,429,032
Stafford	1,909,697	1,855,360	1,811,931	1,739,466	1,745,696	1,670,168	10,732,318
Westmoreland	785,503	761,920	743,844	714,004	716,767	685,801	4,407,839
TOTALS	11,580,654	11,241,548	10,976,534	10,536,836	10,576,174	10,118,945	65,030,691
Difference Over/(Under)-Fredericksburg District							
Caroline	(71,446)	(75,365)	(79,264)	(84,034)	(89,345)	(94,249)	(493,703)
Essex	(41,795)	(44,020)	(46,298)	(49,084)	(52,135)	(55,026)	(288,358)
Gloucester	(87,648)	(92,383)	(97,162)	(103,009)	(109,461)	(115,503)	(605,166)
King George	(44,384)	(46,744)	(49,162)	(52,120)	(55,355)	(58,428)	(306,193)
King & Queen	(42,314)	(44,519)	(46,822)	(49,639)	(52,686)	(55,630)	(291,610)
King William	(46,839)	(49,333)	(51,886)	(55,008)	(58,425)	(61,666)	(323,157)
Lancaster	(36,178)	(38,151)	(40,125)	(42,540)	(45,218)	(47,706)	(249,918)
Mathews	(28,844)	(30,395)	(31,968)	(33,891)	(36,009)	(38,000)	(199,107)
Middlesex	(31,364)	(33,051)	(34,761)	(36,852)	(39,154)	(41,319)	(216,501)
Northumberland	(35,866)	(37,842)	(39,801)	(42,196)	(44,869)	(47,328)	(247,902)
Richmond	(28,924)	(30,515)	(32,093)	(34,025)	(36,178)	(38,162)	(199,897)
Spotsylvania	(130,973)	(137,991)	(145,130)	(153,863)	(163,457)	(172,504)	(903,918)
Stafford	(134,811)	(142,219)	(149,577)	(158,578)	(168,608)	(177,859)	(931,652)
Westmoreland	(55,352)	(58,290)	(61,306)	(64,995)	(69,027)	(72,860)	(391,930)
TOTALS	(816,738)	(860,818)	(905,355)	(959,834)	(1,019,927)	(1,076,240)	(5,638,912)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Culpeper District							
Albemarle	3,522,430	3,433,032	3,369,455	3,259,796	3,288,492	3,175,099	20,048,304
Culpeper	1,474,146	1,433,730	1,406,620	1,360,616	1,372,865	1,325,689	8,373,666
Fauquier	2,534,934	2,468,679	2,422,604	2,343,616	2,364,421	2,282,996	14,417,250
Fluvanna	780,378	760,862	746,825	722,541	728,876	703,727	4,443,209
Greene	521,438	508,405	499,027	482,801	487,033	470,229	2,968,933
Louisa	1,410,724	1,375,002	1,349,553	1,305,638	1,317,124	1,271,703	8,029,744
Madison	900,421	876,161	859,673	831,590	839,037	810,182	5,117,064
Orange	1,260,323	1,228,444	1,205,714	1,166,482	1,176,741	1,136,159	7,173,863
Rappahannock	692,174	672,749	659,944	638,327	644,114	622,004	3,929,312
TOTALS	13,096,968	12,757,064	12,519,415	12,111,407	12,218,703	11,797,788	74,501,345
Revised Distribution-Culpeper District							
Albemarle	3,290,760	3,189,284	3,113,095	2,988,011	3,000,020	2,870,512	18,451,682
Culpeper	1,377,400	1,332,170	1,299,804	1,247,374	1,252,848	1,198,865	7,708,461
Fauquier	2,368,345	2,293,552	2,238,415	2,148,345	2,157,274	2,064,211	13,270,142
Fluvanna	729,032	706,817	689,984	662,280	664,898	636,185	4,089,196
Greene	487,129	472,292	461,046	442,534	444,282	425,096	2,732,379
Louisa	1,317,935	1,277,369	1,246,868	1,196,775	1,201,572	1,149,699	7,390,218
Madison	841,298	814,064	794,362	762,349	765,629	732,625	4,710,327
Orange	1,177,424	1,141,215	1,113,972	1,069,220	1,073,501	1,027,155	6,602,487
Rappahannock	646,778	625,129	609,860	585,229	587,867	562,552	3,617,415
TOTALS	12,236,101	11,851,892	11,567,406	11,102,117	11,147,891	10,666,900	68,572,307
Difference Over/(Under)-Culpeper District							
Albemarle	(231,670)	(243,748)	(256,360)	(271,785)	(288,472)	(304,587)	(1,596,622)
Culpeper	(96,746)	(101,560)	(106,816)	(113,242)	(120,017)	(126,824)	(665,205)
Fauquier	(166,589)	(175,127)	(184,189)	(195,271)	(207,147)	(218,785)	(1,147,108)
Fluvanna	(51,346)	(54,045)	(56,841)	(60,261)	(63,978)	(67,542)	(354,013)
Greene	(34,309)	(36,113)	(37,981)	(40,267)	(42,751)	(45,133)	(236,554)
Louisa	(92,789)	(97,633)	(102,685)	(108,863)	(115,552)	(122,004)	(639,526)
Madison	(59,123)	(62,097)	(65,311)	(69,241)	(73,408)	(77,557)	(406,737)
Orange	(82,899)	(87,229)	(91,742)	(97,262)	(103,240)	(109,004)	(571,376)
Rappahannock	(45,396)	(47,620)	(50,084)	(53,098)	(56,247)	(59,452)	(311,897)
TOTALS	(860,867)	(905,172)	(952,009)	(1,009,290)	(1,070,812)	(1,130,888)	(5,929,038)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Staunton District							
Alleghany	737,097	719,794	706,725	683,831	689,723	665,865	4,203,035
Augusta	3,401,821	3,311,541	3,249,481	3,143,430	3,171,458	3,062,315	19,340,046
Bath	474,283	462,437	453,909	439,151	443,000	427,714	2,700,494
Clarke	634,914	619,084	607,672	587,916	593,066	572,601	3,615,253
Frederick	2,129,764	2,075,559	2,037,093	1,970,785	1,988,147	1,919,601	12,120,949
Highland	519,589	505,810	496,333	480,136	484,416	467,744	2,954,028
Page	1,059,443	1,031,673	1,012,403	979,388	988,090	954,067	6,025,064
Rockbridge	1,482,645	1,443,109	1,416,029	1,369,801	1,382,032	1,334,480	8,428,096
Rockingham	2,964,866	2,887,954	2,834,162	2,741,799	2,766,086	2,670,797	16,865,664
Shenandoah	1,989,709	1,934,744	1,898,083	1,835,974	1,852,540	1,788,903	11,299,953
Warren	819,469	797,328	782,313	756,751	763,535	737,279	4,656,675
TOTALS	16,213,600	15,789,033	15,494,203	14,988,962	15,122,093	14,601,366	92,209,257
Revised Distribution-Staunton District							
Alleghany	688,520	668,578	652,859	626,723	629,027	601,825	3,867,532
Augusta	3,178,356	3,076,729	3,002,518	2,881,608	2,893,795	2,769,006	17,802,012
Bath	443,076	429,589	419,361	402,524	404,113	386,661	2,485,324
Clarke	593,136	575,106	561,418	538,880	541,002	517,638	3,327,180
Frederick	1,989,700	1,928,205	1,882,114	1,806,481	1,813,764	1,735,471	11,155,735
Highland	485,456	469,944	458,611	440,144	442,003	422,942	2,719,100
Page	989,824	958,493	935,436	897,790	901,534	862,646	5,545,723
Rockbridge	1,385,263	1,340,797	1,308,422	1,255,720	1,261,060	1,206,685	7,757,947
Rockingham	2,769,981	2,683,038	2,618,643	2,513,312	2,523,669	2,414,781	15,523,424
Shenandoah	1,859,155	1,797,726	1,753,975	1,683,196	1,690,647	1,617,814	10,402,513
Warren	765,665	740,823	722,883	693,746	696,741	666,708	4,286,566
TOTALS	15,148,132	14,669,028	14,316,240	13,740,124	13,797,355	13,202,177	84,873,056
Difference Over/(Under)-Staunton District							
Alleghany	(48,577)	(51,216)	(53,866)	(57,108)	(60,696)	(64,040)	(335,503)
Augusta	(223,465)	(234,812)	(246,963)	(261,822)	(277,663)	(293,309)	(1,538,034)
Bath	(31,207)	(32,848)	(34,548)	(36,627)	(38,887)	(41,053)	(215,170)
Clarke	(41,778)	(43,978)	(46,254)	(49,036)	(52,064)	(54,963)	(288,073)
Frederick	(140,064)	(147,354)	(154,979)	(164,304)	(174,383)	(184,130)	(965,214)
Highland	(34,133)	(35,866)	(37,722)	(39,992)	(42,413)	(44,802)	(234,928)
Page	(69,619)	(73,180)	(76,967)	(81,598)	(86,556)	(91,421)	(479,341)
Rockbridge	(97,382)	(102,312)	(107,607)	(114,081)	(120,972)	(127,795)	(670,149)
Rockingham	(194,885)	(204,916)	(215,519)	(228,487)	(242,417)	(256,316)	(1,342,240)
Shenandoah	(130,554)	(137,018)	(144,108)	(152,778)	(161,893)	(171,089)	(897,440)
Warren	(53,804)	(56,505)	(59,430)	(63,005)	(66,794)	(70,571)	(370,109)
TOTALS	(1,065,468)	(1,120,005)	(1,177,963)	(1,248,838)	(1,324,738)	(1,399,189)	(7,336,201)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Northern Virginia District							
Arlington	5,584,839	5,460,197	5,362,259	5,189,031	5,233,163	5,051,788	31,881,277
Fairfax	24,133,710	23,594,071	23,170,673	22,422,075	22,612,857	21,829,178	137,762,564
Loudoun	3,786,780	3,683,036	3,613,408	3,495,236	3,526,695	3,405,503	21,510,658
Prince William	6,704,374	6,550,368	6,432,065	6,223,949	6,277,277	6,059,951	38,247,984
TOTALS	40,209,703	39,287,672	38,578,405	37,330,291	37,649,992	36,346,420	229,402,483
Revised Distribution-Northern Virginia District							
Arlington	5,216,339	5,071,176	4,953,112	4,755,261	4,771,749	4,565,180	29,332,817
Fairfax	22,541,388	21,913,151	21,402,798	20,547,795	20,619,193	19,726,633	126,750,958
Loudoun	3,538,252	3,422,137	3,339,008	3,204,327	3,218,378	3,079,702	19,801,804
Prince William	6,262,308	6,084,019	5,941,588	5,703,955	5,724,402	5,476,740	35,193,012
TOTALS	37,558,287	36,490,483	35,636,506	34,211,338	34,333,722	32,848,255	211,078,591
Difference Over/(Under)-Northern Virginia District							
Arlington	(368,500)	(389,021)	(409,147)	(433,770)	(461,414)	(486,608)	(2,548,460)
Fairfax	(1,592,322)	(1,680,920)	(1,767,875)	(1,874,280)	(1,993,664)	(2,102,545)	(11,011,606)
Loudoun	(248,528)	(260,899)	(274,400)	(290,909)	(308,317)	(325,801)	(1,708,854)
Prince William	(442,066)	(466,349)	(490,477)	(519,994)	(552,875)	(583,211)	(3,054,972)
TOTALS	(2,651,416)	(2,797,189)	(2,941,899)	(3,118,953)	(3,316,270)	(3,498,165)	(18,323,892)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Urban System-By Locality/District							
Current Distribution-Bristol District							
Abingdon	463,800	453,400	445,300	430,900	434,600	419,500	2,647,500
Big Stone Gap	300,400	293,700	288,400	279,100	281,500	271,700	1,714,800
Bluefield	367,000	358,800	352,400	341,000	343,900	332,000	2,095,100
Bristol	1,131,100	1,105,900	1,086,100	1,051,000	1,059,900	1,023,200	6,457,200
Marion	447,400	437,400	429,600	415,700	419,300	404,700	2,554,100
Norton	295,400	288,800	283,600	274,400	276,800	267,200	1,686,200
Richlands	367,600	359,400	353,000	341,600	344,500	332,500	2,098,600
Saltville	147,700	144,400	141,800	137,200	138,400	133,600	843,100
Tazewell	302,900	296,100	290,800	281,400	283,800	274,000	1,729,000
Wise	263,900	258,000	253,400	245,200	247,300	238,700	1,506,500
Wytheville	457,500	447,300	439,300	425,100	428,700	413,800	2,611,700
TOTALS	4,544,700	4,443,200	4,363,700	4,222,600	4,258,700	4,110,900	25,943,800
Revised Distribution-Bristol District							
Abingdon	433,200	421,100	411,300	394,900	396,200	379,100	2,435,800
Big Stone Gap	280,600	272,800	266,400	255,800	256,600	245,500	1,577,700
Bluefield	342,800	333,200	325,500	312,500	313,600	300,000	1,927,600
Bristol	1,056,500	1,027,100	1,003,200	963,100	966,500	924,600	5,941,000
Marion	417,900	406,300	396,800	381,000	382,300	365,700	2,350,000
Norton	275,900	268,200	261,900	251,500	252,400	241,400	1,551,300
Richlands	343,400	333,800	326,000	313,000	314,100	300,500	1,930,800
Saltville	137,900	134,100	131,000	125,700	126,200	120,700	775,600
Tazewell	282,900	275,000	268,600	257,900	258,800	247,600	1,590,800
Wise	246,500	239,700	234,100	224,700	225,500	215,700	1,386,200
Wytheville	427,300	415,400	405,700	389,500	390,900	374,000	2,402,800
TOTALS	4,244,900	4,126,700	4,030,500	3,869,600	3,883,100	3,714,300	23,869,600
Difference Over/(Under)-Bristol District							
Abingdon	(30,600)	(32,300)	(34,000)	(36,000)	(38,400)	(40,400)	(211,700)
Big Stone Gap	(19,800)	(20,900)	(22,000)	(23,300)	(24,900)	(26,200)	(137,100)
Bluefield	(24,200)	(25,600)	(26,900)	(28,500)	(30,300)	(32,000)	(167,500)
Bristol	(74,600)	(78,800)	(82,900)	(87,900)	(93,400)	(98,600)	(516,200)
Marion	(29,500)	(31,100)	(32,800)	(34,700)	(37,000)	(39,000)	(204,100)
Norton	(19,500)	(20,600)	(21,700)	(22,900)	(24,400)	(25,800)	(134,900)
Richlands	(24,200)	(25,600)	(27,000)	(28,600)	(30,400)	(32,000)	(167,800)
Saltville	(9,800)	(10,300)	(10,800)	(11,500)	(12,200)	(12,900)	(67,500)
Tazewell	(20,000)	(21,100)	(22,200)	(23,500)	(25,000)	(26,400)	(138,200)
Wise	(17,400)	(18,300)	(19,300)	(20,500)	(21,800)	(23,000)	(120,300)
Wytheville	(30,200)	(31,900)	(33,600)	(35,600)	(37,800)	(39,800)	(208,900)
TOTALS	(299,800)	(316,500)	(333,200)	(353,000)	(375,600)	(396,100)	(2,074,200)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Salem District							
Bedford	395,900	387,100	380,100	367,800	371,000	358,100	2,260,000
Blacksburg	1,909,100	1,866,500	1,833,000	1,773,800	1,788,900	1,726,900	10,898,200
Christiansburg	939,500	918,500	902,000	872,900	880,300	849,800	5,363,000
Galax	433,600	423,900	416,300	402,900	406,300	392,200	2,475,200
Martinsville	1,175,100	1,148,900	1,128,300	1,091,800	1,101,100	1,063,000	6,708,200
Narrows	138,300	135,200	132,700	128,500	129,500	125,100	789,300
Pearisburg	138,900	135,800	133,300	129,000	130,100	125,600	792,700
Pulaski	630,600	616,500	605,500	585,900	590,900	570,400	3,599,800
Radford	860,900	841,700	826,600	799,900	806,700	778,800	4,914,600
Roanoke	6,403,500	6,260,600	6,148,300	5,949,700	6,000,300	5,792,300	36,554,700
Rocky Mount	262,700	256,800	252,200	244,100	246,100	237,600	1,499,500
Salem	1,492,300	1,459,000	1,432,800	1,386,500	1,398,300	1,349,900	8,518,800
Vinton	502,100	490,900	482,100	466,500	470,500	454,200	2,866,300
TOTALS	15,282,500	14,941,400	14,673,200	14,199,300	14,320,000	13,823,900	87,240,300
Revised Distribution-Salem District							
Bedford	369,800	359,500	351,100	337,100	338,300	323,600	2,079,400
Blacksburg	1,783,200	1,733,500	1,693,200	1,625,500	1,631,200	1,560,600	10,027,200
Christiansburg	877,500	853,100	833,200	799,900	802,700	768,000	4,934,400
Galax	405,000	393,700	384,600	369,200	370,500	354,400	2,277,400
Martinsville	1,097,600	1,067,100	1,042,200	1,000,600	1,004,000	960,600	6,172,100
Narrows	129,100	125,500	122,600	117,700	118,100	113,000	726,000
Pearisburg	129,700	126,100	123,200	118,300	118,700	113,500	729,500
Pulaski	589,000	572,600	559,300	536,900	538,800	515,500	3,312,100
Radford	804,100	781,700	763,500	733,000	735,600	703,700	4,511,600
Roanoke	5,981,000	5,814,600	5,679,200	5,452,300	5,471,200	5,234,400	33,612,700
Rocky Mount	245,300	238,500	233,000	223,700	224,400	214,700	1,379,600
Salem	1,393,800	1,355,000	1,323,500	1,270,600	1,275,000	1,219,800	7,837,700
Vinton	469,000	455,900	445,300	427,500	429,000	410,400	2,637,100
TOTALS	14,274,100	13,876,800	13,553,900	13,012,300	13,057,500	12,492,200	80,266,800
Difference Over/(Under)-Salem District							
Bedford	(26,100)	(27,600)	(29,000)	(30,700)	(32,700)	(34,500)	(180,600)
Blacksburg	(125,900)	(133,000)	(139,800)	(148,300)	(157,700)	(166,300)	(871,000)
Christiansburg	(62,000)	(65,400)	(68,800)	(73,000)	(77,600)	(81,800)	(428,600)
Galax	(28,600)	(30,200)	(31,700)	(33,700)	(35,800)	(37,800)	(197,800)
Martinsville	(77,500)	(81,800)	(86,100)	(91,200)	(97,100)	(102,400)	(536,100)
Narrows	(9,200)	(9,700)	(10,100)	(10,800)	(11,400)	(12,100)	(63,300)
Pearisburg	(9,200)	(9,700)	(10,100)	(10,700)	(11,400)	(12,100)	(63,200)
Pulaski	(41,600)	(43,900)	(46,200)	(49,000)	(52,100)	(54,900)	(287,700)
Radford	(56,800)	(60,000)	(63,100)	(66,900)	(71,100)	(75,100)	(393,000)
Roanoke	(422,500)	(446,000)	(469,100)	(497,400)	(529,100)	(557,900)	(2,922,000)
Rocky Mount	(17,400)	(18,300)	(19,200)	(20,400)	(21,700)	(22,900)	(119,900)
Salem	(98,500)	(104,000)	(109,300)	(115,900)	(123,300)	(130,100)	(681,100)
Vinton	(33,100)	(35,000)	(36,800)	(39,000)	(41,500)	(43,800)	(229,200)
TOTALS	(1,008,400)	(1,064,600)	(1,119,300)	(1,187,000)	(1,262,500)	(1,331,700)	(6,973,500)

06-Dec-88

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Lynchburg District							
Altavista	241,900	236,500	232,300	224,800	226,700	218,800	1,381,000
Danville	3,456,300	3,379,100	3,318,500	3,211,300	3,238,600	3,126,400	19,730,200
Farmville	396,500	387,700	380,700	368,400	371,600	358,700	2,263,600
Lynchburg	4,273,200	4,177,800	4,102,900	3,970,400	4,004,100	3,865,300	24,393,700
South Boston	439,900	430,100	422,400	408,700	412,200	397,900	2,511,200
TOTALS	8,807,800	8,611,200	8,456,800	8,183,600	8,253,200	7,967,100	50,279,700
Revised Distribution-Lynchburg District							
Altavista	226,000	219,700	214,600	206,000	206,700	197,800	1,270,800
Danville	3,228,200	3,138,400	3,065,300	2,942,900	2,953,100	2,825,200	18,153,100
Farmville	370,400	360,100	351,700	337,600	338,800	324,100	2,082,700
Lynchburg	3,991,300	3,880,200	3,789,800	3,638,500	3,651,100	3,493,000	22,443,900
South Boston	410,900	399,400	390,100	374,500	375,800	359,600	2,310,300
TOTALS	8,226,800	7,997,800	7,811,500	7,499,500	7,525,500	7,199,700	46,260,800
Difference Over/(Under)-Lynchburg District							
Altavista	(15,900)	(16,800)	(17,700)	(18,800)	(20,000)	(21,000)	(110,200)
Danville	(228,100)	(240,700)	(253,200)	(268,400)	(285,500)	(301,200)	(1,577,100)
Farmville	(26,100)	(27,600)	(29,000)	(30,800)	(32,800)	(34,600)	(180,900)
Lynchburg	(281,900)	(297,600)	(313,100)	(331,900)	(353,000)	(372,300)	(1,949,800)
South Boston	(29,000)	(30,700)	(32,300)	(34,200)	(36,400)	(38,300)	(200,900)
TOTALS	(581,000)	(613,400)	(645,300)	(684,100)	(727,700)	(767,400)	(4,018,900)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Richmond District							
Ashland	283,400	277,100	272,100	263,300	265,600	256,400	1,617,900
Blackstone	212,400	207,700	203,900	197,400	199,000	192,100	1,212,500
Chase City	199,800	195,400	191,900	185,700	187,300	180,800	1,140,900
Colonial Heights	1,049,500	1,026,000	1,007,600	975,100	983,400	949,300	5,990,900
Hopewell	1,514,500	1,480,700	1,454,100	1,407,100	1,419,100	1,369,900	8,645,400
Petersburg	2,501,100	2,445,300	2,401,400	2,323,800	2,343,600	2,262,400	14,277,600
Richmond	13,680,600	13,375,200	13,135,300	12,711,000	12,819,100	12,374,800	78,096,000
South Hill	277,800	271,600	266,700	258,100	260,300	251,200	1,585,700
TOTALS	19,719,100	19,279,000	18,933,000	18,321,500	18,477,400	17,836,900	112,566,900
Revised Distribution-Richmond District							
Ashland	264,700	257,300	251,400	241,300	242,200	231,700	1,488,600
Blackstone	198,400	192,900	188,400	180,900	181,500	173,600	1,115,700
Chase City	186,600	181,500	177,200	170,200	170,700	163,400	1,049,600
Colonial Heights	980,200	952,900	930,700	893,600	896,700	857,800	5,511,900
Hopewell	1,414,500	1,375,200	1,343,200	1,289,500	1,294,000	1,238,000	7,954,400
Petersburg	2,336,100	2,271,000	2,218,200	2,129,600	2,137,000	2,044,400	13,136,300
Richmond	12,777,900	12,422,300	12,133,100	11,648,400	11,688,800	11,182,800	71,853,300
South Hill	259,400	252,200	246,300	236,500	237,300	227,000	1,458,700
TOTALS	18,417,800	17,905,300	17,488,500	16,790,000	16,848,200	16,118,700	103,568,500
Difference Over/(Under)-Richmond District							
Ashland	(18,700)	(19,800)	(20,700)	(22,000)	(23,400)	(24,700)	(129,300)
Blackstone	(14,000)	(14,800)	(15,500)	(16,500)	(17,500)	(18,500)	(96,800)
Chase City	(13,200)	(13,900)	(14,700)	(15,500)	(16,600)	(17,400)	(91,300)
Colonial Heights	(69,300)	(73,100)	(76,900)	(81,500)	(86,700)	(91,500)	(479,000)
Hopewell	(100,000)	(105,500)	(110,900)	(117,600)	(125,100)	(131,900)	(691,000)
Petersburg	(165,000)	(174,300)	(183,200)	(194,200)	(206,600)	(218,000)	(1,141,300)
Richmond	(902,700)	(952,900)	(1,002,200)	(1,062,600)	(1,130,300)	(1,192,000)	(6,242,700)
South Hill	(18,400)	(19,400)	(20,400)	(21,600)	(23,000)	(24,200)	(127,000)
TOTALS	(1,301,300)	(1,373,700)	(1,444,500)	(1,531,500)	(1,629,200)	(1,718,200)	(8,998,400)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Suffolk District							
Chesapeake	8,445,900	8,257,400	8,109,300	7,847,300	7,914,000	7,639,700	48,213,600
Emporia	359,600	351,600	345,200	334,100	336,900	325,300	2,052,700
Franklin	477,600	466,900	458,600	443,700	447,500	432,000	2,726,300
Hampton	7,918,000	7,741,300	7,602,400	7,356,800	7,419,400	7,162,300	45,200,200
Newport News	10,161,400	9,934,700	9,756,500	9,441,300	9,521,600	9,191,600	58,007,100
Norfolk	17,268,800	16,883,400	16,580,600	16,044,900	16,181,400	15,620,600	98,579,700
Poquoson	634,700	620,500	609,400	589,700	594,700	574,100	3,623,100
Portsmouth	6,975,400	6,819,700	6,697,400	6,481,000	6,536,100	6,309,600	39,819,200
Smithfield	262,700	256,800	252,200	244,100	246,100	237,600	1,499,500
Suffolk	694,500	679,000	666,800	645,300	650,800	628,200	3,964,600
Virginia Beach	20,951,200	20,483,700	20,116,300	19,466,600	19,632,200	18,951,400	119,601,400
Williamsburg	716,400	700,400	687,800	665,600	671,300	648,000	4,089,500
TOTALS	74,866,200	73,195,400	71,882,500	69,560,400	70,152,000	67,720,400	427,376,900
Revised Distribution-Suffolk District							
Chesapeake	7,888,600	7,669,100	7,490,500	7,191,300	7,216,300	6,903,900	44,359,700
Emporia	335,900	326,500	318,900	306,200	307,200	293,900	1,888,600
Franklin	446,100	433,700	423,600	406,700	408,100	390,400	2,508,600
Hampton	7,395,600	7,189,800	7,022,400	6,741,900	6,765,200	6,472,400	41,587,300
Newport News	9,491,000	9,226,800	9,012,000	8,652,100	8,682,100	8,306,200	53,370,200
Norfolk	16,129,400	15,680,500	15,315,400	14,703,700	14,754,700	14,115,900	90,699,600
Poquoson	592,800	576,300	562,900	540,400	542,300	518,800	3,333,500
Portsmouth	6,515,100	6,333,800	6,186,400	5,939,300	5,959,800	5,701,800	36,636,200
Smithfield	245,300	238,500	233,000	223,700	224,400	214,700	1,379,600
Suffolk	648,700	630,600	616,000	591,400	593,400	567,700	3,647,800
Virginia Beach	19,568,600	19,024,700	18,581,500	17,839,200	17,900,900	17,126,200	110,041,100
Williamsburg	669,100	650,500	635,400	610,000	612,100	585,600	3,767,700
TOTALS	69,926,200	67,980,800	66,398,000	63,745,900	63,966,500	61,197,500	393,214,900
Difference Over/(Under)-Suffolk District							
Chesapeake	(557,300)	(588,300)	(618,800)	(656,000)	(697,700)	(735,800)	(3,853,900)
Emporia	(23,700)	(25,100)	(26,300)	(27,900)	(29,700)	(31,400)	(164,100)
Franklin	(31,500)	(33,200)	(35,000)	(37,000)	(39,400)	(41,600)	(217,700)
Hampton	(522,400)	(551,500)	(580,000)	(614,900)	(654,200)	(689,900)	(3,612,900)
Newport News	(670,400)	(707,900)	(744,500)	(789,200)	(839,500)	(885,400)	(4,636,900)
Norfolk	(1,139,400)	(1,202,900)	(1,265,200)	(1,341,200)	(1,426,700)	(1,504,700)	(7,880,100)
Poquoson	(41,900)	(44,200)	(46,500)	(49,300)	(52,400)	(55,300)	(289,600)
Portsmouth	(460,300)	(485,900)	(511,000)	(541,700)	(576,300)	(607,800)	(3,183,000)
Smithfield	(17,400)	(18,300)	(19,200)	(20,400)	(21,700)	(22,900)	(119,900)
Suffolk	(45,800)	(48,400)	(50,800)	(53,900)	(57,400)	(60,500)	(316,800)
Virginia Beach	(1,382,600)	(1,459,000)	(1,534,800)	(1,627,400)	(1,731,300)	(1,825,200)	(9,560,300)
Williamsburg	(47,300)	(49,900)	(52,400)	(55,600)	(59,200)	(62,400)	(326,800)
TOTALS	(4,940,000)	(5,214,600)	(5,484,500)	(5,814,500)	(6,185,500)	(6,522,900)	(34,162,000)

06-Dec-88

Analysis For NJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Fredericksburg District							
Fredericksburg	1,225,400	1,198,100	1,176,600	1,138,600	1,148,200	1,108,400	6,995,300
TOTALS	1,225,400	1,198,100	1,176,600	1,138,600	1,148,200	1,108,400	6,995,300
Revised Distribution-Fredericksburg District							
Fredericksburg	1,144,600	1,112,700	1,086,800	1,043,400	1,047,000	1,001,700	6,436,200
TOTALS	1,144,600	1,112,700	1,086,800	1,043,400	1,047,000	1,001,700	6,436,200
Difference Over/(Under)-Fredericksburg District							
Fredericksburg	(80,800)	(85,400)	(89,800)	(95,200)	(101,200)	(106,700)	(559,100)
TOTALS	(80,800)	(85,400)	(89,800)	(95,200)	(101,200)	(106,700)	(559,100)

06-Dec-88

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Culpeper District							
Charlottesville	2,582,800	2,525,100	2,479,800	2,399,700	2,420,100	2,336,300	14,743,800
Culpeper	439,900	430,100	422,400	408,700	412,200	397,900	2,511,200
Warrenton	321,100	314,000	308,300	298,400	300,900	290,500	1,833,200
TOTALS	3,343,800	3,269,200	3,210,500	3,106,800	3,133,200	3,024,700	19,088,200
Revised Distribution-Culpeper District							
Charlottesville	2,412,400	2,345,200	2,290,600	2,199,100	2,206,800	2,111,200	13,565,300
Culpeper	410,900	399,400	390,100	374,500	375,800	359,600	2,310,300
Warrenton	299,900	291,600	284,800	273,400	274,400	262,500	1,686,600
TOTALS	3,123,200	3,036,200	2,965,500	2,847,000	2,857,000	2,733,300	17,562,200
Difference Over/(Under)-Culpeper District							
Charlottesville	(170,400)	(179,900)	(189,200)	(200,600)	(213,300)	(225,100)	(1,178,500)
Culpeper	(29,000)	(30,700)	(32,300)	(34,200)	(36,400)	(38,300)	(200,900)
Warrenton	(21,200)	(22,400)	(23,500)	(25,000)	(26,500)	(28,000)	(146,600)
TOTALS	(220,600)	(233,000)	(245,000)	(259,800)	(276,200)	(291,400)	(1,526,000)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Staunton District							
Bridgewater	209,300	204,700	201,000	194,500	196,100	189,300	1,194,900
Buena Vista	408,500	399,400	392,200	379,500	382,700	369,500	2,331,800
Clifton Forge	320,500	313,300	307,700	297,800	300,300	289,900	1,829,500
Covington	496,400	485,400	476,700	461,300	465,200	449,100	2,834,100
Elkton	91,700	89,700	88,100	85,200	86,000	83,000	523,700
Front Royal	760,400	743,400	730,100	706,500	712,500	687,800	4,340,700
Grottoes	93,600	91,500	89,900	87,000	87,700	84,700	534,400
Harrisonburg	1,696,700	1,658,800	1,629,100	1,576,500	1,589,900	1,534,800	9,685,800
Lexington	439,900	430,100	422,400	408,700	412,200	397,900	2,511,200
Luray	213,700	208,900	205,100	198,500	200,200	193,300	1,219,700
Staunton	1,523,900	1,489,900	1,463,200	1,415,900	1,427,900	1,378,500	8,699,300
Waynesboro	1,137,400	1,112,000	1,092,100	1,056,800	1,065,800	1,028,900	6,493,000
Winchester	1,332,200	1,302,500	1,279,100	1,237,800	1,248,300	1,205,100	7,605,000
Woodstock	178,500	174,500	171,400	165,800	167,200	161,400	1,018,800
TOTALS	8,902,700	8,704,100	8,548,100	8,271,800	8,342,000	8,053,200	50,821,900
Revised Distribution-Staunton District							
Bridgewater	195,500	190,100	185,600	178,200	178,800	171,100	1,099,300
Buena Vista	381,500	370,900	362,300	347,800	349,000	333,900	2,145,400
Clifton Forge	299,300	291,000	284,200	272,900	273,800	262,000	1,683,200
Covington	463,700	450,800	440,300	422,700	424,200	405,800	2,607,500
Elkton	85,700	83,300	81,400	78,100	78,400	75,000	481,900
Front Royal	710,200	690,400	674,400	647,400	649,700	621,600	3,993,700
Grottoes	87,500	85,000	83,000	79,700	80,000	76,500	491,700
Harrisonburg	1,584,800	1,540,700	1,504,800	1,444,700	1,449,700	1,386,900	8,911,600
Lexington	410,900	399,400	390,100	374,500	375,800	359,600	2,310,300
Luray	199,600	194,000	189,500	181,900	182,600	174,700	1,122,300
Staunton	1,423,400	1,383,700	1,351,500	1,297,500	1,302,000	1,245,700	8,003,800
Waynesboro	1,062,400	1,032,800	1,008,800	968,500	971,800	929,800	5,974,100
Winchester	1,244,300	1,209,700	1,181,500	1,134,300	1,138,300	1,089,000	6,997,100
Woodstock	166,700	162,100	158,300	152,000	152,500	145,900	937,500
TOTALS	8,315,500	8,083,900	7,895,700	7,580,200	7,606,600	7,277,500	46,759,400
Difference Over/(Under)-Staunton District							
Bridgewater	(13,800)	(14,600)	(15,400)	(16,300)	(17,300)	(18,200)	(95,600)
Buena Vista	(27,000)	(28,500)	(29,900)	(31,700)	(33,700)	(35,600)	(186,400)
Clifton Forge	(21,200)	(22,300)	(23,500)	(24,900)	(26,500)	(27,900)	(146,300)
Covington	(32,700)	(34,600)	(36,400)	(38,600)	(41,000)	(43,300)	(226,600)
Elkton	(6,000)	(6,400)	(6,700)	(7,100)	(7,600)	(8,000)	(41,800)
Front Royal	(50,200)	(53,000)	(55,700)	(59,100)	(62,800)	(66,200)	(347,000)
Grottoes	(6,100)	(6,500)	(6,900)	(7,300)	(7,700)	(8,200)	(42,700)
Harrisonburg	(111,900)	(118,100)	(124,300)	(131,800)	(140,200)	(147,900)	(774,200)
Lexington	(29,000)	(30,700)	(32,300)	(34,200)	(36,400)	(38,300)	(200,900)
Luray	(14,100)	(14,900)	(15,600)	(16,600)	(17,600)	(18,600)	(97,400)
Staunton	(100,500)	(106,200)	(111,700)	(118,400)	(125,900)	(132,800)	(695,500)
Waynesboro	(75,000)	(79,200)	(83,300)	(88,300)	(94,000)	(99,100)	(518,900)
Winchester	(87,900)	(92,800)	(97,600)	(103,500)	(110,000)	(116,100)	(607,900)
Woodstock	(11,800)	(12,400)	(13,100)	(13,800)	(14,700)	(15,500)	(81,300)
TOTALS	(587,200)	(620,200)	(652,400)	(691,600)	(735,400)	(775,700)	(4,062,500)

Analysis For HJR 172

8.4% Dedication of TTF Special Session Revenues to Special Projects

	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	Total
Current Distribution-Northern Virginia District							
Alexandria	6,774,300	6,623,100	6,504,300	6,294,200	6,347,700	6,127,700	38,671,300
Fairfax	1,250,500	1,222,600	1,200,700	1,161,900	1,171,800	1,131,200	7,138,700
Falls Church	609,600	596,000	585,300	566,400	571,200	551,400	3,479,900
Herrndon	1,054,500	1,030,900	1,012,500	979,700	988,100	953,800	6,019,500
Leesburg	679,300	664,200	652,200	631,200	636,500	614,500	3,877,900
Manassas	1,263,100	1,234,900	1,212,800	1,173,600	1,183,600	1,142,600	7,210,600
Manassas Park	446,200	436,200	428,400	414,600	418,100	403,600	2,547,100
Vienna	1,078,400	1,054,300	1,035,400	1,001,900	1,010,500	975,400	6,155,900
TOTALS	13,155,900	12,862,200	12,631,600	12,223,500	12,327,500	11,900,200	75,100,900
Revised Distribution-Northern Virginia District							
Alexandria	6,327,300	6,151,200	6,008,000	5,768,000	5,788,000	5,537,500	35,580,000
Fairfax	1,168,000	1,135,500	1,109,100	1,064,800	1,068,500	1,022,200	6,568,100
Falls Church	569,300	553,500	540,600	519,000	520,800	498,300	3,201,500
Herrndon	984,900	957,500	935,200	897,800	901,000	862,000	5,538,400
Leesburg	634,500	616,800	602,500	578,400	580,400	555,300	3,567,900
Manassas	1,179,800	1,146,900	1,120,200	1,075,500	1,079,200	1,032,500	6,634,100
Manassas Park	416,700	405,100	395,700	379,900	381,200	364,700	2,343,300
Vienna	1,007,200	979,200	956,400	918,200	921,400	881,500	5,663,900
TOTALS	12,287,700	11,945,700	11,667,700	11,201,600	11,240,500	10,754,000	69,097,200
Difference Over/(Under)-Northern Virginia District							
Alexandria	(447,000)	(471,900)	(496,300)	(526,200)	(559,700)	(590,200)	(3,091,300)
Fairfax	(82,500)	(87,100)	(91,600)	(97,100)	(103,300)	(109,000)	(570,600)
Falls Church	(40,300)	(42,500)	(44,700)	(47,400)	(50,400)	(53,100)	(278,400)
Herrndon	(69,600)	(73,400)	(77,300)	(81,900)	(87,100)	(91,800)	(481,100)
Leesburg	(44,800)	(47,400)	(49,700)	(52,800)	(56,100)	(59,200)	(310,000)
Manassas	(83,300)	(88,000)	(92,600)	(97,100)	(104,400)	(110,000)	(576,500)
Manassas Park	(29,500)	(31,100)	(32,700)	(34,700)	(36,900)	(38,900)	(203,800)
Vienna	(71,200)	(75,100)	(79,000)	(83,700)	(89,100)	(93,900)	(492,000)
TOTALS	(868,200)	(916,500)	(963,900)	(1,021,900)	(1,087,000)	(1,146,200)	(6,003,700)

06-Dec-88

Key Assumptions-

The FY 89 VDOT Budget and the current Six Year Improvement Program were utilized for the base financial information.

The impact of the change from 85% to 76.6% of net special session tax revenue was computed by reducing the total amount available for construction to reflect the 8.4% set aside for special projects, and rerunning the allocation model and the separate modules for the detailed secondary and urban distributions.

The Interstate allocation remains unchanged in either case since it is primarily a function of the availability of federal revenue. Therefore, the Interstate system has been omitted from the analysis.

All of the allocations to the Primary system are expressed net of the off the top match for Interstate projects as provided by the highway distribution formula.

All of the "Current" allocations agree with the FY 89 Budget and Six Year Improvement Program with the exception of the distribution of the Urban allocation. The individual budgeted allocations for the Urban system have been adjusted by the Urban Division to reflect the individual locality's ability to utilize the funds. The Urban allocations used here for both "Current" and "Revised" are derived directly from the population distribution and are comparable.

APPENDIX IV

Joint Subcommittee Members

Lewis W. Parker, Jr. (Chairman)

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Frederick H. Creekmore

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