



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

The Inn at Virginia Tech and Skelton Conference Center

901 Prices Fork Road

Blacksburg, VA 24061

July 20, 2022

8:30 a.m. or upon adjournment of the July 19, 2022 Workshop Meeting should that meeting carry over to July 20, 2022

Public Comments:

Approval of Minutes June 21, 2022

OFFICE OF LAND USE:

Presenting: Kevin Gregg
Chief of Maintenance and Operations

1. Action on Abandonment – Primary System of State Highways, Specifically Route 392, Carroll County Located in the Salem District.

MAINTENANCE DIVISION:

Presenting: Kevin Gregg
Chief of Maintenance and Operations

2. Action on Naming of the Pedestrian and Bicycle trail along the Interstate 66 Corridor in Fairfax County within the Northern Virginia District as the “66 Parallel Trail”.
3. Action on Commemorative naming of the Bridge on U.S. Route 29 Business, Main Street over U.S. Route 29, Hurt Virginia within the Lynchburg District, as the “Trooper Henry Murray Brooks, Jr., Bridge”.
4. Action on Commemorative naming of the Bridge on State Route 57, Halifax Road, over U.S. Route 29, Pittsylvania County within the Lynchburg District as the “Trooper Henry Noel Harmon Memorial Bridge”.

LOCATION AND DESIGN DIVISION:

Presenting: Bart Thrasher
Chief Engineer

5. Action on Limited Access Control Changes (LACCs) for the Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) Interchange Within Prince William County Located in the Northern Virginia District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Administrator

6. Action on FY23-28 Six-Year Improvement Program Transfers For May 21, 2022 through June 17, 2022.
7. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2023-2028.
8. Action on SMART SCALE Project Cancellation Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 in the City of Norfolk, within the Hampton Roads District.
9. Action on SMART SCALE Project Budget Increase for Brambleton Avenue/Park Avenue Intersection Improvement UPC 111019 in the City of Norfolk, within the Hampton Roads District.
10. Action on SMART SCALE Project Budget Increase for Staunton Crossing Street Extension UPC 111048 in the City of Staunton.

RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Director

11. Action on Rail Industrial Access, Plasser American Corporation, Chesapeake City within the Hampton Roads District.
12. Action on Rail Industrial Access, Westrock Corporation, County of Pittsylvania within the Lynchburg District.
13. Action on Rail Industrial Access, Houff Corporation, County of Hanover within the Richmond District.
14. Action on Rail Industrial Access, Smyth County Economic Development Authority within the Bristol District.

ANNUAL BUDGETS:

Presenting: Laura Farmer
Chief Financial Officer
VDOT

Presenting: Jennifer DeBruhl
Director
DRPT

15. Action on the Revised Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation and for the Virginia Department of Transportation.

SCHEDULING AND CONTRACT:

Presenting: Bart Thrasher
Chief Engineer

16. Bids.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
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Fax: (804) 786-2940

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Abandonment – Primary System of State Highways

WHEREAS, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a request to abandon from the Primary System of State Highways Route 392, as seen in the map attached hereto as Exhibit B, in Carroll County. This matter is being considered at the request of the Virginia Department of Behavioral Health and Developmental Services, which recently decommissioned this facility and sold the property. That agency's request is attached hereto as Exhibit A. The road's total length is 1.05 miles and is

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

WHEREAS, the Virginia Department of Transportation (VDOT) posted notice, attached hereto as Exhibit C, of the intent to abandon such segment on behalf of the Commonwealth Transportation Board (Board), such posting was done in accordance with § 33.2-902, and the requested public hearing on the matter was held on June 14, 2022; and

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

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

Primary System of State Highways

Abandonment

Salem District

Carroll County

- Route 392

1.05 Mi.

Total Mileage Abandoned from the Primary System:

1.05 Mi.

####

CTB Decision Brief

Abandonment of Route 392 Located in Carroll County

Issue: The Virginia Department of Behavioral Health and Developmental Services has requested the abandonment of Route 392 in Carroll County and requests the approval of the Commonwealth Transportation Board (Board).

Facts: Route 392 in Carroll County, a distance of 1.05 miles, served the Southwestern Virginia Training Center which has been decommissioned and is no longer necessary as a public road. This matter is being considered at the request of the Virginia Department of Behavioral Health and Developmental Services, request attached as Exhibit A, as the agency's facility has been decommissioned and the property has been sold.

The Virginia Department of Behavioral Health and Developmental Services has submitted a letter of request related to the 1.05 miles abandonment of Route 392 (segment identified in "Blue" on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 1.05 miles road should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a "Public Hearing Notice" in the *Carroll News* publication on May 11 and 18, 2022 (Exhibit C, attached). The public hearing on the matter was held on June 14, 2022 at the VDOT Hillsville Residency Office.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the abandonment of Route 392 referenced above.

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

Result if Approved: If approved, VDOT will suspend all its maintenance activity on the roadway segment and that segment will cease to be a road available to public use.

Options: Approve or Deny

Public Comments/Reactions: The public hearing on the matter was held on June 14, 2022 at the VDOT Hillsville Residency Office. One person spoke at this public hearing. This speaker was Lisa Hatcher of the Life Center of Galax, which is the rehabilitation company which purchased the parcel from the state. Ms. Hatcher spoke in favor of the abandonment.

Exhibit A

Virginia Department of Behavioral Health and Developmental Services
Letter of Request dated February 1, 2022



COMMONWEALTH of VIRGINIA

NELSON SMITH
COMMISSIONER

DEPARTMENT OF
BEHAVIORAL HEALTH AND DEVELOPMENTAL SERVICES

Post Office Box 1797
Richmond, Virginia 23218-1797

Telephone (804) 786-3921
Fax (804) 371-6638
www.dbhds.virginia.gov

February 1, 2022

Mr. Ken King
District Engineer
731 Harrison Avenue
Salem, Virginia 24153

RE: Southwestern Virginia Training Center – Abandonment of Route 392

Dear Mr. King:

In my capacity as Director of the Office of Architectural and Engineering Services and on behalf of the Department of Behavioral Health and Developmental Services, the agency requests the abandonment of Route 392, known as Harrison Circle, located on the grounds of the Southwestern Virginia Training Center in Carroll County. This abandonment is being requested with relation to the sale of the Center's property which has closed and is in the process of being sold as authorized by the 2021 Virginia Acts of Assembly, Chapter 552. Item 320 AA.

This abandonment is being requested pursuant to §33.2-902 and is shown on the attached exhibit. It is my understanding that the public notification process for this abandonment was completed as required by §33.2-902.

If you have any questions related to this proposed abandonment, do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Margaret Jones".

Margaret Jones
Director of Architectural and Engineering Services

Cc: Lisa Hughes, VDOT Resident Engineer

Exhibit B

**Sketch of Proposed Abandonment
Carroll County – 1.05 Miles Length of Route 392**

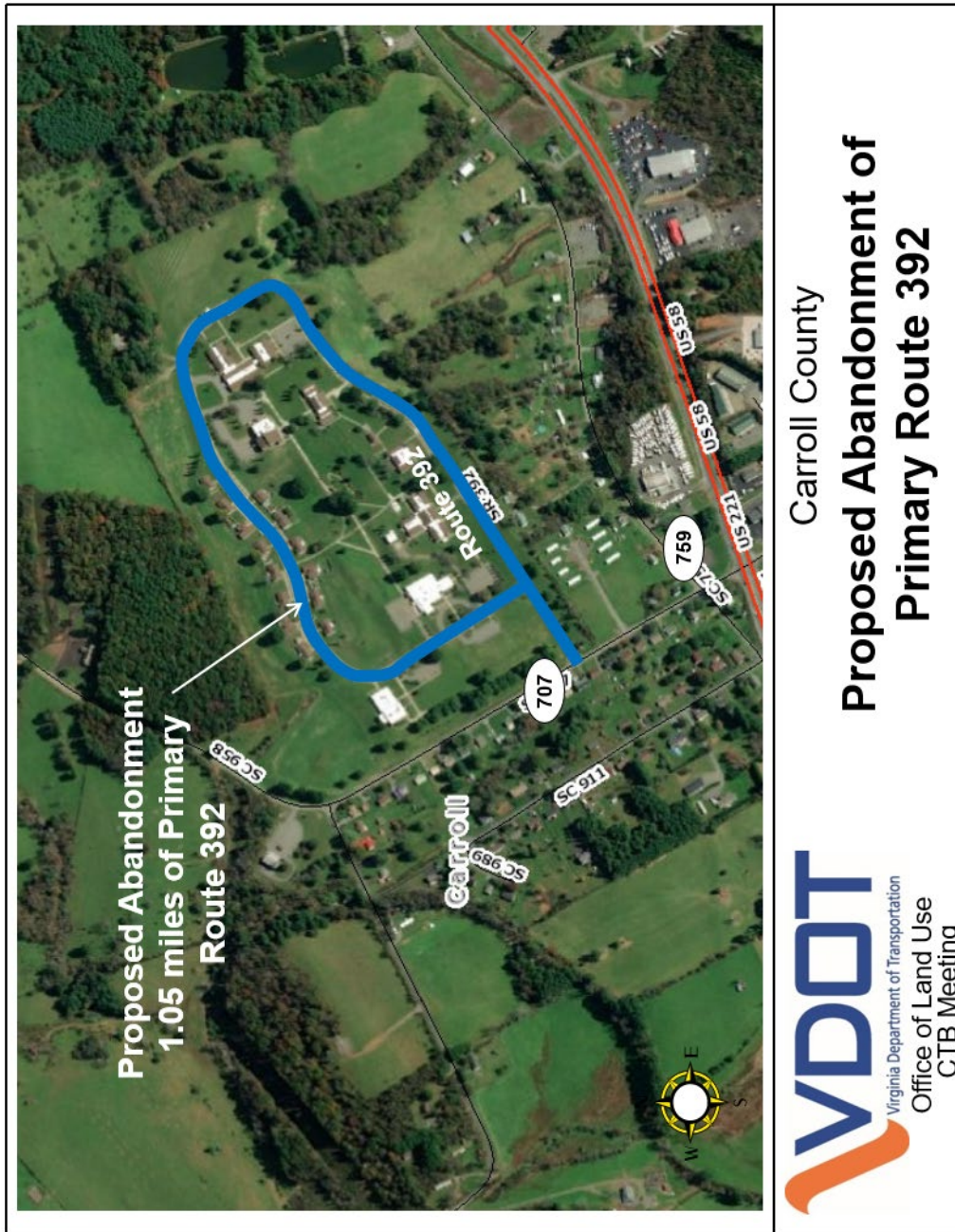


Exhibit C

“Public Hearing Notice”
Published in the *Carroll News*
May 11 and 18, 2022

PUBLIC HEARING NOTICE

ROADWAY ABANDONMENT PUBLIC HEARING

CARROLL COUNTY

ROUTE 392, Harrison Circle

From (SW): Route Offset 0.000 (Intersection Route 707, Training Center Road)

To (NE): Route Offset 1.009 (1.05 Miles North Route 707 Training Center Road)

1.05 mile

14 June 2022

From 6:00 PM to 7:00PM

Hillsville Residency Office

239 Virginia Street

Hillsville, Va.

The *Virginia Department of Transportation* intends to abandon the section of Route 392 described above. This matter is being considered upon request of *The Office of Architectural and Engineering Services* and on behalf of *The Virginia Department of Behavioral Health and Developmental Services*.

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

Charles D. Ledford, PE
239 Virginia Street
Hillsville, VA
PO Box 188
276-266-1449

This matter is being considered by the *Virginia Department of Transportation* in accordance with §33.2-902 Code of Virginia.

In the event of a weather or other emergency the alternate date for this meeting will be 23 June 2022 at the same location.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Trail Naming: "66 Parallel Trail"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Fairfax County Board of Supervisors has requested that the Commonwealth Transportation Board (CTB) name the pedestrian and bicycle trail along the Interstate 66 corridor, in Fairfax County, as the "66 Parallel Trail"; and

WHEREAS, the pedestrian and bicycle trail along the Interstate 66 corridor is a part of the Transform 66 Outside the Beltway Project, and therefore a transportation facility forming a part of the system of state highways; and

WHEREAS, Fairfax County, by resolution dated November 19, 2019 has requested this naming and has agreed to pay the cost of producing, placing and maintaining the signs calling attention to this naming; and

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

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the pedestrian and bicycle trail along the Interstate 66 corridor, in Fairfax County, as the "66 Parallel Trail".

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

####

CTB Decision Brief
Trail Naming: “66 Parallel Trail”

Issue: Naming of the pedestrian and bicycle trail along the Interstate 66 corridor in Fairfax County as the “66 Parallel Trail”.

Facts:

The Fairfax County Board of Supervisors enacted a resolution on November 19, 2019 to name the pedestrian and bicycle trail along the Interstate 66 corridor in Fairfax County.

As noted by the resolution, Fairfax County and the Virginia Department of Transportation have collaborated on the creation of a pedestrian and bicycle trail network along the Interstate 66 corridor to be completed by Fairfax County and the Transform 66 Outside the Beltway Express Lanes Project.

Fairfax County conducted an on-line public survey to provide feedback on eight potential trail names. The Fairfax County Board of Supervisors has endorsed “66 Parallel Trail” to be advanced as the proposed name for the new trail.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

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

Result if Approved: The pedestrian and bicycle trail along the Interstate 66 corridor in Fairfax County will be known as the “66 Parallel Trail”. In accordance with law and by resolution, Fairfax County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Fairfax County Government Center at Fairfax, Virginia, on Tuesday, November 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted.

WHEREAS, Fairfax County and the Virginia Department of Transportation have collaborated on the creation of a pedestrian and bicycle trail network along the Interstate 66 Corridor to be completed by Fairfax County and the Transform 66 Outside the Beltway Express Lanes Project, and;

WHEREAS, the Commonwealth Transportation Board has been given the authority of naming of transportation facilities according to § 33.2-213; and;

WHEREAS, to process these requests, the Commonwealth Transportation Board requires a resolution requesting such naming from the locality within which the transportation facility is located, and;

WHEREAS, an online public survey was conducted to provide feedback on eight potential trail names and;

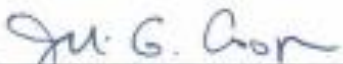
WHEREAS, County staff has recommended and the Board of Supervisors has endorsed "66 Parallel Trail" be advanced as the name for the new trail to accompany the Interstate 66 Express Lanes Project,

NOW THEREFORE, BE IT RESOLVED, that this Board requests the Commonwealth Transportation Board's approval of "66 Parallel Trail" for the naming of the comprehensive trail being constructed along Interstate 66 in conjunction with the Express Lanes project.

BE IT FURTHER RESOLVED, that Fairfax County agrees to pay the costs of producing, placing, and maintaining the signs needed for this naming.

ADOPTED this 19th day of November 2019.

A Copy – Teste:



Jill G. Cooper
Clerk for the Board of Supervisors



Legend	
	I-66 Trail
	Existing Primary Trails
	Planned trails by other jurisdictions
	Metro Station
	Fairfax County Border
 1 Mile	



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Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “Trooper Henry Murray Brooks, Jr. Memorial Bridge”

WHEREAS, the Pittsylvania County Board of Supervisors requested, by resolution passed May 17, 2022, that the Commonwealth Transportation Board (CTB) name the bridge on U.S. Route 29 Business, Main Street, over U.S. Route 29, Hurt, Virginia, as the “Trooper Henry Murray Brooks, Jr. Memorial Bridge”, to honor the life, service to his community and ultimate sacrifice of Virginia State Police Trooper Henry Murray Brooks, Jr.; and

WHEREAS, § 33.2-213 provides that any naming for a state official, which includes a law enforcement officer employed by the Department of State Police or a state highway transportation worker, shall require a letter or resolution from the head of the state agency by which the state official was employed requesting such naming; and

WHEREAS, in accord with § 33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, has provided a letter, dated June 1, 2022, requesting this naming to commemorate the life of Trooper Henry Murray Brooks, Jr.; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB; and

WHEREAS, § 33.2-213 provides that for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official

Resolution of the Board

Bridge Naming: "Trooper Henry Murray Brooks, Jr. Memorial Bridge"

July 20, 2022

Page 2 of 2

duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on U.S. Route 29 Business, Main Street, over U.S. Route 29, Hurt, Virginia as the "Trooper Henry Murray Brooks, Jr. Memorial Bridge".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming using Commonwealth Transportation Funds to cover the costs thereof as required by law.

####

CTB Decision Brief

Bridge Naming: “Trooper Henry Murray Brooks, Jr. Memorial Bridge”

Issue: Commemorative naming of the bridge on U.S. Route 29 Business, Main Street, over U.S. Route 29, Hurt, Virginia as the “Trooper Henry Murray Brooks, Jr. Memorial Bridge”.

Facts:

Pittsylvania County enacted a resolution on May 17, 2022 to honor the life, contributions to his community and ultimate sacrifice of Virginia State Police Trooper Henry Murray Brooks, Jr. who was killed in the line of duty on June 10, 1956 while honorably fulfilling his duties investigating a crash on U.S. Route 29.

Trooper Brooks was born in Charlottesville, Virginia and went on to serve in World War II in the United States Marine Corps and in the Korean War in the United States Army. He joined the Virginia State Police on May 19, 1953 and was stationed in Gretna, Virginia.

Pursuant to §33.2-213 of the Code of Virginia, no name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming. Further, pursuant to this section, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of this section, "state official" includes law-enforcement officers employed by the Department of State Police and state highway transportation workers.

In accord with §33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, on June 1, 2022 submitted a letter in support of Pittsylvania County’s request and also requesting the CTB to approve the commemorative naming for Trooper Brooks.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

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

Result if Approved: The bridge on U.S. Route 29 Business, Main Street, over U.S. Route 29, Hurt, Virginia will be known as the “Trooper Henry Murray Brooks, Jr. Memorial Bridge”. By resolution, Pittsylvania County agreed to pay the costs of producing, placing, and maintaining the signs calling attention to this naming. However, in accordance with §33.2-213, for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds. Therefore,

notwithstanding Pittsylvania County's resolution, VDOT will utilize Commonwealth Transportation Funds to pay for the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2022-05-04**

**SUPPORT FOR NAMING THE BUSINESS U.S. HIGHWAY 29 NORTH BRIDGE IN
HURT, VIRGINIA, THE “TROOPER HENRY MURRAY BROOKS, JR., MEMORIAL
BRIDGE”**

VIRGINIA: At the Pittsylvania County Board of Supervisors’ (“Board”) Business Meeting on May 17, 2022, the following Resolution was presented and adopted:

WHEREAS, the Board is committed to recognizing and celebrating the County’s historical heritage and contributions made thereto by its citizens; and

WHEREAS, Trooper Henry Murray Brooks, Jr. (“Brooks”), was a Virginia State Trooper who was killed in the line of duty while serving County citizens; and

WHEREAS, Brooks was born in Charlottesville, Virginia; and

WHEREAS, Brooks was a World War II Veteran, serving in the U.S. Marines, and he later served in the Korean War, while enlisted in the U.S. Army; and

WHEREAS, he joined the Virginia State Police on May 19, 1953, and was assigned to the County and he was stationed in Gretna, Virginia; and

WHEREAS, on June 10, 1956, while investigating a crash on U.S. Highway 29, approximately three (3) miles south of Altavista, Virginia, a motorist struck a parked car and then hit Brooks, along with three (3) citizens; and

WHEREAS, Brooks was taken to Lynchburg General Hospital, where he died of his injuries; and

WHEREAS, Brooks was the 23rd Virginia State Trooper killed in the line of duty; and

WHEREAS, the Virginia State Police save countless lives by protecting County and Virginia citizens through rigorous law enforcement and patrolling of State and County roadways; and every day, they brave ever present danger to assist a stranded motorist, to investigate gun, drug, and human trafficking, to stop public corruption, to bring closure to devastated families, and to stop dangerous driving and dangerous individuals; and

WHEREAS, Brooks is an example of the dedication of the Virginia State Police, and it’s fitting that the Board remember his ultimate sacrifice; and

WHEREAS, § 33.2-213, Code of Virginia, 1950, as amended, authorizes the Commonwealth Transportation Board (“CTB”) to give suitable names to state highways, bridges, interchanges, and other transportation facilities, and change the names of any highways and

bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, the same Virginia Code Section further provides that the Virginia Department of Transportation (“VDOT”) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board fully and enthusiastically supports the naming of the Business U.S. Highway 29 North Bridge in Hurt, Virginia, the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “Trooper Henry Murray Brooks, Jr., Memorial Bridge;” and

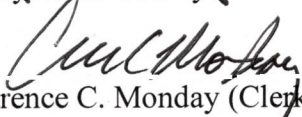
BE IT FURTHER RESOLVED that the County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming; and

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


Given under my hand this 17th day of May, 2021.




William V. (“Vic”) Ingram (Chairman)
Pittsylvania County Board of Supervisors


Clarence C. Monday (Clerk)
Pittsylvania County Board of Supervisors

Approved as to Form:


J. Vaden Hunt, Esq.
Pittsylvania County Attorney



COMMONWEALTH OF VIRGINIA

Colonel Gary T. Settle
Superintendent

DEPARTMENT OF STATE POLICE

Lt. Colonel Tracy S. Russillo
Deputy Superintendent

(804) 674-2000

June 1, 2022

The Honorable W. Sheppard Miller, III
Secretary of Transportation
Commonwealth Transportation Board Chairman
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Chairman Miller:

In accordance with §33.2-213 of the *Code of Virginia*, the Virginia State Police respectfully requests the Commonwealth Transportation Board to grant approval for the Business U.S. Highway 29 North Bridge in the community of Hurt, Virginia to be named the *Trooper Henry Murray Brooks, Jr., Memorial Bridge*. This request is in support of the Pittsylvania County Board of Supervisors Resolution #2022-05-04 that recommends the naming of this particular bridge due to Trooper Brooks being "...an example of the dedication of the Virginia State Police, and it's fitting that the Board remember his ultimate sacrifice;.." The Board of Supervisors unanimously passed the resolution during its meeting on May 17, 2022.

Trooper Brooks joined the Virginia Department of State Police on May 19, 1953, and was assigned to Pittsylvania County upon graduation from the Academy. On June 10, 1956, Trooper Brooks was investigating a vehicle crash on U.S. Highway 29 when he and three citizens were struck by a vehicle. Trooper Brooks succumbed to injuries sustained in the crash.

I appreciate the CTB's consideration of this request. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Gary T. Settle".

Superintendent

GTS/cng
Enclosure

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2022-05-04**

**SUPPORT FOR NAMING THE BUSINESS U.S. HIGHWAY 29 NORTH BRIDGE IN
HURT, VIRGINIA, THE “TROOPER HENRY MURRAY BROOKS, JR., MEMORIAL
BRIDGE”**

VIRGINIA: At the Pittsylvania County Board of Supervisors’ (“Board”) Business Meeting on May 17, 2022, the following Resolution was presented and adopted:

WHEREAS, the Board is committed to recognizing and celebrating the County’s historical heritage and contributions made thereto by its citizens; and

WHEREAS, Trooper Henry Murray Brooks, Jr. (“Brooks”), was a Virginia State Trooper who was killed in the line of duty while serving County citizens; and

WHEREAS, Brooks was born in Charlottesville, Virginia; and

WHEREAS, Brooks was a World War II Veteran, serving in the U.S. Marines, and he later served in the Korean War, while enlisted in the U.S. Army; and

WHEREAS, he joined the Virginia State Police on May 19, 1953, and was assigned to the County and he was stationed in Gretna, Virginia; and

WHEREAS, on June 10, 1956, while investigating a crash on U.S. Highway 29, approximately three (3) miles south of Altavista, Virginia, a motorist struck a parked car and then hit Brooks, along with three (3) citizens; and

WHEREAS, Brooks was taken to Lynchburg General Hospital, where he died of his injuries; and

WHEREAS, Brooks was the 23rd Virginia State Trooper killed in the line of duty; and

WHEREAS, the Virginia State Police save countless lives by protecting County and Virginia citizens through rigorous law enforcement and patrolling of State and County roadways; and every day, they brave ever present danger to assist a stranded motorist, to investigate gun, drug, and human trafficking, to stop public corruption, to bring closure to devastated families, and to stop dangerous driving and dangerous individuals; and

WHEREAS, Brooks is an example of the dedication of the Virginia State Police, and it’s fitting that the Board remember his ultimate sacrifice; and

WHEREAS, § 33.2-213, Code of Virginia, 1950, as amended, authorizes the Commonwealth Transportation Board (“CTB”) to give suitable names to state highways, bridges, interchanges, and other transportation facilities, and change the names of any highways and

bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, the same Virginia Code Section further provides that the Virginia Department of Transportation (“VDOT”) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

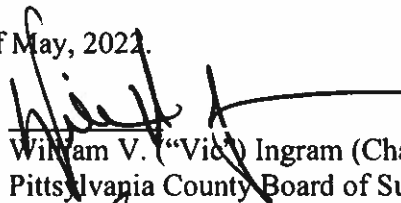
NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board fully and enthusiastically supports the naming of the Business U.S. Highway 29 North Bridge in Hurt, Virginia, the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “Trooper Henry Murray Brooks, Jr., Memorial Bridge;” and


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

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


Given under my hand this 17th day of May, 2021.




William V. (“Vic”) Ingram (Chairman)
Pittsylvania County Board of Supervisors


Clarence C. Monday (Clerk)
Pittsylvania County Board of Supervisors

Approved as to Form:


J. Vaden Hunt, Esq.
Pittsylvania County Attorney

Pittsylvania County



Proposed Bridge Naming
"Trooper Henry Murray Brooks, Jr.,
Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: "Trooper Henry Noel Harmon Memorial Bridge"

WHEREAS, the Pittsylvania County Board of Supervisors requested, by resolution passed May 17, 2022, that the Commonwealth Transportation Board (CTB) name the bridge on State Route 57, Halifax Road, over U.S. Route 29, Pittsylvania County, as the "Trooper Henry Noel Harmon Memorial Bridge", to honor the life, service to his community and ultimate sacrifice of Virginia State Police Trooper Henry Noel Harmon; and

WHEREAS, § 33.2-213 provides that any naming for a state official killed during the performance of his official duties, which includes a law enforcement officer employed by the Department of State Police or a state highway transportation worker, shall require a letter or resolution from the head of the state agency by which the state official was employed requesting such naming; and

WHEREAS, in accord with § 33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, has provided a letter, dated June 1, 2022, requesting this naming to commemorate the life of Trooper Henry Noel Harmon; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB; and

WHEREAS, § 33.2-213 provides that for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official

Resolution of the Board

Bridge Naming: "Trooper Henry Noel Harmon Memorial Bridge"

July 20, 2022

Page 2 of 2

duties, the costs of producing, placing and maintaining those signs shall be paid from Commonwealth Transportation Funds.

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 57, Halifax Road, over U.S. Route 29, Pittsylvania County, as the "Trooper Henry Noel Harmon Memorial Bridge".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming using Commonwealth Transportation Funds to cover the costs thereof as required by law.

####

CTB Decision Brief

Bridge Naming: “Trooper Henry Noel Harmon Memorial Bridge”

Issue: Commemorative naming of the bridge on State Route 57, Halifax Road, over U.S. Route 29, Pittsylvania County as the “Trooper Henry Noel Harmon Memorial Bridge”.

Facts:

Pittsylvania County enacted a resolution on May 17, 2022 to honor the life, contributions to his community and ultimate sacrifice of Virginia State Police Trooper Henry Noel Harmon who was killed in the line of duty while honorably fulfilling his duties. He arrested a drunk driver on January 10, 1960. The arrestee shot Trooper Harmon in the back of the neck leaving him paralyzed from the neck down. Trooper Harmon died 35 years later on February 7, 1995 at the age of 65.

Trooper Harmon and his family lived off of State Route 57 just outside Chatham. He was assigned to Pittsylvania County and was stationed out of Chatham.

Pursuant to §33.2-213 of the Code of Virginia, no name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming. Further, pursuant to this section, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of this section, "state official" includes law-enforcement officers employed by the Department of State Police and state highway transportation workers.

In accord with §33.2-213, Colonel Gary T. Settle, Superintendent of the Department of State Police, on June 1, 2022 submitted a letter in support of Pittsylvania County’s request and also requesting the CTB to approve the commemorative naming for Trooper Brooks.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

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

Result if Approved: The bridge on State Route 57, Halifax Road, over U.S. Route 29, Pittsylvania County will be known as the “Trooper Henry Noel Harmon Memorial Bridge”. By resolution, Pittsylvania County agreed to pay the costs of producing, placing, and maintaining the signs calling attention to this naming. However, in accordance with §33.2-213, for any state highway, bridge, interchange or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing and maintaining

those signs shall be paid from Commonwealth Transportation Funds. Therefore, notwithstanding Pittsylvania County's resolution, VDOT will utilize Commonwealth Transportation Funds to pay for the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2022-05-05**

**SUPPORT FOR NAMING THE ROUTE 57 BRIDGE IN THE BANISTER DISTRICT OF
PITTSYLVANIA COUNTY, VIRGINIA, THE “TROOPER HENRY NOEL HARMON
MEMORIAL BRIDGE”**

VIRGINIA: At the Pittsylvania County Board of Supervisors’ (“Board”) Meeting on May 17, 2022, the following Resolution was presented and adopted:

WHEREAS, the Board is committed to recognizing and celebrating Pittsylvania County, Virginia’s (“County”), historical heritage and contributions made thereto by its citizens; and

WHEREAS, Trooper Henry Noel Harmon (“Harmon”) was a Virginia State Trooper, who was killed in the line of duty while serving County citizens; and

WHEREAS, Harmon was assigned to the County and stationed out of Chatham, Virginia (“Chatham”); and

WHEREAS, Harmon and his family lived off Route 57 just outside Chatham; and

WHEREAS, Harmon had been with the Virginia State Police seven (7) years when he arrested a drunk driver on Route 761, one-half (1/2) mile south of Long Island, Virginia, on January 10, 1960; and

WHEREAS, the arrestee shot Harmon in the back of the neck leaving him paralyzed for life from the neck down; and

WHEREAS, Harmon died thirty-five (35) years later on February 7, 1995, at the age of sixty-five (65); and

WHEREAS, Harmon’s son, Henry Wayne Harmon, followed in his father’s footsteps serving with the County Sheriff’s Office and the Hurt Police Department, and his grandson, Henry Gregory Harmon, is currently serving County citizens as a Virginia State Trooper; and

WHEREAS, the Virginia State Police save countless lives by protecting County and State through rigorous law enforcement and patrolling of County and State roadways; and every day, they brave ever-present danger to assist a stranded motorist, to investigate gun, drug, and human trafficking, to stop public corruption, to bring closure to devastated families, and to stop dangerous driving and dangerous individuals; and

WHEREAS, Harmon is an example of the dedication of the Virginia State Police, and it is fitting that the Board remember his sacrifice; and

WHEREAS, § 33.2-213, Code of Virginia, 1950, as amended, authorizes the Commonwealth Transportation Board (“CTB”) to give suitable names to state highways, bridges,

interchanges, and other transportation facilities and change the names of any highways and bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, the same Virginia Code Section further provides that the Virginia Department of Transportation (“VDOT”) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.


NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board fully and enthusiastically supports the naming of the Route 57 Bridge in the Banister District of the County the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “Trooper Henry Noel Harmon Memorial Bridge;” and

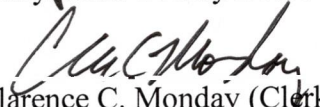
BE IT FURTHER RESOLVED that the County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming; and

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


Given under my hand this 17th day of May, 2022.




William V. (WV) Ingram (Chairman)
Pittsylvania County Board of Supervisors


Clarence C. Monday (Clerk)
Pittsylvania County Board of Supervisors

Approved as to Form:


J. Vaden Hunt, Esq.
Pittsylvania County Attorney



COMMONWEALTH OF VIRGINIA

Colonel Gary T. Settle
Superintendent

DEPARTMENT OF STATE POLICE

Lt. Colonel Tracy S. Russillo
Deputy Superintendent

(804) 674-2000

June 1, 2022

The Honorable W. Sheppard Miller, III
Secretary of Transportation
Commonwealth Transportation Board Chairman
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Dear Chairman Miller:

In accordance with §33.2-213 of the *Code of Virginia*, the Virginia State Police respectfully requests the Commonwealth Transportation Board to grant approval for the Route 57 Bridge in the community of Bannister, Virginia to be named the *Trooper Henry Noel Harmon Memorial Bridge*. This request is in support of the Pittsylvania County Board of Supervisors Resolution #2022-05-05 that recommends the naming of this particular bridge due to Trooper Harmon being "...an example of the dedication of the Virginia State Police, and it's fitting that the Board remember his ultimate sacrifice;.." The Board of Supervisors unanimously passed the resolution during its meeting on May 17, 2022.

Trooper Harmon joined the Virginia Department of State Police in 1953, and was assigned to Pittsylvania County upon graduation from the Academy. On January 10, 1960, Trooper Harmon was in the process of arresting a drunk driver in Campbell County, when the arrestee shot the trooper in the neck. Trooper Harmon was immediately and permanently paralyzed from the neck down. He died 35 years later in 1995 at the age of 65. Inspired by his passion for public service and fortitude, Trooper Harmon's son and grandson both pursued law enforcement careers.

I appreciate the CTB's consideration of this request. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Gary T. Settle".

Superintendent

GTS/cng
Enclosure

**PITTSYLVANIA COUNTY BOARD OF SUPERVISORS
RESOLUTION # 2022-05-05**

**SUPPORT FOR NAMING THE ROUTE 57 BRIDGE IN THE BANISTER DISTRICT OF
PITTSYLVANIA COUNTY, VIRGINIA, THE “TROOPER HENRY NOEL HARMON
MEMORIAL BRIDGE”**

VIRGINIA: At the Pittsylvania County Board of Supervisors’ (“Board”) Meeting on May 17, 2022, the following Resolution was presented and adopted:

WHEREAS, the Board is committed to recognizing and celebrating Pittsylvania County, Virginia’s (“County”), historical heritage and contributions made thereto by its citizens; and

WHEREAS, Trooper Henry Noel Harmon (“Harmon”) was a Virginia State Trooper, who was killed in the line of duty while serving County citizens; and

WHEREAS, Harmon was assigned to the County and stationed out of Chatham, Virginia (“Chatham”); and

WHEREAS, Harmon and his family lived off Route 57 just outside Chatham; and

WHEREAS, Harmon had been with the Virginia State Police seven (7) years when he arrested a drunk driver on Route 761, one-half (1/2) mile south of Long Island, Virginia, on January 10, 1960; and

WHEREAS, the arrestee shot Harmon in the back of the neck leaving him paralyzed for life from the neck down; and

WHEREAS, Harmon died thirty-five (35) years later on February 7, 1995, at the age of sixty-five (65); and

WHEREAS, Harmon’s son, Henry Wayne Harmon, followed in his father’s footsteps serving with the County Sheriff’s Office and the Hurt Police Department, and his grandson, Henry Gregory Harmon, is currently serving County citizens as a Virginia State Trooper; and

WHEREAS, the Virginia State Police save countless lives by protecting County and State through rigorous law enforcement and patrolling of County and State roadways; and every day, they brave ever-present danger to assist a stranded motorist, to investigate gun, drug, and human trafficking, to stop public corruption, to bring closure to devastated families, and to stop dangerous driving and dangerous individuals; and

WHEREAS, Harmon is an example of the dedication of the Virginia State Police, and it is fitting that the Board remember his sacrifice; and

WHEREAS, § 33.2-213, Code of Virginia, 1950, as amended, authorizes the Commonwealth Transportation Board (“CTB”) to give suitable names to state highways, bridges,

interchanges, and other transportation facilities and change the names of any highways and bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, the same Virginia Code Section further provides that the Virginia Department of Transportation (“VDOT”) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

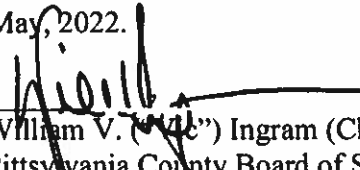
NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board fully and enthusiastically supports the naming of the Route 57 Bridge in the Banister District of the County the location of said bridge depicted in more detail on the map attached hereto and made a part fully hereof, as the “Trooper Henry Noel Harmon Memorial Bridge;” and

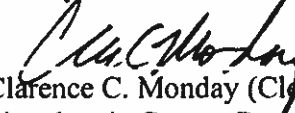
BE IT FURTHER RESOLVED that the County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming; and

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


Given under my hand this 17th day of May, 2022.




William V. Ingram (Chairman)
Pittsylvania County Board of Supervisors


Clarence C. Monday (Clerk)
Pittsylvania County Board of Supervisors

Approved as to Form:


J. Vaden Hunt, Esq.
Pittsylvania County Attorney

Pittsylvania County



29



Proposed Bridge Naming
"Trooper Henry Noel Harmon
Memorial Bridge"

Trojan Ln

Halifax Rd

Southern States -
Chatham Cooperative...



Virginia Department of Transportation
Maintenance Division
CTB MEETING: July 20, 2022

Pittsylvania County
Proposed Bridge Naming:
**"Trooper Henry Noel Harmon
Memorial Bridge"**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) Interchange Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 234 (Manassas Bypass) to be limited access highways in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*; as amended, and in accordance with the State Highway and Transportation Commission Policy; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to development and availability of funding; and

WHEREAS, Route 234 (Manassas Bypass) was renamed the Route 234 Bypass (Prince William Parkway); and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road)
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WHEREAS, on June 19, 2008, the CTB authorized pedestrians and persons riding bicycles to use the 1.23 mile shared-use path to be constructed adjacent to Route 234 Bypass (Dumfries Road) between 0.07 miles north of the Route 234 Bypass (Prince William Parkway) and 0.85 miles south of the Route 234 Bypass (Prince William Parkway); and

WHEREAS, State Highway Project 0234-076-323, P101, R201, C501, B661, B662; (UPC# 118626) provides for the construction of a grade separated interchange at the intersection of Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) to include on and off ramps in all quadrants. Route 649 (Brentsville Road) will be realigned to connect directly with Route 234 Business through a bridge structure over Route 234 Bypass (Prince William Parkway/Dumfries Road). These improvements will remove the two (2) existing signals, provide for a more free-flow movement of traffic across the Route 234 Bypass (Prince William Parkway/Dumfries Road), and introduce a continuous Green T- intersection at Route 294 and Bradley Cemetery Way to improve safety and operational issues. A sidewalk and shared-use path will also be constructed within the area designated as limited access through the interchange (the “Project”); and

WHEREAS, the construction of the Route 234 Bypass (Prince William Parkway / Dumfries Road) and Route 649 (Brentsville Road) interchange requires modifications to the limited access lines as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Prince William County Department of Transportation held an In-Person and Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on December 8, 2021, between 6:00 pm and 7:30 pm at the Lake Jackson Fire House, 11310 Coles Drive, Manassas, Virginia 20112, and allowed public input to be collected concerning the request; and

WHEREAS, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
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WHEREAS, the economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Northern Virginia District Office has reviewed and approved the Interchange Justification Report on June 2, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and 23 CFR Part 771. A Final Environmental Impact Statement was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on January 8, 1981. A Supplemental Environmental Impact Statement (SEIS) was prepared and approved by FHWA on September 21, 1994. The environmental study completed in March 2021 determined an additional SEIS was not required, and was approved by FHWA on March 15, 2021; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area, conformity applies and the Project must be included in a conforming financially constrained regional long-range transportation plan adopted by the Metropolitan Planning Organization. The Project is included in the Visualize 2045 Air Quality Conformity Analysis (Conformity ID# 660) for the financially constrained element of the Visualize 2045 Long-Range Transportation Plan (Constrained Element ID# 3178) and the FY2021-2024 Transportation Improvement Program approved by the National Capital Region Transportation Planning Board on March 18, 2020; and

WHEREAS, the Project is located in Prince William County and the Prince William County Board of County Supervisors endorsed the final design and proposed LACCs at their regular meeting on May 10, 2022 (attached); and

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

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
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WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed sidewalk and shared-use path along Route 234 Bypass (Prince William Parkway / Dumfries Road), Route 649 (Brentsville Road), Route 234 Business, and Route 249, and within the areas designated as limited access.

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

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) Interchange
Project 0234-076-323, P101, R201, C501, B661, B662
UPC# 118626
Prince William County

Issues: The area designated as limited access previously approved for the Route 234 (Manassas Bypass) needs to be modified to accommodate the proposed grade separated interchange at the intersection of Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) and to provide pedestrian and bicyclist access through the area as a result of a new sidewalk and shared use path that will be placed within the limited access area and through the existing limited access control line. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 234 (Manassas Bypass) was previously established on April 17, 1980 by the State Highway Commission, predecessor to the CTB, and designated Route 234 (Manassas Bypass) to be limited access highways in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended, and in accordance with the State Highway and Transportation Commission Policy.
- On June 20, 1991, the CTB approved the major design features of Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to development and availability of funding.
- The Route 234 (Manassas Bypass) was renamed the Route 234 Bypass (Prince William Parkway).
- On June 19, 2008, the CTB authorized pedestrians and persons riding bicycles to use the 1.23 mile shared-use path to be constructed adjacent to Route 234 Bypass (Dumfries Road), between 0.07 miles north of the Route 234 Bypass (Prince William Parkway) and 0.85 miles south of the Route 234 (Prince William Parkway).
- State Highway Project 0234-076-323, P101, RW-201, C501, B661, B662; (UPC# 118626) provides for the construction of a grade separated interchange at the intersection of Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) to include on and off ramps in all quadrants. Route 649 (Brentsville Road) will be realigned to connect directly with Route 234 Business through a bridge structure over Route 234 Bypass (Prince William Parkway/Dumfries Road). These improvements will remove the two (2) existing signals, provide for a

more free-flow movement of traffic across the Route 234 Bypass (Prince William Parkway/Dumfries Road), and introduce a continuous Green T-intersection at Route 294 and Bradley Cemetery Way. A sidewalk and shared-use path will also be constructed within the limited access through the interchange (the “Project”). These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

- Prince William County Department of Transportation held an In-Person and Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on December 8, 2021, between 6:00 pm and 7:30 pm at the Lake Jackson Fire House, 11310 Coles Drive, Manassas, Virginia 20112, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance and posted on the Project website, and all citizens were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Virginia Department of Transportation’s (VDOT’s) Northern Virginia District Office has reviewed and approved the Interchange Justification Report on June 2, 2022 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and 23 CFR Part 771. A Final Environmental Impact Statement was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on January 8, 1981. A Supplemental Environmental Impact Statement (SEIS) was prepared and approved by FHWA on September 21, 1994. The environmental study completed in March 2021 determined an additional SEIS was not required, and was approved by FHWA on March 15, 2021.
- The Project is located within an 8-hour ozone non-attainment area, conformity applies and the Project must be included in a conforming financially constrained regional long-range transportation plan adopted by the Metropolitan Planning Organization. The Project is included in the Visualize 2045 Air Quality Conformity Analysis (Conformity

ID# 660) for the financially constrained element of the Visualize 2045 long-range transportation plan (Constrained Element ID# 3178) and the FY2021-2024 Transportation Improvement Program approved by the National Capital Region Transportation Planning Board on March 18, 2020.

- The Project is located in Prince William County and the Prince William County Board of County Supervisors endorsed the final design and proposed LACCs at their regular meeting on May 10, 2022 (attached).
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road) interchange continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on April 17, 1980.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the 234 Bypass (Prince William Parkway /Dumfries Road) and Route 649 (Brentsville Road) interchange Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were thirty-nine (39) citizens that attended the Hearing per the sign in sheets. Twenty (20) typed comments were received, seventeen (17) written comments were received, zero (0) oral comments recorded by the court reporter, and fifty-four (54) oral comments addressed during the Q&A period. In addition, twenty-six (26) emailed comments were received by Prince William County for a total of 117 comments received. Of those, thirteen (13) supported the Project, sixteen (16) opposed the Project, and eighty-eight (88) were

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Route 234 Bypass (Prince William Parkway/Dumfries Road) and Route 649 (Brentsville Road)
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neutral.

4/17/80

Moved by Mr. Wrench, seconded by Mr. Mohr,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Stonewall Jackson High School, south of Route 234, in Prince William County on September 18, 1979, at 7:30 p.m., for the purpose of considering the location for the proposed Manassas Bypass (Route 234) from the intersection of Route 619 at Independent Hill to the intersection of Route 15 at Woolsey in Prince William County, State Project 0234-076-107, PE-101; Federal Project F-109-1(101); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan utilizing a combination of Alternative A-1 and Alternative B-2 as proposed and presented at the said location public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that Route 234 be designated as a limited access highway between Route 619 at Limstrong and Routes 29/211 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Commission Policy.

MOTION CARRIED

Moved by Mr. Anderson, seconded by Mr. Mohr,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Appomattox Elementary School auditorium in Appomattox, Virginia, on August 15, 1979, at 7:30 p.m., for the purpose of considering the proposed design features of Route 460 (Appomattox Bypass) from 0.832 mile west of the west corporate limits of Appomattox to 0.900 mile east of the east corporate limits of Appomattox in Appomattox County, State Project 7460-006-101, G-301, P-401; and

Moved by Mr. Hoffler, Seconded by Mr. Warner, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501,C-502,C-503,C-504; Federal Project F-109-1(101); and

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

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

BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

- Permit design and construction of the alternate proposal for the Route 28 Interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.

-2-

- Approval of Alternative B-II design for the Clover Hill Road Interchange.
- Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- Revision of Brentsville Road Interchange design to minimize right of way requirements.
- Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horse-drawn vehicles, self-propelled machinery or equipment, and animals led, ridden, or driven on the hoof be prohibited from using this highway.

Motion carried.

6/20/91



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2008

MOTION

**Made By: Mr. Koelemay Seconded By: Mr. Sterling
Action: Motion Carried, Unanimously**

**TITLE: Approval of the Location of the Modification of Limited Access
for the extension shared-use path along Dumfries Road in Prince William County**

WHEREAS, on June 20, 1991, the Commonwealth Transportation Board designated Route 234 between 0.23 mile north of Interstate Route 66 and 3.91 miles east of Route 28 (Dumfries Road) in Prince William County as a limited access facility in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof were prohibited from using this highway.

WHEREAS, on November 15, 1993, the Commonwealth Transportation Board amended the June 20, 1991 limited access designation with the modification to allow the interim use of the paved shoulder of Route 234 for bicyclists.

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a notice of willingness to hold a Combined Location and Design Public Hearing was posted and expired on September 18, 2007 with no request for a hearing being received. The proposed project will construct on new location the final 1.23 mile section of the shared-use path adjacent to Dumfries Road (Route 234) in Prince William County, between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway. As a part of this project the Limited Access will be modified to accommodate the path; and

Resolution of the Board
Approval of the Location of the Modification of Limited Access
Dumfries Road in Prince William County
June 19, 2008
Page Two of Two

WHEREAS, proper notice was given in advance, and a full opportunity given to express their opinions and recommendations for or against the proposed project as developed, and their no statements were being received for consideration by the Commonwealth Transportation Board; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location of the shared-use path be approved as proposed and presented at the public hearing.

NOW THEREFORE, BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby rescinds the November 15, 2003 approval for persons riding bicycles to use the shoulder of the roadway for travel.

NOW THEREFORE, BE IT FURTHER RESOLVED, that pedestrians and persons riding bicycles are authorized to use the shared use path adjacent to Route 234 between 0.07 miles north of the Prince William Parkway and 0.85 miles south of the Prince William Parkway a length of 1.23 miles.

#####



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

June 1, 2022

The Honorable W. Sheppard Miller, III
The Honorable Alison DeTuncq
The Honorable E. Scott Kasprovicz
The Honorable Marty Williams
The Honorable Greg Yates
The Honorable Carlos M. Brown
The Honorable Mary Hughes Hynes
The Honorable Stephen A. Johnsen
The Honorable Bert Dodson, Jr.
The Honorable Raymond D. Smoot, Jr.
The Honorable Cedric Bernard Rucker
The Honorable Mark H. Merrill
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Wayne Coleman
The Honorable Jennifer DeBruhl
The Honorable Stephen C. Brich, P. E.

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 234 Bypass (Prince William Parkway / Dumfries Road) and Route 649 (Brentsville Road) Interchange in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0234-076-323, P101, R201, C501, B661, B662; (UPC# 118626) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Bart Thrasher

2022.06.24 07:46:47-04'00'

Barton A. Thrasher, P.E.
Chief Engineer

Limited Access Control Point Stations and Offsets Table**UPC 118626, 0234-076-323, PE 101, RW-201, C-501, B-661, B-662**

Sheet	Station	Offset	Baseline
1	700+49.89	352.11' LT	Ramp D2 BL
1	703+02.31	65.00' LT	Ramp D2 BL
1	703+13.28	65.00' LT	Ramp D2 BL
1	706+95.81	75.00' LT	Ramp D2 BL
2	16+45.47	138.34' RT	Ramp F BL
2	20+09.22	248.00' RT	Ramp F BL
2	106+71.70	63.71' LT	Brentsville Road (Route 649) BL
2	106+86.27	60.89' LT	Brentsville Road (Route 649) BL
3	0+77.71	27.05' LT	Entrance 90957 BL
3	0+95.00	33.18' LT	Entrance 90957 BL
3	1+09.13	38.20' LT	Entrance 90957 BL
3	2+18.45	17.88' LT	Entrance 90957 BL
4	801+19.03	34.36' LT	Plant Place BL
5	816+59.38	41.31' LT	Plant Place BL
6	477+59.29	165.50' LT	Route 234 NB BL
6	477+69.95	157.17' LT	Route 234 NB BL

Re: LACC UPC 118626 Route 234 Bypass (Prince William Parkway / Dumfries Road) and Route 649 (Brentsville Road) Interchange

Snider, Lori

9:11 AM (May 26, 2022)

to Neil, me

I approve from a Right of Way & Utilities standpoint.

Thank you,
Lori

On Thu, May 26, 2022, 8:52 AM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:
Hi Lori,

Please see the attached project related LACC I received from L&D. After some consultation with the design builder team and VDOT engineers, the design was refined to limit my concerns for access to a private cemetery to a pedestrian/non-vehicular break. I can provide you with more detail, if you find it helpful. Otherwise, I have reviewed these changes and recommend your approval from a Right of Way and Utilities perspective. If you concur, please respond to George Rogerson, who is included on this email. Thank you

Neil

Neil M. Hord
Program Manager Property Management
Right of Way & Utilities Division
1401 E. Broad Street, 5th Floor
Richmond, Virginia 23219
Phone: (804) 786-4079
Fax: (804) 786-1706
<http://pmi.vdot.virginia.gov/>

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

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

Date: Wed, May 25, 2022 at 2:32 PM

Subject: Fwd: LACC UPC 118626 Route 234 Bypass (Prince William Parkway / Dumfries Road) and Route 649 (Brentsville Road) Interchange

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

As requested.



George T. Rogerson, Jr.

*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

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

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

Date: Wed, May 18, 2022 at 3:52 PM

Subject: Fwd: LACC UPC 118626 Route 234 Bypass (Prince William Parkway /
Dumfries Road) and Route 649 (Brentsville Road) Interchange

To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **July 20, 2022 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB May 27, 2022**.

If you have any questions or concerns, please contact me.

Thank you,



George T. Rogerson, Jr.

*Policies & Procedures Section Manager
Location & Design Division / Central Office*
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

MOTION: BAILEY

**May 10, 2022
Regular Meeting
Res. No. 22-246**

SECOND: BODDYE

RE: ENDORSE THE FINAL DESIGN OF THE ROUTE 234 BRENTSVILLE INTERCHANGE PROJECT – COLES MAGISTERIAL DISTRICT

ACTION: APPROVED

WHEREAS, the Route 234 Brentsville Interchange Project (Project) consists of constructing a grade separated interchange at the intersections of Route 234 Bypass with Prince William Parkway (Route 294), Dumfries Road (Route 234 Business), and Brentsville Road. Additionally, the Project realigns a section of Brentsville Road to connect directly with Route 234 Business through a bridge structure over the Route 234 Bypass. The new improvements will remove the two (2) existing signals and provide for a more free-flow movements across the Route 234 Bypass which will help reduce delays. The design also introduces a continuous Green-T intersection on Prince William Parkway (Route 294) and Bradley Cemetery Way, that will improve operations at this intersection as well as the construction of a pedestrian / bike bridge over Route 234 Bypass which will improve connectivity and safety in the area; and

WHEREAS, on September 4, 2018, via Resolution Number (Res. No.) 18-480, the Prince William Board of County Supervisors (Board) authorized the execution of a standard project agreement between Prince William County and the Northern Virginia Transportation Authority (NVTA) for local administration of the Project, NVTA project #2018-034-1 and budgeted and appropriated \$54,900,000. This is adequate to cover the execution of all of the Project's requirements, including the change order for the pedestrian / bicycle bridge at \$4,045,234.60; and

WHEREAS, the Planning Commission has reviewed this Project as part of the Fiscal Year (FY) 2020 Capital Improvement Program adopted on April 30, 2019; and

WHEREAS, on January 12, 2021, via Res. No. 21-019, the Board awarded a Public-Private Transportation Act Comprehensive Agreement and Contract to Wagman Heavy Civil, Inc., to design and construct the Project for a total amount of \$40,954,459; and

WHEREAS, a design public hearing was advertised and held on December 8, 2021, in accordance with the legal requirements to present the design and solicit public input; and

WHEREAS, a public information presentation was posted on the County's project web page on March 22, 2022, to address some of the public hearing's comments; and

WHEREAS, this Project addresses relieving existing and projected traffic congestion, as well as improving pedestrian and bike connectivity and safety within the Project limits; and

May 10, 2022
Regular Meeting
Res. No. 22-246
Page Two

WHEREAS, this Project will introduce a new interchange on a roadway that is currently within a limited access right-of-way requiring a few changes. Any change, and / or break, in limited access controls requires the Board's endorsement before it can be considered by the Commonwealth Transportation Board for approval; and

WHEREAS, County staff recommends that the Board approve this resolution endorsing the final design of the Project;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the final design of the Route 234 Brentsville Interchange Project in the Coles Magisterial District.

ATTACHMENT: Final Design – Route 234 Brentsville Interchange Project

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Lawson, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Director of Transportation

ATTEST: _____

Andrea P. Madden

Clerk to the Board



Route 234-Brentsville Road Interchange Project

VDOT Project: 0234-076-323



Project Location



North Arrow & Scale



Legend

- Proposed Road
- Proposed Bridge
- Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Entrance
- Proposed Shoulder
- Stormwater Management Basin
- Proposed Concrete Median
- Proposed Grass Median
- Proposed Curb Ramp
- Proposed Green Space
- Proposed Tie In Slopes
- Existing Roadway Removal
- Existing Right of Way
- Proposed Right of Way & Limited Access Line
- Proposed Limited Access Line
- Proposed Acquisition
- Proposed Permanent Easement
- Proposed Temp. Construction Easement
- Existing Easements
- Property Line
- Proposed Limits of Construction - Cut
- Proposed Limits of Construction - Fill
- Proposed Light Pole
- Signal
- Traffic Arrows

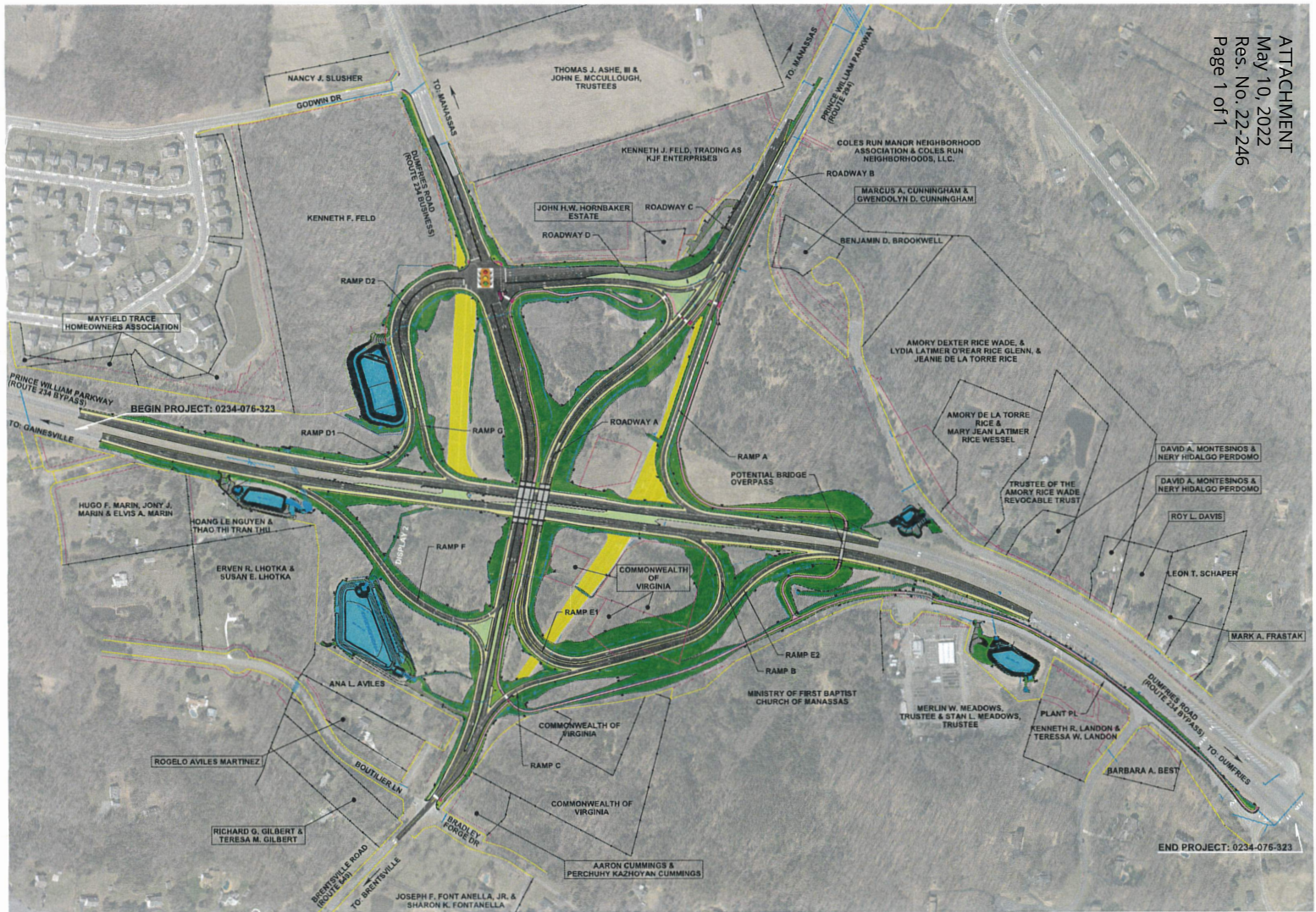
Contact Information

Mary Ankers
Project Manager
Prince William County Department of Transportation
5 County Complex Court, Suite 200
Prince William, Va 22192
Comments may also be sent to:
MAkers@pwcgov.org

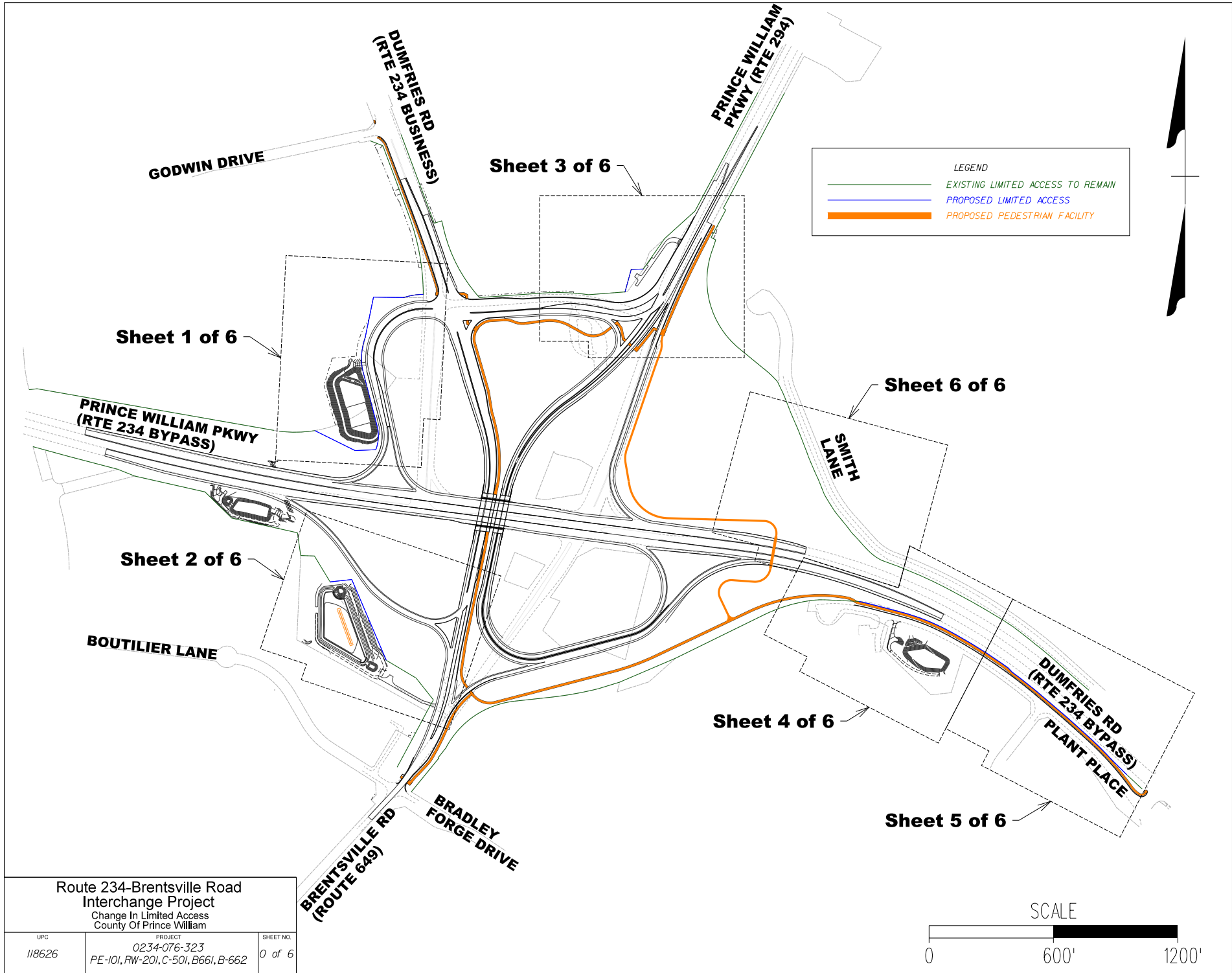
Route 234-Brentsville Road Interchange Project
Prince William, Virginia
State Project Number: 0234-076-323
UPC: 118226

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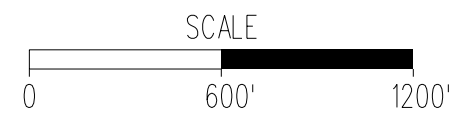
Imagery Courtesy of the Commonwealth of Virginia copyright 2017



ATTACHMENT
May 10, 2022
Res. No. 22-246
Page 1 of 1

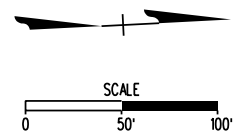


Route 234-Brentsville Road Interchange Project Change In Limited Access County Of Prince William		
UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 0 of 6



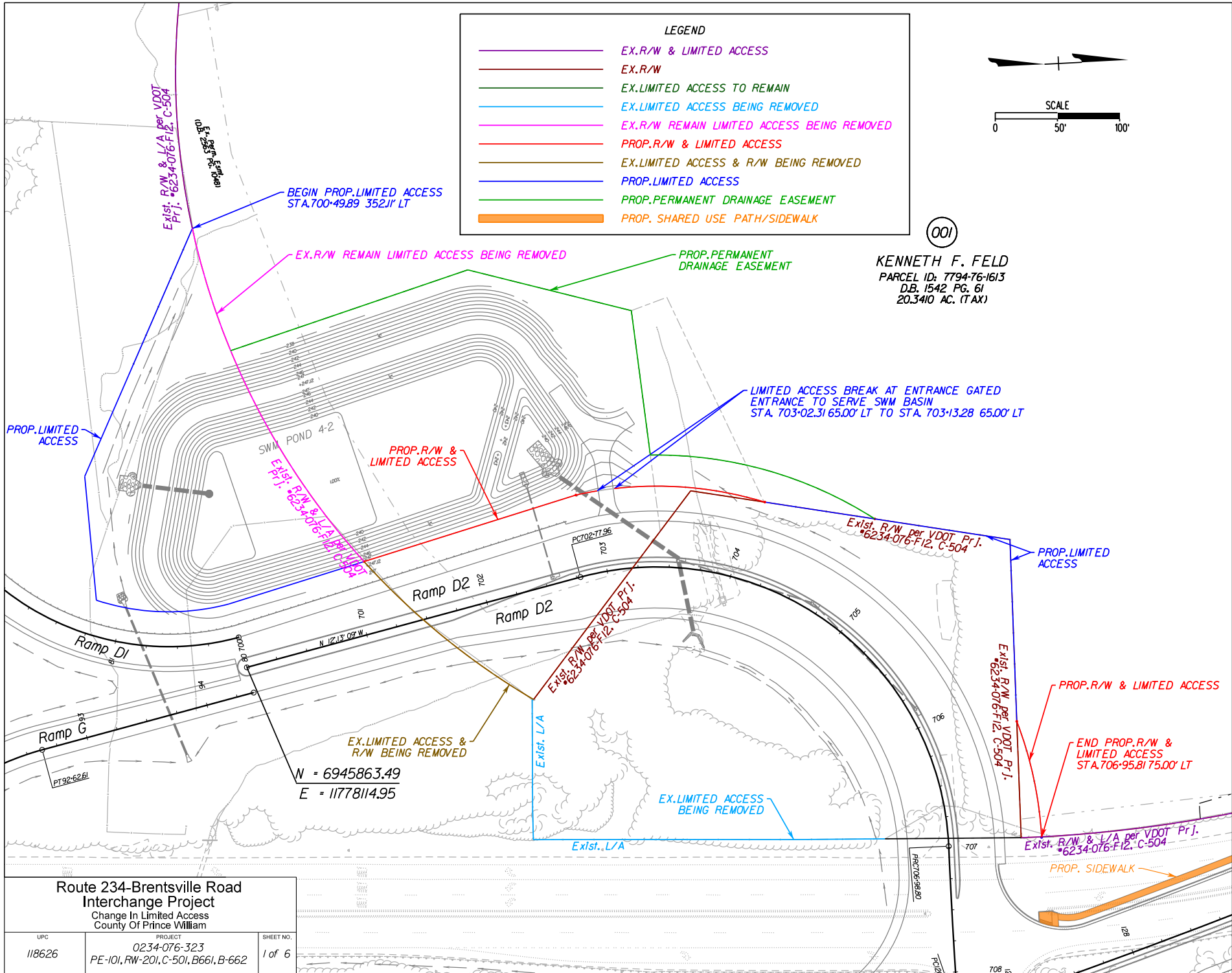
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- EX.R/W
- EX.LIMITED ACCESS TO REMAIN
- EX.LIMITED ACCESS BEING REMOVED
- EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
- PROP.R/W & LIMITED ACCESS
- EX.LIMITED ACCESS & R/W BEING REMOVED
- PROP.LIMITED ACCESS
- PROP.PERMANENT DRAINAGE EASEMENT
- PROP. SHARED USE PATH/SIDEWALK



001

KENNETH F. FELD
 PARCEL ID: 7794-76-1613
 D.B. 1542 PG. 6I
 20,3410 AC. (TAX)



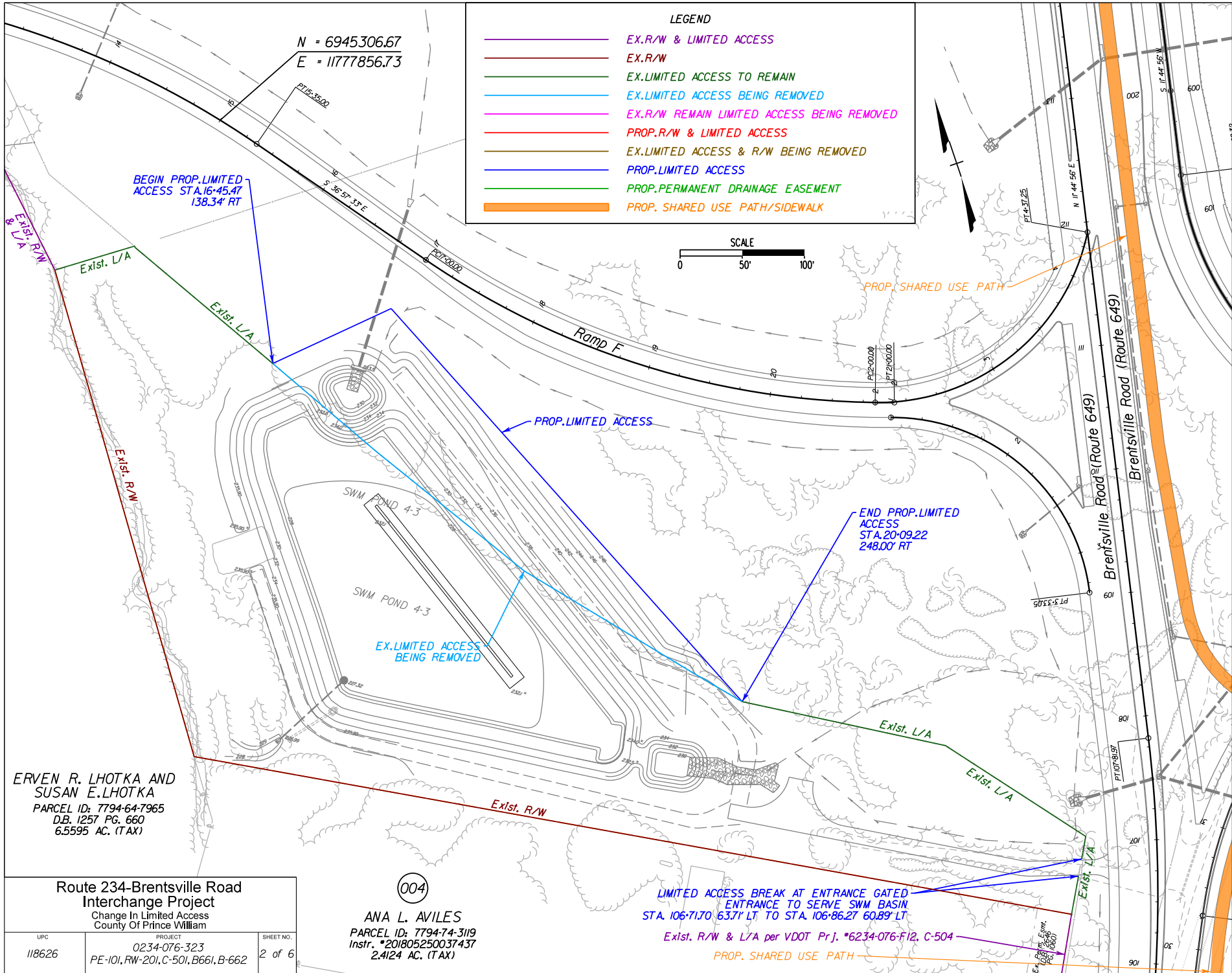
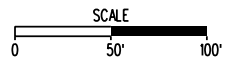
Route 234-Brentsville Road Interchange Project
 Change In Limited Access
 County Of Prince William

UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 1 of 6
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6/8/2022

LEGEND

- EX.R/W & LIMITED ACCESS
- EX.R/W
- EX.LIMITED ACCESS TO REMAIN
- EX.LIMITED ACCESS BEING REMOVED
- EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
- PROP.R/W & LIMITED ACCESS
- EX.LIMITED ACCESS & R/W BEING REMOVED
- PROP.LIMITED ACCESS
- PROP.PERMANENT DRAINAGE EASEMENT
- PROP. SHARED USE PATH/SIDEWALK



N = 6945306.67
 E = 11777856.73

BEGIN PROP.LIMITED ACCESS STA.16+45.47 138.34' RT

END PROP.LIMITED ACCESS STA.20+09.22 248.00' RT

LIMITED ACCESS BREAK AT ENTRANCE GATED ENTRANCE TO SERVE SWM BASIN STA. 106+71.70 63.71' LT TO STA. 106+86.27 60.89' LT

Exist. R/W & L/A per VDOT Prj. *6234-076-F12, C-504

ERVEN R. LHOTKA AND SUSAN E. LHOTKA
 PARCEL ID: 7794-64-7965
 D.B. 1257 PG. 660
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ANA L. AVILES
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 Instr. *201805250037437
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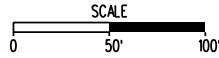
Route 234-Brentsville Road Interchange Project
 Change In Limited Access
 County Of Prince William

UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 2 of 6
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LEGEND

- EX.R/W & LIMITED ACCESS
- EX.R/W
- EX.LIMITED ACCESS TO REMAIN
- EX.LIMITED ACCESS BEING REMOVED
- EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
- PROP.R/W & LIMITED ACCESS
- EX.LIMITED ACCESS & R/W BEING REMOVED
- PROP.LIMITED ACCESS
- PROP.PERMANENT DRAINAGE EASEMENT
- PROP. SHARED USE PATH/SIDEWALK



002

KENNETH J. FELD, TRADING AS KJF ENTERPRISES

PARCEL ID: 7794-86-6262
Instr. *200408260176673
22.0986 AC. (TAX)

003

BENJAMIN D. BROOKWELL

PARCEL ID: 7794-96-4808
Instr. *20190210008772
5.9648 AC. (TAX)

PROP. SHARED USE PATH

MARCUS A. CUNNINGHAM & GWENDOLYN D. CUNNINGHAM

PARCEL ID: 7794-96-1313
Instr. *20131040108703
1.0224 AC. (TAX)

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E = 11779277.82

JOHN H. W. HORNBAKER ESTATE
PARCEL ID: 7794-86-5220
DB. 1499 PG. 117
0.5000 AC. (TAX)

END PROP.R/W & LIMITED ACCESS
STA.2+18.45 17.88' LT

PROP.R/W & LIMITED ACCESS

LIMITED ACCESS BREAK
NON-GATED BREAK FOR CEMETERY ACCESS
STA.0+95.00 33.18' LT TO STA.1+09.13 38.20' LT

BEGIN PROP.R/W & LIMITED ACCESS
STA.0+77.71 27.05' LT

EXIST. R/W & L/A per VDOT
Prj. *6234-076-F12, C-504

EXIST. R/W per VDOT Prj.
*6234-076-F12, C-504

EXIST. R/W & L/A per VDOT
Prj. *6234-076-F12, C-504

EXIST. L/A

Entrance 90957 BL

Roadway C

Roadway B

Ramp A

Roadway D

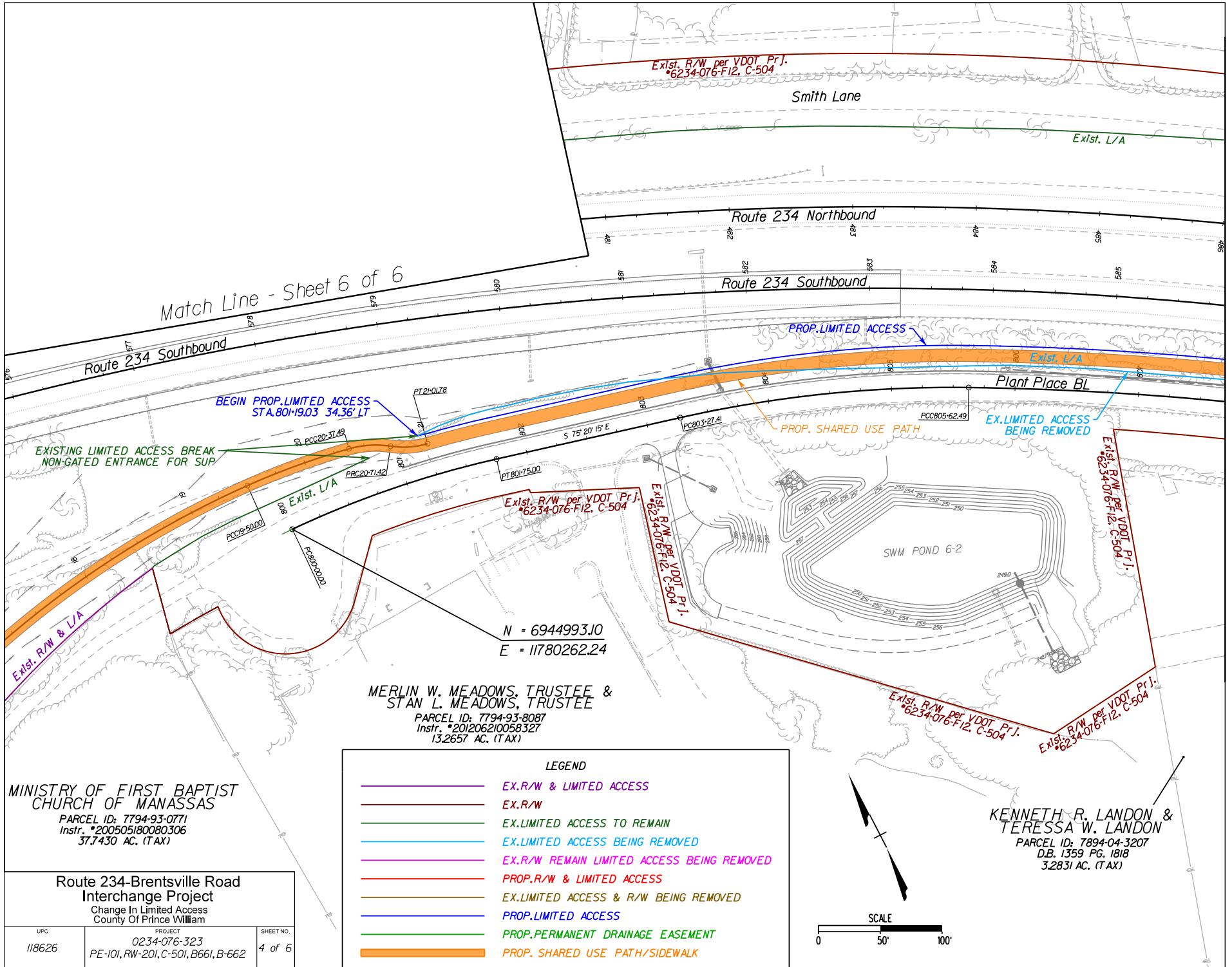
EX.LIMITED ACCESS & R/W BEING REMOVED

PROP. SHARED USE PATH

PROP. SHARED USE PATH

Route 234-Brentsville Road
Interchange Project
Change in Limited Access
County Of Prince William

UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 3 of 6
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Match Line - Sheet 6 of 6



General Construction | Heavy Civil | Geotechnical

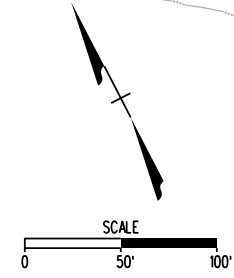
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MERLIN W. MEADOWS, TRUSTEE &
STAN L. MEADOWS, TRUSTEE
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Instr. *201206210058327
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MINISTRY OF FIRST BAPTIST
CHURCH OF MANASSAS
PARCEL ID: 7794-93-0771
Instr. *200505180080306
37.7430 AC. (TAX)

KENNETH R. LANDON &
TERESSA W. LANDON
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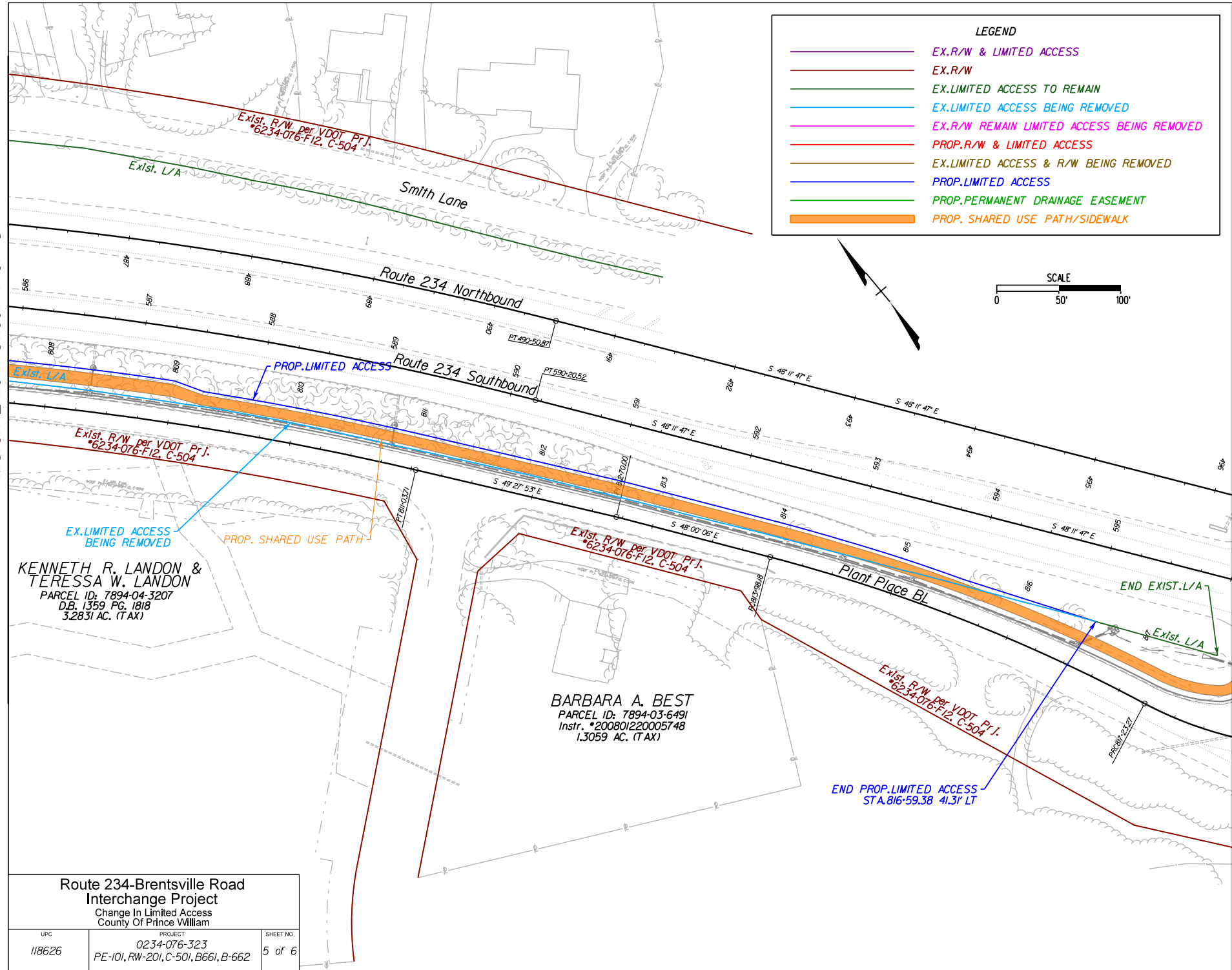
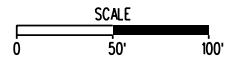
LEGEND	
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	EX.R/W
	EX.LIMITED ACCESS TO REMAIN
	EX.LIMITED ACCESS BEING REMOVED
	EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
	PROP.R/W & LIMITED ACCESS
	EX.LIMITED ACCESS & R/W BEING REMOVED
	PROP.LIMITED ACCESS
	PROP.PERMANENT DRAINAGE EASEMENT
	PROP. SHARED USE PATH/SIDEWALK



Route 234-Brentsville Road Interchange Project		
Change In Limited Access County Of Prince William		
UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 4 of 6

LEGEND

- EX.R/W & LIMITED ACCESS
- EX.R/W
- EX.LIMITED ACCESS TO REMAIN
- EX.LIMITED ACCESS BEING REMOVED
- EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
- PROP.R/W & LIMITED ACCESS
- EX.LIMITED ACCESS & R/W BEING REMOVED
- PROP.LIMITED ACCESS
- PROP.PERMANENT DRAINAGE EASEMENT
- PROP. SHARED USE PATH/SIDEWALK



KENNETH R. LANDON & TERESSA W. LANDON
 PARCEL ID: 7894-04-3207
 D.B. 1359 PG. 1818
 3.2831 AC. (TAX)

BARBARA A. BEST
 PARCEL ID: 7894-03-6491
 Instr. *200801220005748
 1.3059 AC. (TAX)

Route 234-Brentsville Road Interchange Project
 Change In Limited Access
 County Of Prince William

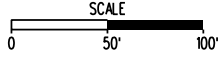
UPC 118626	PROJECT 0234-076-323 PE-101, RW-201, C-501, B661, B-662	SHEET NO. 5 of 6
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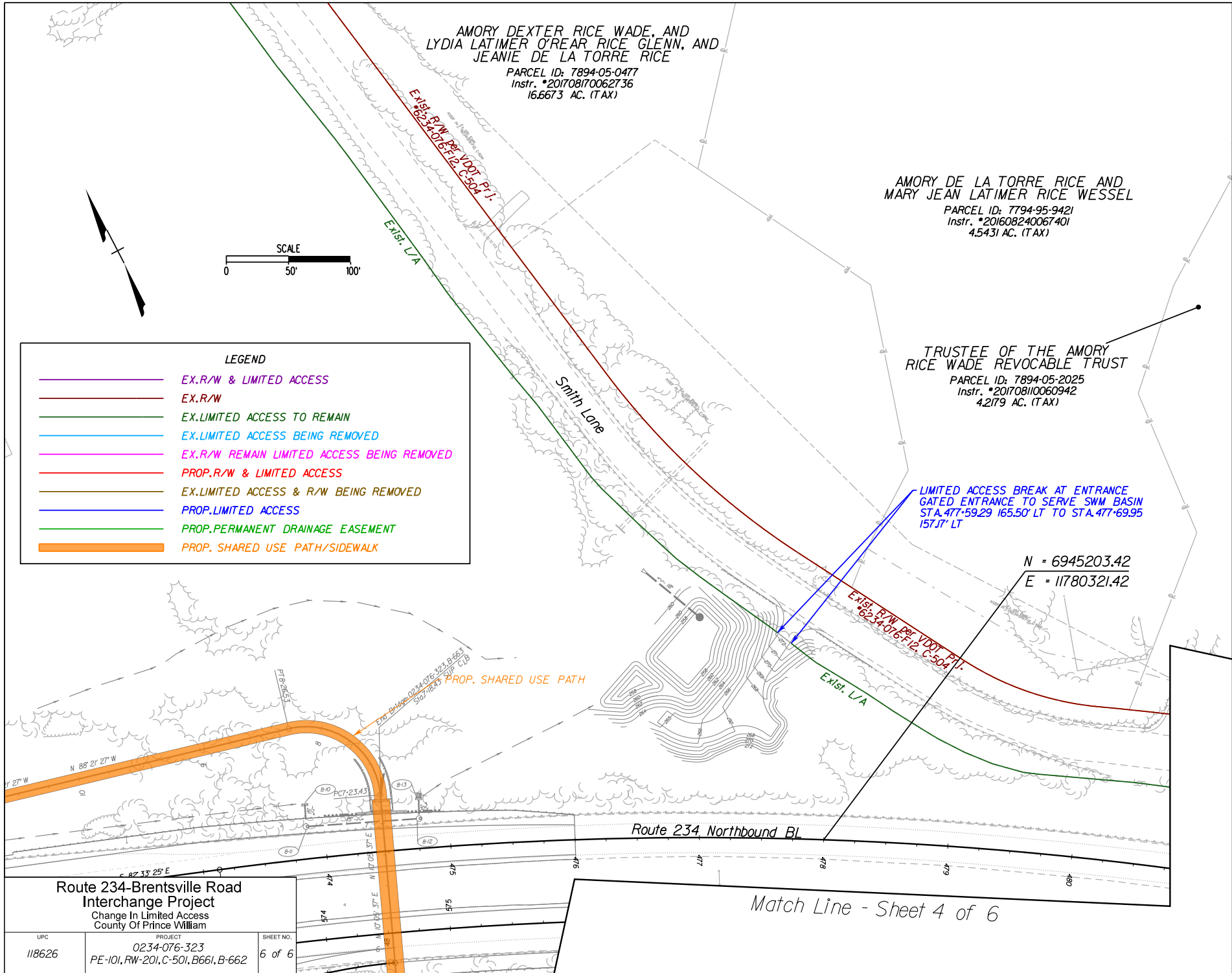
AMORY DEXTER RICE WADE, AND
 LYDIA LATIMER O'REAR RICE GLENN, AND
 JEANIE DE LA TORRE RICE
 PARCEL ID: 7894-05-0477
 Instr. *201708170062736
 16.6673 AC. (TAX)

AMORY DE LA TORRE RICE AND
 MARY JEAN LATIMER RICE WESSEL
 PARCEL ID: 7794-95-9421
 Instr. *201608240067401
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TRUSTEE OF THE AMORY
 RICE WADE REVOCABLE TRUST
 PARCEL ID: 7894-05-2025
 Instr. *201708110060942
 4.2179 AC. (TAX)



LEGEND	
	EX.R/W & LIMITED ACCESS
	EX.R/W
	EX.LIMITED ACCESS TO REMAIN
	EX.LIMITED ACCESS BEING REMOVED
	EX.R/W REMAIN LIMITED ACCESS BEING REMOVED
	PROP.R/W & LIMITED ACCESS
	EX.LIMITED ACCESS & R/W BEING REMOVED
	PROP.LIMITED ACCESS
	PROP.PERMANENT DRAINAGE EASEMENT
	PROP. SHARED USE PATH/SIDEWALK



LIMITED ACCESS BREAK AT ENTRANCE
 GATED ENTRANCE TO SERVE SWM BASIN
 STA.477+59.29 165.50' LT TO STA.477+69.95
 157.17' LT

N = 6945203.42
 E = 11780321.42

Route 234-Brentsville Road
 Interchange Project
 Change In Limited Access
 County Of Prince William

SHEET NO.
 6 of 6

Match Line - Sheet 4 of 6



General Construction | Heavy Civil | Geotechnical

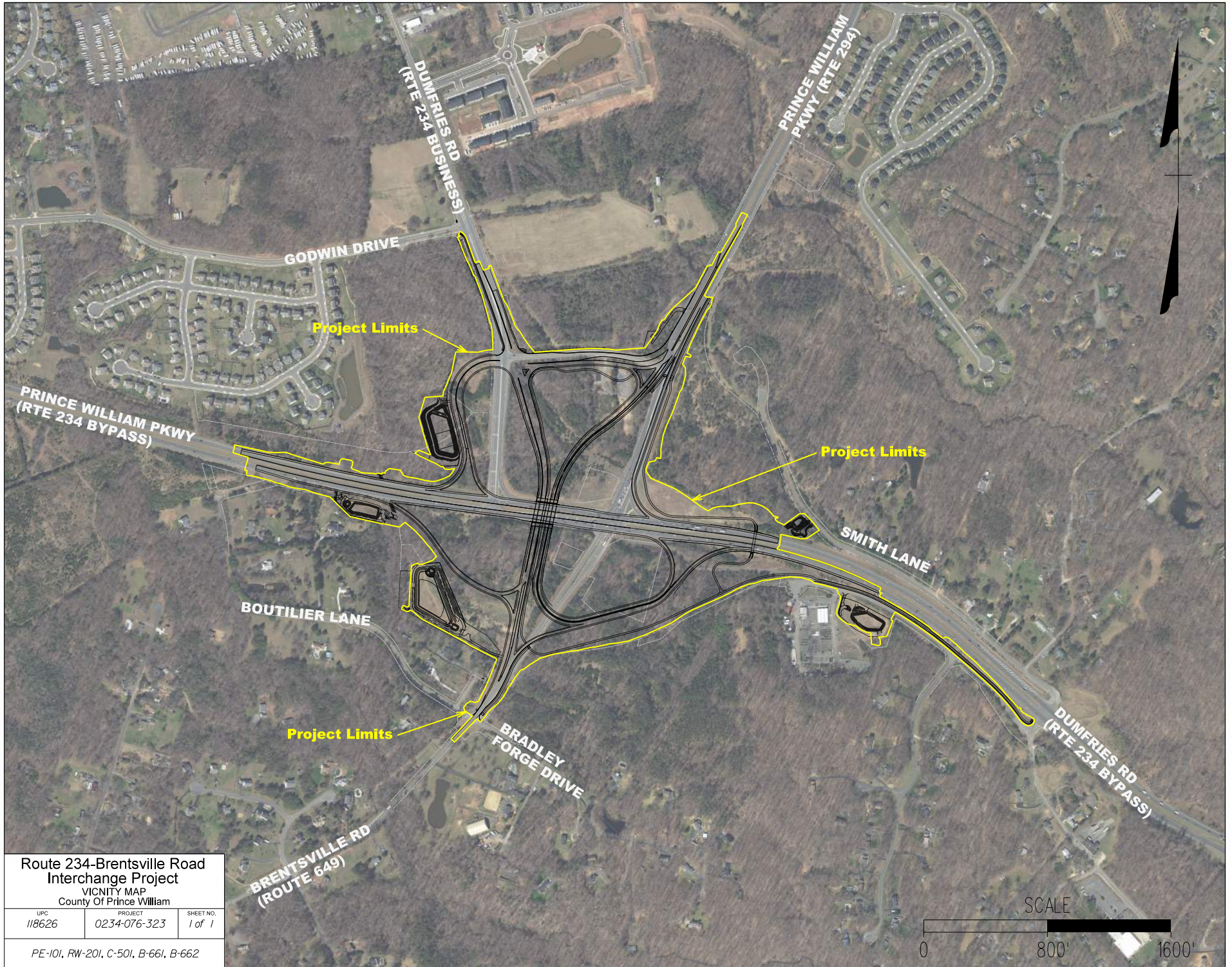
6/8/2022

UPC 118626 PROJECT 0234-076-323 SHEET NO. 6 of 6
 PE-101, RW-201, C-501, B661, B-662

Route 234-Brentsville Road
 Interchange Project
 VICINITY MAP
 County Of Prince William

UPC	PROJECT	SHEET NO.
118626	0234-076-323	1 of 1

PE-101, RW-201, C-501, B-661, B-662





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY23-28 Six-Year Improvement Program Transfers
For May 21, 2022 through June 17, 2022

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Final Fiscal Years 2023-2028 Program on June 21, 2022; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board

FY23-28 Six-Year Improvement Program Transfers for May 21, 2022 through June 17, 2022

July 20, 2022

Page 2 of 2

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

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

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

###

CTB Decision Brief

FY2023-2028 Six-Year Improvement Program Transfers For May 21, 2022 through June 17, 2022

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

Facts: On June 21, 2022, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from May 21, 2022 through June 17, 2022 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2023– 2028 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Decision Brief

FY23-28 Six-Year Improvement Program Transfers for May 21, 2022 through June 17, 2022

July 20, 2022

Page 2 of 2

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring CTB Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Culpeper	MULTI-MODAL IMPROVEMENTS (CITYWIDE)	113175	Culpeper	CHARLOTTESVILLE / NEW ADA IMPROVEMENTS IN VARIOUS LOCATIONS	108755	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$831,000	\$1,021,000	\$1,021,000	>100%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to a scheduled project.
2	Culpeper	MULTI-MODAL IMPROVEMENTS (CITYWIDE)	113175	Culpeper	CHARLOTTESVILLE / CONST. NEW SIDEWALKS IN VARIOUS LOCATIONS	108757	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$536,000	\$736,000	\$736,000	>100%	Transfer of surplus funds recommended by District and Local Assistance Division from an underway project to a scheduled project.
3	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Woodrow St. Install Concrete Crossing Surface	110990	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$72,326	\$182,326	\$182,325	65.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to a scheduled project.
4	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Hampton Roads	Old Buckroe Rd Pedestrian Improvements	117102	Local Funds for Enhancement Projects (NPL206), TAP > 200K : Hampton Roads (CF6M30)	\$414,849	\$1,050,251	\$1,050,251	65.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
5	Bristol	APPALACHIAN REGIONAL COMMISSION LOCAL ACCESS FUNDING	60634	Salem	ARC - Floyd Regional Commerce Road Construction	114661	Appalachian Local Access - Secondary (CNF282)	\$971,639	\$2,515,166	\$2,515,166	62.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide ARC Balance Entry line item to a scheduled project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring CTB Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	ROUTE 522 ROAD DIET AND BIKE PEDESTRIAN IMPROVEMENTS	109573	Open Container Funds - Statewide (CNF221)	\$459,106	\$3,046,235	\$3,046,235	17.75%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a completed project.
B	Fredericksburg	ROARING SPRINGS ROAD (SR 616) - BIKE/PED IMPROVEMENTS	107414	Fredericksburg	RTE 1208 - PEDESTRIAN IMPROVEMENT (GREATER ROAD)	110626	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$387,734	\$2,777,874	\$2,777,874	16.22%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
C	Hampton Roads	Drainage Ponds @ I-264 & Frederick Blvd	97725	Hampton Roads	Port of Virginia - ITS Masterplan for Hampton Roads	109409	RSTP Match - Urban : Hampton Roads MPO (CNS273)	\$117	\$350,000	\$349,883	0.03%	Transfer of surplus funds recommended by District and MPO from a completed project to fund an underway project.
D	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR18VB - RT 692 over Champion Swamp (Fed 10445) REPLACE	111339	SGR Bridge State (SSB700)	\$154,560	\$2,215,066	\$2,215,066	7.50%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the District SGR Balance Entry line item to a scheduled project.
E	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Balance Entry	T13917	Northern Virginia	#SGR18VB - Major Bridge Rehab at RT 7/King St over I-395	104406	SGR Bridge State (SSB700)	\$747,855	\$14,220,612	\$13,039,501	5.55%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Bridge Balance Entry line item to a completed project.
F	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Northern Virginia	UPGRADE EXISTING SIGNAL BACKLICK RD AND LEESVILLE BLVD	112493	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$24,708	\$699,708	\$699,708	3.66%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
G	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY, Richmond Region-wide Traffic/Operations Improvements	01492, 7072	Richmond	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	50529	RSTP - Secondary : Richmond MPO (CNF273), RSTP - Urban : Richmond MPO (CNF273), RSTP : Richmond (CF2M20), RSTP Match - Secondary : Richmond MPO (CNS273), RSTP Match - Urban : Richmond MPO (CNS273), RSTP Match : Richmond (CS2M21)	\$1,382,521	\$30,818,528	\$30,818,528	5.40%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
H	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	RTE 155 - SHARED-USE PATH	97688	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$64,985	\$2,208,643	\$2,208,643	3.03%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a completed project.
I	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)	101020	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	\$1,000,000	\$65,637,849	\$66,061,655	1.55%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to an underway project.
J	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR18VB - RT 40 OVER THARP CREEK (STR 7757) - SUPER REPLACE	111309	SGR Bridge State (SSB700)	\$242	\$1,094,008	\$1,094,008	0.02%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Balance Entry line item to a completed project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2023-2028

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2023-2028 Program on June 21, 2022; and

WHEREAS, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

Resolution of the Board
Addition of Projects to the Final FY 2023-2028 SYIP
July 20, 2022
Page 2 of 2

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the projects shown in Appendix A were not included in the FY 2023-2028 Program adopted by the Board on June 21, 2022; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 and are approved.

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CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2023 – 2028

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 21, 2022, after due consideration, the CTB adopted a Final FY 2023-2028 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2023–2028.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2023–2028 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2023-2028.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the Revised FY2023-2028 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
	121735	Hampton Roads	City of Chesapeake	0017	Dismal Swamp Environmental Access Study	\$200,000	\$200,000	\$0	Federal Lands Access Program	Yes
	121884	Northern Virginia	Fairfax County	0029	Route 29 Centreville Shared Use Paths	\$6,820,000	\$6,820,000	\$0	Local Accounts Receivable	Yes
	120459	Richmond	Goochland County	9999	Install Signal Pre-Emption at Multiple Locations	\$135,000	\$135,000	\$0	Local Accounts Receivable	Yes
Total						\$7,155,000	\$7,155,000	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017

WHEREAS, the Commonwealth Transportation Board's (Board) SMART SCALE Project Prioritization Process last approved December 8, 2021 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted December 8, 2021 states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts, and further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 project was submitted for consideration and selected for \$645,000 in funding through the Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC -21763).

Resolution of the Board

SMART SCALE Project Cancellation Brambleton Avenue/Tidewater Drive Intersection
Improvements UPC 111017

July 20, 2022

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NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Hampton Roads District Construction District Grant balance entry (UPC -21763).

####

CTB Decision Brief
SMART SCALE Project Cancellation
Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017

Issue: The Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by the City of Norfolk and screened in for meeting a VTrans need. It was selected for funding and received \$645,000 in Construction District Grant funds to fully fund the Project. CTB approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 8, 2021

Facts: The Project is locally administered and has not yet started.

Item 17 of the Board's Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 8, 2021 states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.

Item 22 of the Board's SMART SCALE Prioritization Process adopted December 8, 2021 states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, this item provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

Recommendation: VDOT recommends that the Board cancel the Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC -21763).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Brambleton Avenue/Tidewater Drive Intersection Improvement UPC 111017 project and transfer all Construction District Grant funds to the Salem Construction District Grant balance entry (UPC -21763).

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Salem Construction District Grant balance entry (UPC -21763).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

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

Action: _____

Title: SMART SCALE Project Budget Increase for Brambleton Avenue/Park Avenue Intersection Improvement UPC 111019 in the City of Norfolk

WHEREAS, section 33.2-214.1 of the Code of Virginia, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the Code of Virginia, and

WHEREAS, on December 8, 2021, the Board adopted a revised SMART SCALE Prioritization Process to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1; and

WHEREAS, Item 12 of the Board's SMART SCALE Prioritization Process provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

WHEREAS, Item 12.a. of the Board's SMART SCALE Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested

Resolution of the Board

SMART SCALE Project budget Increase for Brambleton Avenue/Park Avenue Intersection Improvement UPC 111019 in the City of Norfolk

July 20, 2022

Page 2 of 2

- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

WHEREAS, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, or the Highway Construction District Grant Programs pursuant to section 33.2-371, or the Interstate Operations and Enhancement Program pursuant to section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, Brambleton Ave/Park Avenue Intersection Improvement UPC 111019 Project (the Project) was submitted for consideration and selected for \$594,000 in funding through the Construction District Grant Program in the first round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project was ranked 2 out of 25 projects selected in Round 2 in the Hampton Roads District with a score of 278.7; and

WHEREAS, the Project has not yet started, and has had a cost estimate increase due to utility relocations and storm water management requirements that were not included in the original estimate; and

WHEREAS, the Project has not yet started and the estimated cost of the project exceeds the approved budget of \$594,000 by approximately \$745,077; and,

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase in the remaining amount of up to \$745,077 using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of \$745,077 for the Project, using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763), is approved.

####

CTB Decision Brief
**SMART SCALE Project Budget Increase for Brambleton Avenue/Park Avenue
Intersection Improvement UPC 111019 in the City of Norfolk**

Issue: Brambleton Avenue/Park Avenue Intersection Improvement UPC 111019 project (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process and the current estimated cost for completion of the Project exceeds the approved budget by \$745,077. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of up to \$745,077 using surplus Construction District Grant funds in the Hampton Roads District from UPC -21763. Board approval of the budget increase is required.

Facts: Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted December 8, 2021, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Brambleton Avenue/Park Avenue Intersection Improvement UPC 111019 project (Project) was submitted for consideration and selected for \$594,000 in funding through the Construction District Grant Program. The Project was ranked 2 out of 51 projects selected for funding in Round 2 in the Hampton Roads District with a score of 278.7.

The Project has not yet started and has experienced a beyond threshold cost increase due to utility relocations and storm water management requirements that were not included in the original estimate.

VDOT recommends Board approval of a SMART SCALE budget increase to address the remaining shortfall of \$745,077 using surplus Construction District Grant funds in the Hampton Roads District (UPC -21763).

Recommendation: Approval of a SMART SCALE budget increase in the amount of \$745,077 using surplus Construction District Grant funds (UPC -21763) in the Hampton Roads District.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

Result, if Approved: If approved, funds will be transferred so that the project can advance.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

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

Action: _____

Title: SMART SCALE Project Budget Increase for Staunton Crossing Street Extension UPC 111048 in the City of Staunton

WHEREAS, section 33.2-214.1 of the Code of Virginia, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the Code of Virginia, and

WHEREAS, on December 8, 2021, the Board adopted a revised SMART SCALE Prioritization Process to govern screening, scoring and selecting projects for funding pursuant to section 33.2-214.1; and

WHEREAS, Item 12 of the Board's SMART SCALE Prioritization Process provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

Resolution of the Board

SMART SCALE Project Budget Increase for Staunton Crossing Street Extension UPC 111048 in the City of Staunton

July 20, 2022

Page 2 of 3

WHEREAS, Item 12.a. of the Board's SMART SCALE Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

WHEREAS, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, or the Highway Construction District Grant Programs pursuant to section 33.2-371, or the Interstate Operations and Enhancement Program pursuant to section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, the Staunton Crossing Street Extension UPC 111048 Project (the Project) was submitted for consideration and selected for \$8,764, 970 in funding through the High Priority Projects Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project was ranked 15 out of 19 projects selected in Round 2 in the Staunton District with a score of 6.32; and

WHEREAS, the Virginia Department of Transportation (VDOT) received bids for the Project on June 22, 2022 and determined that the price proposals were responsive and represented good competition; and

WHEREAS, based on the price proposals received, the current estimated cost for award of the Project exceeds the current budget by \$2,154,777; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$2,154,777 using surplus High Priority Projects Program funds (UPC -21770); and

WHEREAS, taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 4.80 with a decrease in rank from 15 to 16 out of 19; and

WHEREAS, the Project has thus far incurred expenditures totaling \$1,240,685.

Resolution of the Board

SMART SCALE Project Budget Increase for Staunton Crossing Street Extension UPC 111048 in
the City of Staunton

July 20, 2022

Page 3 of 3

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of \$2,154,777 for the Project, using surplus High Priority Projects Program funds (UPC -21770), is approved.

####

CTB Decision Brief
SMART SCALE Project Budget Increase for Staunton Crossing Street Extension UPC 111048 in the City of Staunton

Issue: The Staunton Crossing Street Extension UPC 111048 project (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process and the current estimated cost for completion of the Project exceeds the approved budget by \$2,154,777. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of \$2,154,777 using surplus High Priority Projects Program funds from UPC -21770. Board approval of the budget increase is required.

Facts: Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted December 8, 2021, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Staunton Crossing Street Extension UPC 111048 project (Project) was submitted for consideration and selected for \$8,764,970 in funding through the High Priority Projects Program. The Project was ranked 15 out of 19 projects selected for funding in Round 2 in the Staunton District with a score of 6.32.

VDOT received bids for the Project on June 22, 2022 and determined that the price proposals were responsive and represented good competition.

However, based on the price proposals, the cost to award the Project exceeds the current budget by \$2,154,777.

The Project was rescored based on the increased budget, resulting in a score of 4.80, with a decrease in rank from 15 to 16 out of 19.

Thus far, the Project has incurred expenditures of \$1,240,685.

Based on the foregoing, VDOT recommends Board approval of a SMART SCALE budget increase for the Project in the amount of \$2,154,777 using surplus High Priority Projects Program funds (UPC -21770) to fund the budget increase.

Recommendation: Approval of a SMART SCALE budget increase in the amount of \$2,154,777 using surplus High Priority Projects Program funds (UPC -21770).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase for the Staunton Crossing Street Extension Project (UPC 111048) and to provide for the Board's intent and direction to fund the increase with surplus High Priority Projects Program funds.

Result, if Approved: If approved, funds will be transferred so that the project can be awarded.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Chesapeake City

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

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

WHEREAS, Plasser American Corporation has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of 2,740 feet of track to serve their facility in the City of Chesapeake; and

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

WHEREAS, the Board of Supervisors for the City of Chesapeake, Virginia has, by resolution dated July 12, 2022, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Staunton River Plastics facility located in the City of Chesapeake; and

WHEREAS, Norfolk Southern Railroad, by letter dated June 20, 2022, has indicated its support for the project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to construct approximately 2,740 linear feet of track subject to the following requirements:

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

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Chesapeake, Virginia
Plasser American Corporation

Summary: Plasser American Corporation has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail spur at its City of Chesapeake facility. Plasser American Corporation manufactures oversized rail equipment such as regulators, tampers, undercutting machines, etc. This project was announced by Governor Northam in October 2020.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 52 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 25 new oversized pieces of rail equipment annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 98 new jobs.
- The Applicant's new 2,740 foot rail spur will divert approximately 100 oversized / overweight trucks from Virginia highways per year.
- The plant is located near Route 460.
- The total capital investment in the facility is estimated at \$44.4M.
- The total railroad track construction cost is estimated at \$1.165M.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2023 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Pittsylvania County

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

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

WHEREAS, Westrock Corporation has submitted an application for RIA grant funds in the amount of \$298,410 toward reconstruction of 1,700 feet of track to serve their facility in the County of Pittsylvania; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 53 points, has recommended approval of the project; and

WHEREAS, the Board of Supervisors for the County of Pittsylvania, Virginia has, by resolution dated April 19, 2022, shown support for the application of up to \$298,410 in RIA funds for assistance in expanding track facilities to serve the Westrock Corporation facility located in the County of Pittsylvania; and

WHEREAS, Norfolk Southern Railroad, by letter dated February 22, 2022, has indicated its support for the project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$298,410 of the RIA Fund be provided to reconstruct approximately 1,700 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$298,410 RIA grant must be borne by Westrock Corporation or sources other than those administered by DRPT.
3. Execution of an Agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by Westrock Corporation to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Pittsylvania, Virginia
Westrock Corporation

Summary: Westrock Corporation has submitted an application for Rail Industrial Access grant funds in the amount of \$298,410 to reconstruct an existing rail spur at its Pittsylvania County facility. Westrock Corporation's Cascade facility is a chip mill that purchases pulpwood from local logging contractors and converts it into chips which are shipped to their Covington facility and made into packaging paper.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 54 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 600 new rail carloads annually (the minimum threshold for carloads is 401 annually).
- The Applicant commits to one new job.
- The Applicant's reconstructed 1,700 foot rail spur will divert approximately 2,040 trucks from Virginia highways per year.
- The plant is located north of Danville near Route 29.
- Railcar versus truckload ratio for this project is approximately 13% shipping by rail of outbound processed wood chips.
- The total capital investment is estimated at \$430,000.
- The total railroad track construction cost is estimated at \$430,000.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2023 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: **Seconded By:** **Action:**

Title: Rail Industrial Access – Hanover County

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

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

WHEREAS, Hanover Corporation has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of 4,000 feet of track to serve their facility in the County of Hanover; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 54 points, has recommended approval of the project; and

WHEREAS, the Board of Supervisors for the County of Hanover, Virginia has, by resolution dated March 9, 2022, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Houff Corporation facility located in the County of Hanover; and

WHEREAS, Buckingham Branch Railroad, by letter dated April 18, 2022, has indicated its support for the project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to reconstruct approximately 4,000 linear feet of track subject to the following requirements:

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

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Hanover, Virginia
Houff Corporation

Summary: Houff Corporation has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a rail spur at its Hanover County facility. Houff Corporation's facility is a transload facility which will be receiving Perlite, a key ingredient in kitty litter, to support its customer Nestle Purina which is located in King William County, Virginia.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 54 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 312 new rail carloads annually (the minimum threshold for carloads is ten annually).
- The Applicant commits to four new jobs.
- The Applicant's new 4,000 foot rail spur will divert approximately 1,061 trucks from Virginia highways per year.
- The plant is located near Interstate 95.
- Railcar versus truckload ratio for this project is approximately 25% shipping by rail of outbound Perlite.
- The total capital investment is estimated at \$1.75M.
- The total railroad track construction cost is estimated at \$1.02M.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2023 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Smyth County Economic Development Authority

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

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

WHEREAS, Smyth County Economic Development Authority has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of 770 feet of track to serve a facility in the County of Smyth; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the project in accordance with the Board's RIA policy and, because the project scores 53 points, has recommended approval of the project; and

WHEREAS, the County of Smyth, Virginia has, by resolution dated May 11, 2022, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Scholle IPN facility located in the County of Smyth; and

WHEREAS, Norfolk Southern Railway Company, by letter dated April 20, 2021, has indicated its support for the project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to construct approximately 770 linear feet of track subject to the following requirements:

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

####

CTB Decision Brief
Rail Industrial Access Applicant
Location: Smyth County, Virginia
Smyth County Economic Development Authority

Summary: Smyth County Economic Development Authority (Smyth EDA) applied for Rail Industrial Access grant funds in support of its industrial park resident Scholle IPN Corporation (Scholle). Scholle designs and manufactures packaging solutions and products for food and beverages predominantly in the U.S. market in the County of Smyth, Virginia. Smyth EDA submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail spur at the Scholle facility.

This project is part of Scholle's expansion initiative to receive resins via rail and produce its own plastic film used in packaging. Scholle's Smyth County, Virginia location was chosen for expansion over two other locations due to the availability of skilled labor and the incentive package offered by Virginia. The construction of the industrial sidetrack is critical to Scholle's expansion for capacity and will add an additional 75 employees. DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 53 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.

- The Applicant plans 215 rail carloads annually.
- The minimum threshold for carloads is 101 carloads annually.
- The Applicant committed to 75 new jobs.
- The Applicant's new 770 foot rail siding will remove approximately 731 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 17% shipping by rail of inbound raw material.
- Total Capital Investment in the expanded facility is estimated at \$31M.
- Total railroad track construction cost is estimated at \$726,500.
- Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2023 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 20, 2022

MOTION

Made By: _____ Seconded By:

Action:

Title: Action on the Revised Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation and Virginia Department of Transportation

WHEREAS, the Commonwealth Transportation Board (the “Board”) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the Code of Virginia (Code) to administer and allocate funds in the Transportation Trust Fund (TTF); and

WHEREAS, the Board approved the Commonwealth Transportation Fund Budget, the Virginia Department of Transportation Budget, and the DRPT Budget for Fiscal Year 2023 on June 21, 2022; and

WHEREAS, Chapters 1230 and 1275 (2020 General Assembly Session) created the Commonwealth Transportation Fund (CTF) and established new distributions formulas of the CTF revenues to the Highway Maintenance and Operating Fund (HMOF) and the TTF. New formula distributions for TTF revenues were also established. Further distributions included formulas for the Highway Construction Fund and the Commonwealth Mass Transit Fund (CMTF); and

WHEREAS, flexibility was provided in Chapters 1230 and 1275 to smooth out the program funding during a transitional period, such that use of the new formulas is required no later than Fiscal Year 2024. In Fiscal Year 2023, the new Code-prescribed formulas were used to distribute the CTF revenues to the HMOF and the TTF and to the TTF programs.

Resolution of the Board

Action on the Revised Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation and Virginia Department of Transportation
July 20, 2022

Page 2 of 2

Construction Fund amounts were also distributed using the Code-prescribed formulas. However, the CMTF revenues were distributed using the previous formulas and assumptions; and

WHEREAS, on June 21, 2022 the Commonwealth Transportation Board was briefed on a recommendation to implement the new Code formulas for the CMTF starting in Fiscal Year 2023 and to adjust the use of the directed allocations provided to the CMTF.

WHEREAS, the recommendation included using the remaining directed allocations for paving investments to provide additional reserves to protect against cost escalation, and

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the revised budgets for the Commonwealth Transportation Fund, the Department of Rail and Public Transportation and the Department of Transportation for Fiscal Year 2023 which incorporate the CMTF recommendation briefed on June 21, 2022, as attached hereto, are approved.

#####

CTB Decision Brief

Action on the Revised Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, the Department of Rail and Public Transportation and for the Virginia Department of Transportation

Issue: The Commonwealth Transportation Board (the “Board”) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the Code of Virginia (Code) to administer and allocate funds in the Transportation Trust Fund (TTF). The Board approved the Commonwealth Transportation Fund Budget and the Virginia Department of Transportation Budget for Fiscal Year 2023 on June 21, 2022.

The CTB has been briefed on a recommendation to implement the new *Code of Virginia* distribution formulas beginning in FY 2023. A revised budget is required to adopt these recommendations.

Facts: Chapters 1230 and 1275 (2020 General Assembly Session) created the Commonwealth Transportation Fund (CTF) and established new distributions formulas of the CTF revenues to the Highway Maintenance and Operating Fund (HMOF) and the TTF. New formula distributions for TTF revenues were also established. Further distributions included formula for the Highway Construction Fund and the Commonwealth Mass Transit Fund (CMTF).

Flexibility was provided in Chapters 1230 and 1275 to smooth out the program funding during the transitional period, such that use of the new formulas is required no later than Fiscal Year 2024. In Fiscal Year 2023, the new Code-prescribed formulas were used to distribute the CTF revenues to the HMOF and the TTF and to the TTF programs. Construction Fund amounts were also distributed using the Code-prescribed formulas. However, the CMTF revenues were distributed using the previous formulas and assumptions.

The Commonwealth Transportation Board has been briefed on the recommendation to implement the new Code formulas for the CMTF starting in Fiscal Year 2023 and adjusts the use of the directed allocations:

- Provide the \$50 million PRIIA off the top of the CMTF
- Distribute the balance of the CMTF by prescribed formulas
- Allocate \$201 million to NVTC for WMATA support, comparable to out-year amounts
- Provide directed allocations to Transit Operating and Capital to maintain Draft funding levels

The recommendations included using the remaining directed allocations for paving investments to provide additional reserves to protect against cost escalation, and

The CTB approved the Commonwealth Transportation Fund Budget, the Department of Rail and Public Transportation, and the Virginia Department of Transportation Budget for Fiscal Year 2023 on June 21, 2022.

Recommendations: VDOT and DRPT recommend the approval of the Revised Fiscal Year 2023 Annual Budgets for the Commonwealth Transportation Fund, the Department of Rail and Public Transportation and the Department of Transportation.

Action Required by CTB: Adopt a Resolution setting forth the recommended actions/approvals.

Result if Approved: Revised budgets reflecting the recommended changes will be established with allocations to programs outlined in the attached budgets.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: N/A

Revised Fiscal Year 2023

Commonwealth Transportation Fund Budget
July 2022



Virginia Department of Transportation

Budget and Funds Management Division

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

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

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

The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles. Enactment Clause 11 of Chapter 1230 also allows the Commonwealth Transportation Board to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure appropriate coverage ratios for any outstanding debt backed by the Transportation Trust Fund.

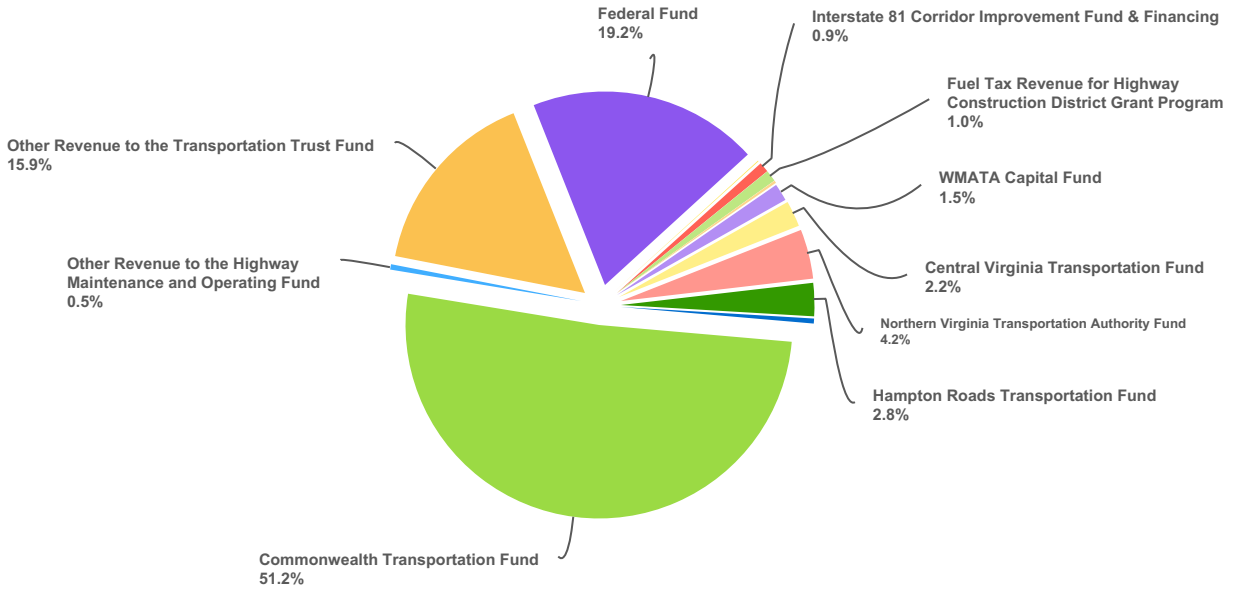
The Fiscal Year 2023 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from February 2022, which reflects the elimination of i) the Retail Sales and Use Tax on food purchased for human consumption and essential personal hygiene items assumed to change July 1, 2022 and ii) the accelerated sales tax payments for FY 2023, and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2023 CTF Budget totals \$9,119,698,484.



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



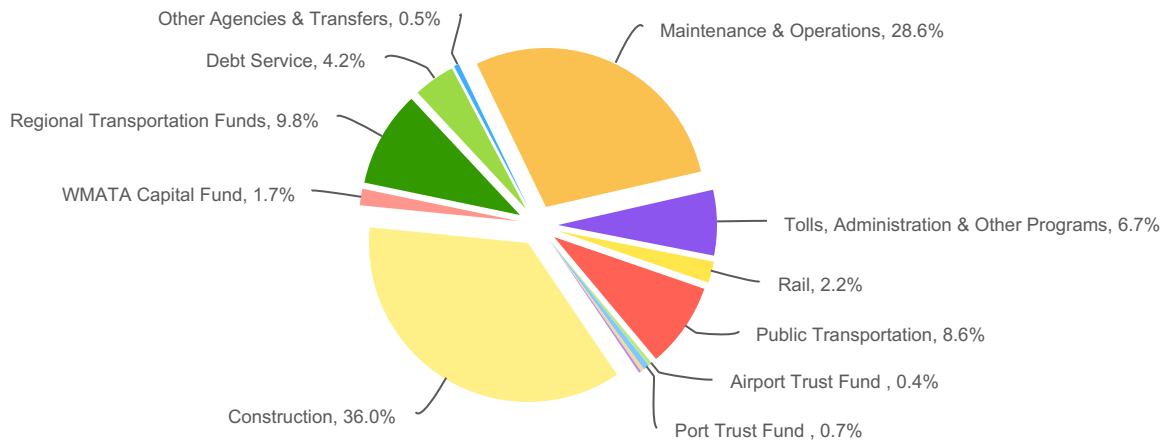
Commonwealth Transportation Fund Total Revenues for FY 2023



Commonwealth Transportation Fund	\$4,674,400,000
Other Revenue to the Highway Maintenance and Operating Fund	42,098,489
Other Revenue to the Transportation Trust Fund	1,454,310,854
Federal Fund	1,755,048,618
Interstate 81 Corridor Improvement Fund & Financing	78,800,000
Fuel Tax Revenue for Highway Construction District Grant Program	89,497,754
General Fund	—
Bonds	19,222,769
Total Operating Revenues	8,113,378,484
Pass Through Revenues	
WMATA Capital Fund	133,920,000
Central Virginia Transportation Fund	198,900,000
Northern Virginia Transportation Authority Fund	379,300,000
Hampton Roads Transportation Fund	254,300,000
Hampton Roads Regional Transit Fund	39,900,000
Subtotal	1,006,320,000
TOTAL	\$9,119,698,484

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

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



Debt Service	\$386,831,538
Other Agencies & Transfers	49,162,918
Maintenance & Operations	2,608,196,316
Tolls, Administration & Other Programs	608,029,047
Public Transportation	788,419,786
Rail	198,431,973
Airport Trust Fund	35,056,705
Port Trust Fund	59,755,196
Department of Motor Vehicles	30,419,830
Space Flight Fund	23,407,150
Construction	3,285,668,025
Total Operating Programs	8,073,378,484
Pass Through Programs	
WMATA Capital Fund	153,920,000
Regional Transportation Funds	892,400,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$9,119,698,484



STATE REVENUE SOURCES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Commonwealth Transportation Fund	\$ 4,674,400,000	\$ 4,674,400,000	\$ —
Revenue Sharing	191,405,031	191,405,031	—
Highway Maintenance & Operating Fund (HMOF)	42,098,489	42,098,489	—
General Fund	170,796,000	170,796,000	—
Transportation Trust Fund (TTF) and Other State Revenue			
Interest Earnings	18,490,000	18,490,000	—
Toll Facilities	37,840,000	37,840,000	—
Local Revenue Sources	383,592,011	383,592,011	—
Project Participation - Regional Entities	701,196,581	701,196,581	—
GARVEE Bonds/ Interest Earnings	19,222,769	19,222,769	—
Route 58 Bonds/ Interest Earnings	1,054,829	1,054,829	—
I-66 Outside the Beltway Concession Fee Payment/Interest	21,279,551	21,279,551	—
Interstate 81 Corridor Improvement Fund	78,800,000	78,800,000	—
Statewide Interstate Improvement Fund	—	—	—
Special Fund Account for the Highway Construction District Grant Program	89,497,754	89,497,754	—
Other Trust Fund Revenue	92,164,670	92,164,670	—
Total TTF and Other Revenue	1,443,138,165	1,443,138,165	—
Priority Transportation Fund (PTF)			
State Revenue	7,288,181	7,288,181	—
Total PTF	7,288,181	7,288,181	—
Pass Through Revenues			
Revenue Dedicated to WMATA Capital Fund	133,920,000	133,920,000	—
State Revenue for Regional Entities	872,400,000	872,400,000	—
Total Pass Through Revenues	1,006,320,000	1,006,320,000	—
TOTAL STATE REVENUES	7,364,649,866	7,364,649,866	—
Federal Funding Sources			
Federal Highway Administration (FHWA)	1,705,820,159	1,705,820,159	—
Federal Transit Administration (FTA)	49,228,459	49,228,459	—
Total Federal Funding	1,755,048,618	1,755,048,618	—
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$ 9,119,698,484	\$ 9,119,698,484	\$ —



DISTRIBUTION OF REVENUE SOURCES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	\$ 11,870,438	\$ 11,870,438	\$ —
Route 28	8,644,519	8,644,519	—
Route 58	30,815,139	30,815,139	—
Interstate 81	5,220,979	5,220,979	—
GARVEE Bonds	136,978,263	136,978,263	—
CPR Bonds	193,302,200	193,302,200	—
Total Debt Service	386,831,538	386,831,538	—
Other Agencies & Transfers			
Trust Fund Management	3,092,567	3,092,567	—
Support to Other State Agencies (excludes DRPT)	43,349,176	43,349,176	—
Indirect Costs	2,721,175	2,721,175	—
Total State Agencies	49,162,918	49,162,918	—
Maintenance & Operations			
Highway System Maintenance	2,005,798,051	2,059,397,351	53,599,300 1
Financial Assist. to Localities for Ground Transportation - Cities	454,109,455	467,781,468	13,672,013 2
Financial Assist. to Localities for Ground Transportation - Counties	78,588,810	81,017,497	2,428,687 2
Total Maintenance & Operations	2,538,496,316	2,608,196,316	69,700,000
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	106,660,594	106,660,594	—
Environmental Monitoring & Compliance	17,968,133	17,968,133	—
Administrative and Support Services	318,906,000	318,906,000	—
Program Management and Direction	49,904,320	49,904,320	—
Toll Facilities Operations	37,840,000	37,840,000	—
Toll Facility Revolving Account	36,750,000	36,750,000	—
Capital Outlay	40,000,000	40,000,000	—
Total Tolls, Administration & Other Programs	608,029,047	608,029,047	—

DISTRIBUTION OF REVENUE SOURCES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$ 504,504,614	\$ 504,504,614	\$ —
Transit - Share of administrative costs	(662,119)	(662,119)	—
Other Revenue dedicated to Transit	16,153,359	16,153,359	—
Share of TTF Distribution for Rail	164,512,374	164,512,374	—
Rail - Share of administrative costs	(170,401)	(170,401)	—
Federal Transit Authority (FTA)	49,228,459	49,228,459	—
CMAQ (without State Match)	28,101,637	28,101,637	—
STP Regional (without State Match)	12,945,933	12,945,933	—
Rail Fund (with prior year adjustments)	—	—	—
Interest Earnings	1,890,000	1,890,000	—
HB1414 Off the Top to Commonwealth Mass Transit Fund	120,000,000	50,300,000	(69,700,000) ³
Metro Matters	—	—	—
HB1414 Off the Top to Commonwealth Rail Fund	32,700,000	32,700,000	—
Mass Transit Fund-Support from Construction	10,436,903	10,436,903	—
Rail Fund - Support from Construction	87,500,000	87,500,000	—
Priority Transportation	7,300,000	7,300,000	—
Other	22,111,000	22,111,000	—
Subtotal Transit and Rail Funds	1,056,551,759	986,851,759	(69,700,000)
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	133,920,000	133,920,000	—
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
Subtotal WMATA Capital Fund	153,920,000	153,920,000	—
Airports - Share of TTF Distribution	32,902,475	32,902,475	—
Airports - Share of administrative costs	(45,770)	(45,770)	—
Airports - Interest Earnings	700,000	700,000	—
Directed CTF Allocation	1,500,000	1,500,000	—
Total Airport Trust Fund	35,056,705	35,056,705	—
Ports - Share of TTF Distribution	54,837,458	54,837,458	—
Ports - Share of administrative costs	(82,262)	(82,262)	—
Ports - Interest Earnings	1,000,000	1,000,000	—
Directed CTF allocation	4,000,000	4,000,000	—
Total Port Trust Fund	59,755,196	59,755,196	—
Department of Motor Vehicles - Share of TTF Distribution	21,934,983	21,934,983	—
DMV - Share of administrative costs	(15,153)	(15,153)	—
Directed CTF allocation	8,500,000	8,500,000	—
Total DMV	30,419,830	30,419,830	—
Virginia Commercial Space Flight Authority - Share of TTF Distribution	21,934,983	21,934,983	—
Space Flight Authority - Share of administrative costs	(27,833)	(27,833)	—
Directed CTF allocation	1,500,000	1,500,000	—
Total Space Flight Authority	23,407,150	23,407,150	—



DISTRIBUTION OF REVENUE SOURCES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Central Virginia Transportation Authority Fund	\$ 198,900,000	\$ 198,900,000	—
Northern Virginia Transportation Authority Fund	417,743,624	417,743,624	—
Hampton Roads Transportation Fund	254,300,000	254,300,000	—
Hampton Roads Regional Transit Fund	39,900,000	39,900,000	—
Total Regional Transportation Programs	910,843,624	910,843,624	—
Construction			
Financial Assistance to Localities for Ground Transportation	18,303,310	18,303,310	—
State of Good Repair Program	331,213,278	331,213,278	—
High Priority Projects Program	246,678,340	246,678,340	—
Construction District Grant Programs	336,176,095	336,176,095	—
Specialized State and Federal Programs	1,845,367,547	1,845,367,547	—
Virginia Highway Safety Improvement Program	134,783,478	134,783,478	—
Interstate Operations and Enhancement Program	274,702,353	274,702,353	—
Total Construction	3,187,224,401	3,187,224,401	—
Special Structures	80,000,000	80,000,000	—
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS	\$ 9,119,698,484	\$ 9,119,698,484	\$ —
Agency Funding Summary:			
VDOT	\$ 7,885,824,747	\$ 7,955,524,747	\$ 69,700,000
Less Support to DRPT	(125,236,903)	(125,236,903)	—
VDOT (Net)	7,760,587,844	7,830,287,844	69,700,000
DRPT	1,210,471,759	1,140,771,759	(69,700,000)
Ports	59,755,196	59,755,196	—
Aviation	35,056,705	35,056,705	—
DMV	30,419,830	30,419,830	—
Space Flight Authority	23,407,150	23,407,150	—
Grand Total	\$ 9,119,698,484	\$ 9,119,698,484	\$ —

CTF State Revenue Details

STATE REVENUE SOURCES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
State Tax on Motor Fuels	\$1,360,700,000	\$1,360,700,000	\$—
Road Tax	69,200,000	69,200,000	—
Retail Sales & Use Tax	1,228,600,000	1,228,600,000	—
Motor Vehicle Sales and Use Tax	1,155,100,000	1,155,100,000	—
International Registration Plan	124,200,000	124,200,000	—
Motor Vehicle Licenses	236,600,000	236,600,000	—
Miscellaneous Revenues	17,200,000	17,200,000	—
Motor Vehicle Rental Tax	32,200,000	32,200,000	—
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	59,700,000	59,700,000	—
Insurance Premium	196,000,000	196,000,000	—
Recordation Tax	81,000,000	81,000,000	—
Total	\$4,562,500,000	\$4,562,500,000	\$0

Endnotes

Endnote Number	Description
1	VDOT Maintenance Program share of directed allocation for pavement investment reserve.
2	Financial Assistance to Localities' share of directed allocation for pavement investment reserve.
3	Reduction in planned Directed Omnibus Allocation with the implementation of new Code of Virginia formula distributions.



Revised Fiscal Year 2023

VDOT Annual Budget
July 2022



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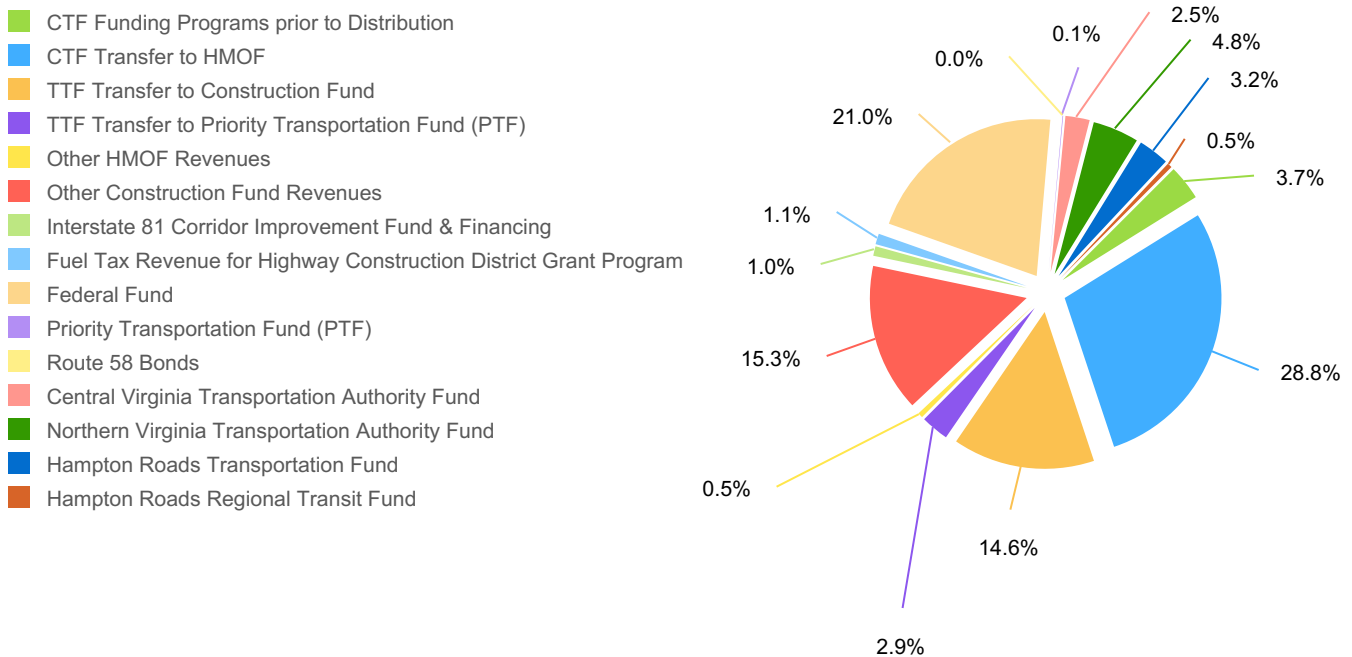
Overview

The Fiscal Year 2023 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from February 2022 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The Revised VDOT Budget for FY 2023 totals \$7,955,524,747 a 0.9% increase over the FY 2023 VDOT Budget of \$7,885,824,747.

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

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

Source of Transportation Funds



Detailed Sources of Transportation Funds

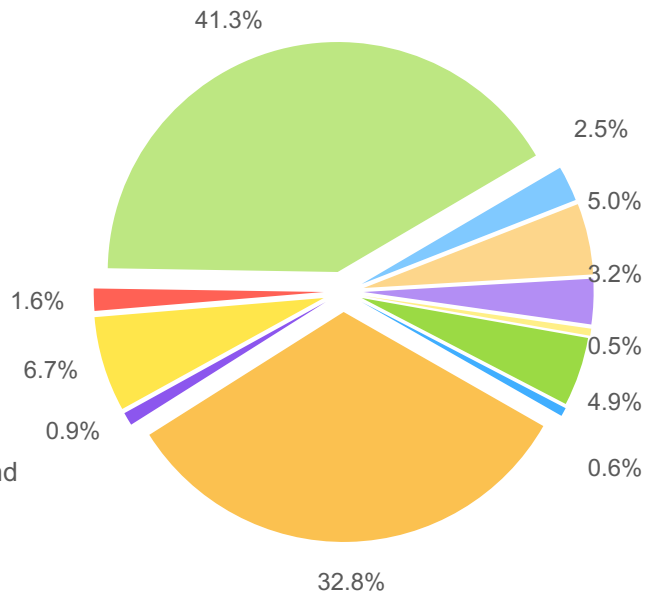
CTF Funding Programs prior to Distribution	\$ 289,700,000
CTF Transfer to HMOF	2,283,028,867
TTF Transfer to Construction Fund	1,162,554,113
TTF Transfer to Priority Transportation Fund (PTF)	230,317,324
Other HMOF Revenues	42,098,489
Other Construction Fund Revenues	1,214,789,832
Interstate 81 Corridor Improvement Fund & Financing	78,800,000
Fuel Tax Revenue for Highway Construction District Grant Program	89,497,754
Federal Fund	1,664,772,589
Priority Transportation Fund (PTF)	7,288,181
Route 58 Bonds	1,054,829
Subtotal	7,083,124,747
Pass Through Revenues	
Central Virginia Transportation Authority Fund	198,900,000
Northern Virginia Transportation Authority Fund	379,300,000
Hampton Roads Transportation Fund	254,300,000
Hampton Roads Regional Transit Fund	39,900,000
TOTAL	\$ 7,955,524,747

Overview

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

Allocations	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Debt Service	\$ 386,831,538	\$ 386,831,538	\$ —
Other Agencies and Transfers	49,162,918	49,162,918	—
Maintenance & Operations	2,538,496,316	2,608,196,316	69,700,000
Toll Facility Operations	74,590,000	74,590,000	—
Administration & Other Programs	533,439,047	533,439,047	—
Public Transportation & Rail	125,236,903	125,236,903	—
Construction Program	3,285,668,025	3,285,668,025	—
Subtotal	\$6,993,424,747	\$7,063,124,747	\$69,700,000
Pass Through Revenues			
Central Virginia Transportation Authority Fund	198,900,000	198,900,000	—
Northern Virginia Transportation Authority Fund	399,300,000	399,300,000	—
Hampton Roads Transportation Fund	254,300,000	254,300,000	—
Hampton Roads Regional Transit Fund	39,900,000	39,900,000	—
TOTAL	\$7,885,824,747	\$7,955,524,747	\$69,700,000

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



Highway Maintenance & Operating Fund

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

HMOF Revenue Sources	FY 2023	Revised FY 2023	Difference
CTF Transfer to HMOF	\$ 2,283,028,867	\$ 2,283,028,867	\$ —
Miscellaneous Revenues	17,200,000	17,200,000	—
Distributed for Omnibus Programs	—	69,700,000	69,700,000
Other Revenue	24,898,489	24,898,489	—
Subtotal	\$ 2,325,127,356	\$ 2,394,827,356	\$ 69,700,000
Transfer from Construction	63,328,718	63,328,718	—
Total	\$ 2,388,456,074	\$ 2,458,156,074	\$ 69,700,000

Commonwealth Transportation Fund & Transportation Trust Fund

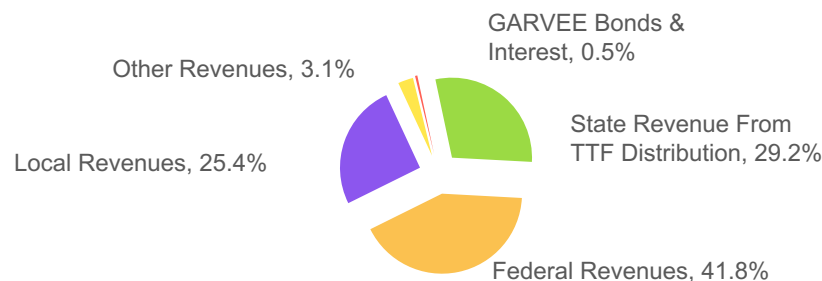
Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. With the revision, planned Omnibus Transportation Bill investments are restored to pre-COVID expectations. The following table provides details on revised distributions for Fiscal Year 2023.

Construction Fund Revenue Sources	FY 2023	Revised FY 2023	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to Oak Grove Fund	—	—	—
Distributed to TTF for Support	1,077,840	1,077,840	—
Distributed for Omnibus Programs	140,000,000	140,000,000	—
Total	\$ 221,077,840	\$ 221,077,840	\$ —

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

Construction Fund Revenue Sources	FY 2023	Revised FY 2023	Difference
State Revenue From TTF Distribution	\$ 1,162,554,113	\$ 1,162,554,113	\$ —
General Fund	—	—	—
Federal Revenues	1,664,772,589	1,664,772,589	—
Local Revenues	1,011,713,971	1,011,713,971	—
Other Revenues	123,221,585	123,221,585	—
GARVEE Bonds & Interest	19,222,769	19,222,769	—
Total	\$ 3,981,485,027	\$ 3,981,485,027	\$ —

Construction Fund Revenue by Source, FY 2023



Other Fund Revenues

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

Other Fund Revenues	FY 2023	Revised FY 2023	Difference
Regional Transportation Funds	\$ 872,400,000	\$ 872,400,000	\$ —
Interstate 81 Corridor Improvement Fund	78,800,000	78,800,000	—
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	89,497,754	89,497,754	—
Powhite Parkway Extension Toll Revenue	11,000,000	11,000,000	—
Coleman Bridge Toll Revenue	6,000,000	6,000,000	—
I-66 Inside the Beltway Toll Revenue	18,000,000	18,000,000	—
I-64 Express Lanes Toll Revenue	2,840,000	2,840,000	—
Northern VA Transportation District (NVTD)	11,723,045	11,723,045	—
Oak Grove	—	—	—
Priority Transportation Fund (PTF)	230,317,324	230,317,324	—
Transportation Partnership Opportunity Fund	7,200,000	7,200,000	—
Route 58	1,054,829	1,054,829	—
Route 28	8,644,519	8,644,519	—
Other	49,739,142	49,739,142	—
Total	\$ 1,387,216,613	\$ 1,387,216,613	\$ —
<hr/>			
Total Construction Major Sources (page 7)	3,981,485,027	3,981,485,027	—
Transfer to HMOF	(262,406,597)	(63,328,718)	199,077,879
Total Construction Fund	\$ 5,106,295,043	\$ 5,305,372,922	\$ 199,077,879

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

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

	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 17,968,133	\$ 17,968,133	\$ —
Ground Transportation Planning and Research (602)	106,660,594	106,660,594	—
Highway Construction Programs (603)	3,218,825,411	3,218,825,411	—
Highway System Maintenance (604)	2,005,798,051	2,059,397,351	53,599,300 ²
Commonwealth Toll Facilities (606)	74,590,000	74,590,000	—
Financial Assistance to Localities (607)	1,461,845,199	1,477,945,899	16,100,700 ³
Non-Toll Supported Transportation Debt Service (612)	386,831,538	386,831,538	—
Special Structures (614)	80,000,000	80,000,000	—
Administrative and Support Services (699)	318,906,000	318,906,000	—
VDOT Capital Outlay (998)	40,000,000	40,000,000	—
Support to Other State Agencies	49,162,918	49,162,918	—
Support to DRPT Programs	125,236,903	125,236,903	—
Total	\$ 7,885,824,747	\$ 7,955,524,747	\$ 69,700,000

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 10,114,045	\$ 10,114,045	\$ —
Environmental Monitoring Program Management (514009)	4,033,730	4,033,730	—
Municipal Separate Storm Sewer System Compliance Activities (514010)	3,820,358	3,820,358	—
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	\$ 17,968,133	\$ 17,968,133	\$ —
TTF	17,968,133	17,968,133	—

Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

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

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

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

PLANNING & RESEARCH (602)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$ 88,165,186	\$ 88,165,186	\$ —
Ground Transportation System Research (602002)	14,143,069	14,143,069	—
Ground Transportation Program Management (602004)	4,352,339	4,352,339	—
TOTAL PLANNING & RESEARCH	\$ 106,660,594	\$ 106,660,594	\$ —
HMOF	17,843,494	17,843,494	—
CONSTRUCTION	63,008,546	63,008,546	—
FEDERAL	25,808,554	25,808,554	—

Highway Construction Programs (603)

For Fiscal Year 2023, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. The following table provides details on distributions for Fiscal Year 2023.

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

CONSTRUCTION (603)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
State of Good Repair Program (603020)	\$ 331,213,278	\$ 331,213,278	\$ —
High Priority Projects Program(603021)	246,678,340	246,678,340	—
Construction District Grant Programs (603022)	336,176,095	336,176,095	—
Specialized State and Federal Programs (603023)	1,845,367,547	1,845,367,547	—
Virginia Highway Safety Improvement Program (603017)	134,783,478	134,783,478	—
Interstate Operations and Enhancement Program (603018)	274,702,353	274,702,353	—
Construction Management (603015)	49,904,320	49,904,320	—
TOTAL CONSTRUCTION	\$3,218,825,411	\$3,218,825,411	\$ —
CONSTRUCTION	1,986,028,677	1,986,028,677	—
FEDERAL	963,438,834	963,438,834	—
I-81 CORRIDOR IMPROVEMENT FUND	73,579,021	73,579,021	—
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	—	—	—
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	89,497,754	89,497,754	—
PTF	41,900,000	41,900,000	—
TPOF	7,189,115	7,189,115	—
NVTD	—	—	—
VTIB	7,700,000	7,700,000	—
GARVEE BONDS	19,222,769	19,222,769	—
CONCESSION FEE FUND	29,551	29,551	—
GENERAL FUND	—	—	—
ROUTE 58	30,239,690	30,239,690	—

Highway Construction Programs (603)

STATE OF GOOD REPAIR PROGRAM (603020)

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

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	\$ 331,213,278	\$ 331,213,278	\$ —
CONSTRUCTION	175,569,865	175,569,865	—
FEDERAL	155,643,413	155,643,413	—

HIGH PRIORITY PROJECTS PROGRAM (603021)

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

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$ 246,678,340	\$ 246,678,340	\$ —
CONSTRUCTION	132,321,039	132,321,039	—
FEDERAL	104,745,916	104,745,916	—
GARVEE	9,611,385	9,611,385	—

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	\$ 336,176,095	\$ 336,176,095	\$ —
CONSTRUCTION	122,202,492	122,202,492	—
SPECIAL FUND ACCOUNT FOR CONSTRUCTION			
DGP	89,497,754	89,497,754	—
FEDERAL	114,864,465	114,864,465	—
GARVEE	9,611,384	9,611,384	—

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

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

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
CMAQ & State Match	\$ 39,642,070	\$ 39,642,070	\$ —
Open Container	23,063,568	23,063,568	—
Participating Project Costs	60,000,000	60,000,000	—
Project Participation from HRTAC	163,636,731	163,636,731	—
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	527,726,042	527,726,042	—
Project Participation from NVTAC	113,470,539	113,470,539	—
Route 58 Bonds	—	—	—
Revenue Sharing	394,577,470	394,577,470	—
Safety & Soft Match	—	—	—
STP Set-aside	36,538,864	36,538,864	—
STP Regional & State Match	115,623,627	115,623,627	—
Tele Fees	9,090,924	9,090,924	—
I-66 Outside the Beltway Concession Fee/Interest Earnings	29,551	29,551	—
Interstate 81 Corridor Improvements	—	—	—
Statewide Interstate Improvements	—	—	—
STP Set-aside State Match	—	—	—
Highway Improvement Program - CRSSA	—	—	—
Improvements to I-64 HRELN	—	—	—
PTF for Multimodal Improvements	32,700,000	32,700,000	—
PTF for Construction Projects	9,200,000	9,200,000	—
Carbon Reduction Program and State Match	32,494,353	32,494,353	—
PROTECT	36,948,409	36,948,409	—
Bridge	105,255,712	105,255,712	—
Bridge - Off System	18,574,537	18,574,537	—
Electric Vehicles	15,745,244	15,745,244	—
HSIP to Vulnerable Users	—	—	—
Regional Trails	—	—	—
ATI	—	—	—
HIP - Community Project Grants	28,755,000	28,755,000	—
I-64 Gap between exit 205 and exit 234	—	—	—
Other	82,294,906	82,294,906	—
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	\$ 1,845,367,547	\$ 1,845,367,547	\$ —

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
CONSTRUCTION	1,299,915,838	1,299,915,838	—
FEDERAL	458,393,353	458,393,353	—
I-81 CORRIDOR IMPROVEMENT FUND	—	—	—
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	—	—	—
NVTD	—	—	—
GENERAL FUND	—	—	—
PTF	41,900,000	41,900,000	—
CONCESSION FEE FUND	29,551	29,551	—
OTHER BOND PROGRAMS/FUNDS	30,239,690	30,239,690	—
VTIB	7,700,000	7,700,000	—
TPOF	7,189,115	7,189,115	—
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$ 1,845,367,547	\$ 1,845,367,547	\$ —

Highway Construction Programs (603)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT (603017)

The purpose of the Virginia Highway Safety Improvement Program is to reduce motorized and non-motorized fatalities and severe injuries on highways in the Commonwealth, whether such highways are state or locally maintained. (Code of Virginia § 33.2-373) This is a new service area beginning in FY 2023.

VIRGINIA HIGHWAY SAFETY IMPROVEMENT (603017)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL VHSIP	\$134,783,478	\$134,783,478	\$ —
TTF	44,834,583	44,834,583	—
FEDERAL	89,948,895	89,948,895	—

INTERSTATE OPERATIONS & ENHANCEMENT (603018)

The purpose of the Interstate Operations and Enhancement Program is to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. (Code of Virginia § 33.2-372) This is a new service area beginning in FY 2023.

INTERSTATE OPERATIONS & ENHANCEMENT (603018)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL IOEP	\$274,702,353	\$274,702,353	\$ —
TTF	161,280,540	161,280,540	—
FEDERAL	39,842,792	39,842,792	—
I-81	73,579,021	73,579,021	—

CONSTRUCTION MANAGEMENT (603015)

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

CONSTRUCTION MANAGEMENT (603015)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	\$49,904,320	\$49,904,320	\$ —
TTF	49,904,320	49,904,320	—

Highway System Maintenance (604)

The maintenance program consists of:

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

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

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

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

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

HIGHWAY SYSTEM MAINTENANCE (604)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 364,747,519	\$ 364,747,519	\$ —
Primary Maintenance (604002)	510,918,437	510,918,437	—
Secondary Maintenance (604003)	603,302,668	603,302,668	—
Transportation Operations Services (604004)	436,247,746	489,847,046	53,599,300
Highway Maintenance Program Management & Direction (604005)	90,581,681	90,581,681	—
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$2,005,798,051	\$2,059,397,351	\$ 53,599,300
HMOF	1,477,424,092	1,531,023,392	53,599,300
FEDERAL	528,373,959	528,373,959	—

Commonwealth Toll Facilities (606)

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

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

Toll Facility Debt Service (606002) -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. The remaining state-owned facility collecting tolls to pay debt service on outstanding bonds is the George P. Coleman Bridge located between Gloucester and York counties. The bonds issued to finance the Powhite Parkway Extension have been retired, but the toll revenues are needed to repay the outstanding debts of the facility owed to VDOT and Chesterfield County.

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

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

COMMONWEALTH TOLL FACILITIES (606)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	37,840,000	37,840,000	—
Toll Facilities Revolving (606004)	36,750,000	36,750,000	—
TOTAL TOLL FACILITIES	\$ 74,590,000	\$ 74,590,000	\$ —
POWHITE	11,000,000	11,000,000	—
COLEMAN	6,000,000	6,000,000	—
I-66 INSIDE THE BELTWAY	18,000,000	18,000,000	—
I-64 EXPRESS LANES	2,840,000	2,840,000	—
TOLL FACILITIES REVOLVING	36,750,000	36,750,000	—

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	\$ 454,109,455	\$ 467,781,468	\$ 13,672,013 ³
Financial Assistance for County Road Maintenance (607002)	78,588,810	81,017,497	2,428,687 ³
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	18,303,310	18,303,310	—
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	417,743,624	417,743,624	—
Distribution of Hampton Roads Transportation Fund Revenues (607007)	294,200,000	294,200,000	—
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	198,900,000	198,900,000	—
TOTAL FINANCIAL ASSISTANCE TO LOCALITIES	\$1,461,845,199	\$1,477,945,899	\$ 16,100,700
HMOF	532,698,265	548,798,965	16,100,700
CONSTRUCTION	26,573,955	26,573,955	—
FEDERAL	10,172,979	10,172,979	—
CENTRAL VIRGINIA TRANSPORTATION FUND	198,900,000	198,900,000	—
NORTHERN VIRGINIA TRANSPORTATION FUND	399,300,000	399,300,000	—
HAMPTON ROADS TRANSPORTATION FUND	254,300,000	254,300,000	—
HAMPTON ROADS REGIONAL TRANSIT FUND	39,900,000	39,900,000	—

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

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

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

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

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

Non-Toll Supported Transportation Debt Service (612)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,644,519	\$ 8,644,519	\$ —
Designated Highway Corridor Debt Service (612002)	42,685,577	42,685,577	—
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	193,302,200	193,302,200	—
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	136,978,263	136,978,263	—
I-81 Debt Service (612006)	5,220,979	5,220,979	—
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$ 386,831,538	\$ 386,831,538	\$ —

NVTD	11,870,438	11,870,438	—
OAK GROVE	—	—	—
ROUTE 28	8,644,519	8,644,519	—
CPR BONDS	193,302,200	193,302,200	—
ROUTE 58	30,815,139	30,815,139	—
I-81	5,220,979	5,220,979	—
FEDERAL	136,978,263	136,978,263	—

Special Structures (614)

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

VDOT SPECIAL STRUCTURES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL VDOT SPECIAL STRUCTURES	\$ 80,000,000	\$ 80,000,000	\$ —
SPECIAL STRUCTURES	80,000,000	80,000,000	—

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 171,876,939	\$ 171,876,939	\$ —
Information Technology Services (699002)	113,394,691	113,394,691	—
Facilities and Grounds Management Services (699015)	21,885,343	21,885,343	—
Employee Training & Development (699024)	11,749,027	11,749,027	—
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$ 318,906,000	\$ 318,906,000	\$ —
HMOF	310,446,837	310,446,837	—
CONSTRUCTION	3,795,856	3,795,856	—

VDOT Capital Outlay (998)

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

VDOT CAPITAL OUTLAY (998)	FY 2023	Revised FY 2023	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	\$ 40,000,000	\$ 40,000,000	\$ —
CONSTRUCTION	40,000,000	40,000,000	—

Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES	FY 2023	Revised FY 2023	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	\$ 283,854	\$ 283,854	\$ —
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	1,023,114	1,023,114	—
Department of State Police	9,179,045	9,179,045	—
Department of Minority Business Enterprise	1,682,629	1,682,629	—
Department of Historic Resources	210,000	210,000	—
Department of Emergency Management	1,359,475	1,359,475	—
Department of Motor Vehicles	14,958,864	14,958,864	—
Department of Treasury	185,187	185,187	—
Virginia Liaison Office	173,248	173,248	—
Department of Wildlife Resources	—	—	—
Office of the State Inspector General	2,179,339	2,179,339	—
SUBTOTAL	31,548,523	31,548,523	—
Transfers to the General Fund			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	2,721,175	2,721,175	—
Department of Taxation	2,907,380	2,907,380	—
SUBTOTAL	16,114,395	16,114,395	—
Transfers to Other Agencies			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
TOTAL SUPPORT TO OTHER STATE AGENCIES			
	\$ 49,162,918	\$ 49,162,918	\$ —
HMOF	45,380,079	45,380,079	—
CONSTRUCTION	2,375,969	2,375,969	—
TPOF	10,885	10,885	—
DMV	15,153	15,153	—
RAIL	170,401	170,401	—
PTF	392,447	392,447	—
PORTS	82,262	82,262	—
AIRPORTS	45,770	45,770	—
DRPT	662,119	662,119	—
SPACE	27,833	27,833	—

Program Allocations by Fund

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

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 17,968,133	\$ —	\$ —	\$ —	\$ 17,968,133
Ground Transportation Planning & Research (602)	17,843,494	63,008,546	25,808,554	—	—	106,660,594
Highway Construction Programs (603)	—	2,014,783,677	934,683,834	19,222,769	250,135,131	3,218,825,411
Highway System Maintenance (604)	1,531,023,392	—	528,373,959	—	—	2,059,397,351
Commonwealth Toll Facilities (606)	—	—	—	—	74,590,000	74,590,000
Financial Assistance to Localities (607)	548,798,965	8,130,331	10,172,979	—	910,843,624	1,477,945,899
Non-Toll Supported Transportation Debt Service (612)	—	—	136,978,263	—	249,853,275	386,831,538
Special Structures (614)	—	80,000,000	—	—	—	80,000,000
Administrative and Support Services (699)	315,110,144	2,718,016	—	—	1,077,840	318,906,000
VDOT Capital Outlay (998)	—	40,000,000	—	—	—	40,000,000
Support to Other State Agencies	45,380,079	2,375,969	—	—	1,406,870	49,162,918
Support to DRPT Programs	—	97,936,903	—	—	27,300,000	125,236,903
TOTAL	\$2,458,156,074	\$ 2,326,921,575	\$ 1,636,017,589	\$ 19,222,769	\$1,515,206,740	\$7,955,524,747

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

Budget Comparison Schedule for FY 2023

Revenues	
Revenue provided by the General Fund of the Commonwealth	\$ —
Taxes	992,697,754
Rights and privileges	19,564,312
Sale of property and commodities	—
Interest, dividends, and rents	34,024,024
Fines, forfeitures, court fees	—
Penalties and escheats	6,000,000
Receipts from localities and private sector	1,072,108,566
Federal grants and contracts	1,664,772,589
Toll revenues	67,840,000
Other	82,930,144
Total Revenues	<u>3,939,937,389</u>
 Other Financing Sources	
Other financing sources	40,181,378
Bond proceeds	9,805,676
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	3,965,600,304
Total Other Financing Sources	<u>4,015,587,358</u>
Total Revenues and Other Sources	<u>\$7,955,524,747</u>

Budget Comparison Schedule for FY 2023

Revenues	
Administrative and support services	\$ 318,906,000
Ground transportation system planning and research	106,660,594
Highway system acquisition and construction	3,211,435,729
Highway system maintenance	2,059,397,351
Financial assistance to localities	1,477,945,899
Environmental monitoring and compliance	17,968,133
Toll facility operations and construction	81,979,682
Special Structures	80,000,000
Capital outlay	40,000,000
Debt Service	386,831,538
Total Expenditures	<u>7,781,124,926</u>
Other Financing Uses	
Other financing uses	—
Transfers to other state agencies and General Fund	174,399,821
Transfers out	—
Total Other Financing Uses	<u>174,399,821</u>
Total Expenditures and Other Uses	<u>\$7,955,524,747</u>
Revenues and Other Sources Over (Under) Expenditures and	<u><u>\$ —</u></u>

Appendix I - Powhite Parkway Extension (0436) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 11,000,000
TOTAL ESTIMATED REVENUES	\$ 11,000,000
Toll Facility Revolving Account Loan Repayment	3,010,563
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 7,989,437

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	5,366,924
Maintenance Replacement Fund	1,500,000
Estimated Interest Payment to Chesterfield County	1,122,513
TOTAL ESTIMATED EXPENDITURES	\$ 7,989,437

Details of Operating Expenditures	ALLOCATION FY 2023	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	\$ 1,550,721	\$ 1,480,231	\$ (70,490)
Contractual Services	1,374,600	1,386,550	11,950
Supplies and Materials	59,000	60,050	1,050
Transfer Payments	2,235,446	2,290,093	54,647
Continuous Charges	116,500	121,500	5,000
Property and Improvements	—	—	—
Equipment	380,000	28,500	(351,500)
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 5,716,267	\$ 5,366,924	\$ (349,343)

Appendix I - Coleman Bridge (0782) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 6,000,000
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 6,000,000

Toll Facility Revolving Account Loan Repayment	2,323,141
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 3,676,859

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,067,360
Maintenance Replacement Fund	609,499
TOTAL ESTIMATED EXPENDITURES	\$ 3,676,859

Details of Operating Expenditures	ALLOCATION FY 2023	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	522,269	525,750	3,481
Contractual Services	1,065,660	1,557,860	492,200
Supplies and Materials	76,750	88,250	11,500
Transfer Payments	400,000	400,000	—
Continuous Charges	48,700	45,900	(2,800)
Property and Improvements	—	—	—
Equipment	299,500	449,600	150,100
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 2,412,879	\$ 3,067,360	\$ 654,481

Appendix I - I-66 Inside the Beltway (0446) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 16,546,491
<i>Cash Balance from Prior Year</i>	<u>1,453,509</u>
TOTAL ESTIMATED REVENUES	\$ 18,000,000

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	16,500,000
Maintenance Replacement Fund	1,500,000
	<hr/>
TOTAL ESTIMATED EXPENDITURES	<u><u>\$ 18,000,000</u></u>

Details of Operating Expenditures	ALLOCATION FY 2023	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	506,369	521,491	15,122
Contractual Services	7,560,531	9,606,900	2,046,369
Supplies and Materials	7,800	7,800	—
Transfer Payments	5,641,600	6,363,509	721,909
Continuous Charges	300	300	—
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
	<hr/>		
TOTAL - Operating Expenditures	<u><u>\$ 13,716,600</u></u>	<u><u>\$ 16,500,000</u></u>	<u><u>\$ 2,783,400</u></u>

Appendix I - I-64 Express Lanes (0447) FY 2023

FY 2023 ESTIMATED REVENUE

Toll Revenues	\$ 2,840,000
TOTAL ESTIMATED REVENUES	\$ 2,840,000
<i>Cash Balance from Prior Year</i>	<u>—</u>
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 2,840,000

FY 2023 EXPENDITURE BUDGET

Revenue Fund	
Operations	2,840,000
TOTAL ESTIMATED EXPENDITURES	\$ 2,840,000

Details of Operating Expenditures	ALLOCATION FY 2023	RECOMMENDED FY 2023	INCREASE (DECREASE)
Personal Services	255,870	188,230	(67,640)
Contractual Services	1,581,375	2,451,020	869,645
Supplies and Materials	175	750	575
Transfer Payments	300,000	200,000	(100,000)
Continuous Charges	—	—	—
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
TOTAL - Operating Expenditures	\$2,137,420	\$2,840,000	\$702,580

Index: Acronyms and Terminology

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

Endnotes

Endnote Number	Description
1	Directed allocation for paving investments to provide additional reserves to protect against cost escalation.
2	VDOT Maintenance Program share of directed allocation for pavement investment reserve.
3	Financial Assistance to Localities' share of directed allocation for pavement investment reserve.



Virginia Department of Rail and Public Transportation

Annual Budget Fiscal Year 2023



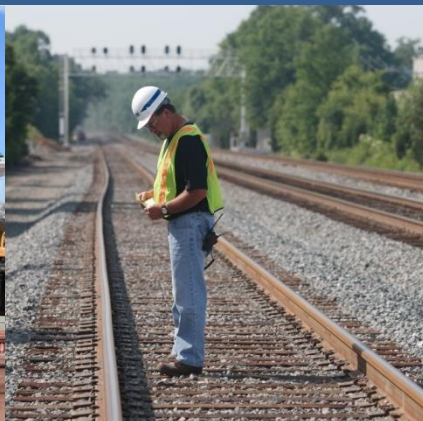
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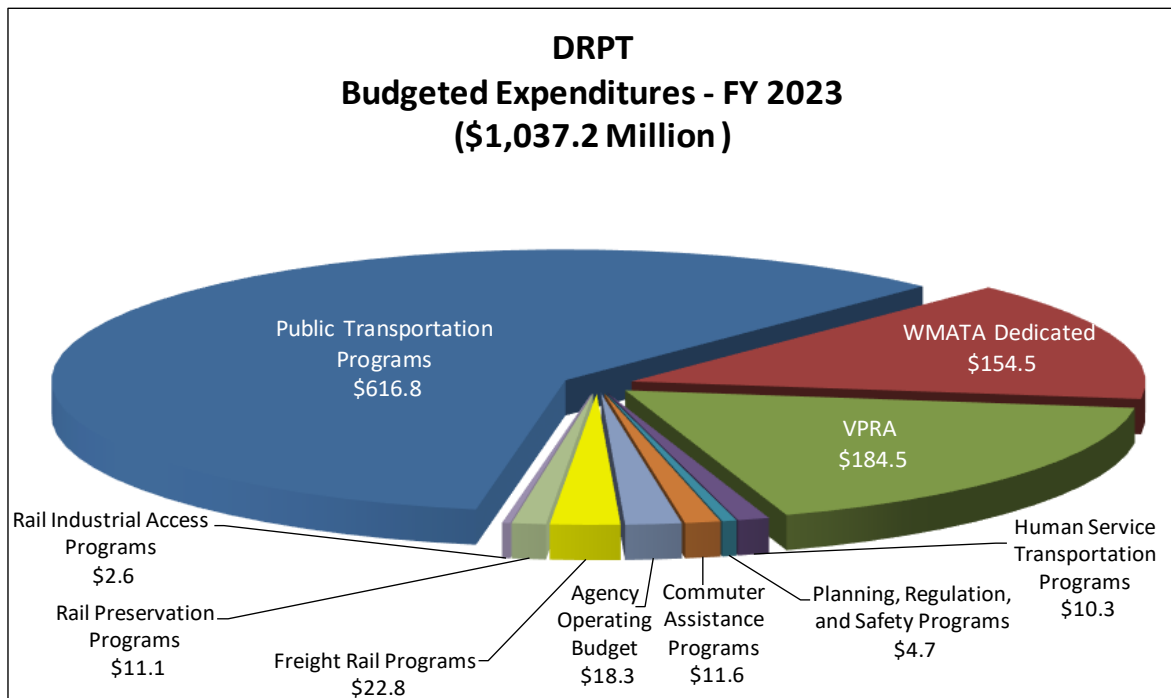
SUMMARY OF PROGRAMS



Summary of FY 2023 Budget

In FY 2023, DRPT will invest \$1,037.2 million in state, federal, and local resources towards improving public transportation and rail capacity across the Commonwealth of Virginia. The overwhelming majority of these funds are directed to a variety of recipients, including public transportation providers, local and regional government entities, freight railroads, and the Virginia Passenger Rail Authority (VPRA). The VPRA was established in section §33.2-288.B. of the Code of Virginia to oversee passenger rail projects within the Commonwealth including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the estimated revenues of the Commonwealth Rail Fund, which is estimated at \$184.5 million for FY2023.

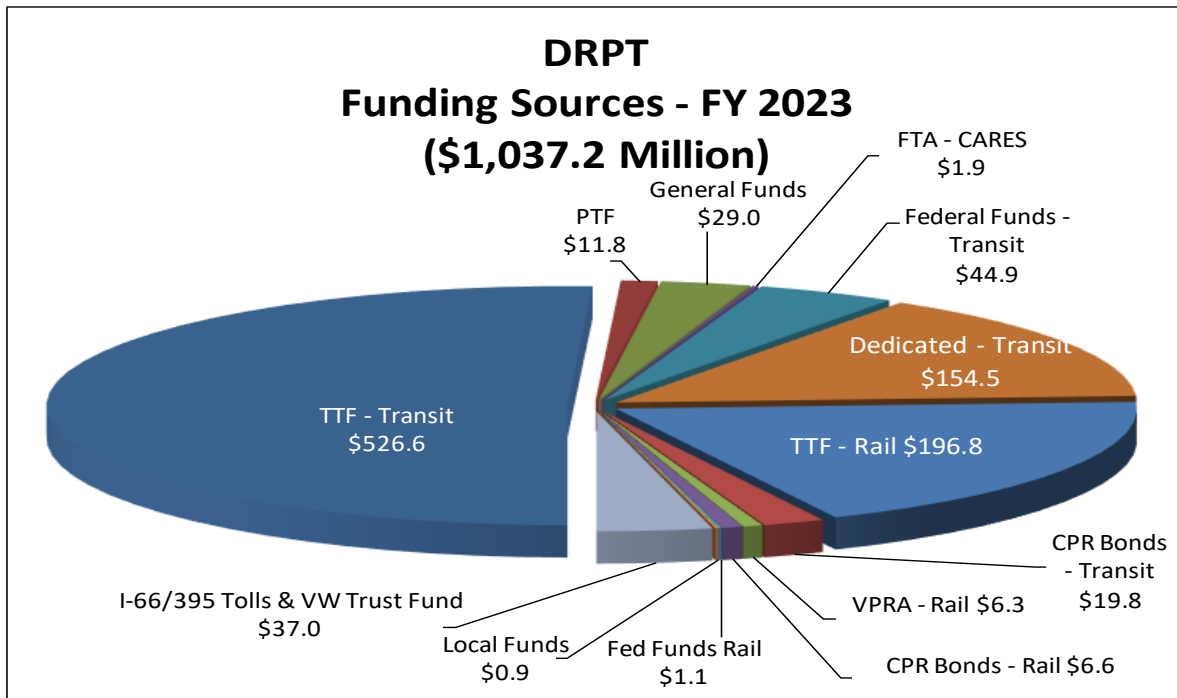
Expenditures for FY 2023 are estimated to be \$5.8 million less than FY 2022. This is primarily due to implementing Code of Virginia allocation percentages in FY 23 and adjusting CTB Directed funding which caused a \$64.3 million decrease to WMATA Assistance, offset by increases due to the mid-year FY 2022 uplift in revenues. Additional detail is included in the specific program sections of this document.



The chart depicts the FY 2023 DRPT budget across the agency’s service areas and the newly created Virginia Passenger Rail Authority (VPRA). The budgeted expenditures for each are discussed in more detail later in this report.

The chart below depicts the source of funds for DRPT’s annual budgeted expenditures. It is not based on the annual estimated revenues for each funding source; rather, the funding source is derived from over 2,000 projects included in the

cash flow projections used to estimate the budgeted expenditures. Additional information concerning the DRPT FY 2023 funding sources can be found on page 20.



FY 2023 Service Area Budget Highlights

Agency Operating Budget

The DRPT program management and administrative budget increased 4.6% or \$0.8 million. Revenues increased so DRPT has elected to use only 3.5% of the Rail Preservation Fund and Commonwealth Rail Fund, and 3.9% of the Commonwealth Mass Transit Fund in FY 2023 for project oversight. Over the past several years, the transit programs managed by DRPT have grown significantly as have the associated revenues. This growth has been accompanied by increased demand by the General Assembly for accountability over the funds in these programs. The agency’s operating budget will be used to develop and expand the program oversight requested by the General Assembly related to state transit funding.

The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include the following: The Virginia Breeze Intercity Bus, WMATA oversight, transit way improvements related to the Amazon headquarters arrival, transit facility design and construction oversight, Dulles Corridor Metrorail, as well as I-95 and I-81 freight rail corridor programs.

DRPT is also currently completing studies on future transportation demand management (TDM) strategies in the heavily congested I-66 and I-395 corridors. This focuses on measuring person throughput (rather than vehicle) and redirects toll revenue collected on highways to critical transit projects.

The Appropriations Act authorizes the Commonwealth Transportation Board (CTB) to approve up to 5.0% per year of the Commonwealth Mass Transit Fund (§33.2-1526), Rail Preservation Fund (§33.2-1602), and the revenues allocated to the Department from the Commonwealth Rail Fund (§33.2-1526.4) to be used to support the DRPT costs of project development, project administration, and project compliance.

In FY 2023, it is forecast that \$18.3 million of the revenues of these funds will be used to support the programs' ongoing administrative costs. A complete list of these estimated administrative costs is included in the footnotes of the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget still only represents 1.8% of the \$1,037.2 million of total funds administered.

Public Transportation Programs

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

Chapter 854 of the 2018 Acts of Assembly established a separate allocation for the Washington Metropolitan Area Transit Authority (WMATA) and set allocation percentages for our Operating, Capital, and Special programs in FY 2019 and beyond. It is important to note that these bills did not create additional transportation revenues. Instead, they built on the new revenues generated by HB 2313 in 2013 by changing the distribution of existing revenues.

Beginning in FY 2021, these funds were distributed in accordance with the *Code of Virginia* and specific Appropriations Act language as follows:

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

The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 27.0% for state operating assistance grants, 18.0% awarded as capital assistance grants, 46.5% for distribution to WMATA for capital purposes and operating assistance, 6.0% for the Transit Ridership Incentive Program (TRIP) and the balance of up to 2.5%

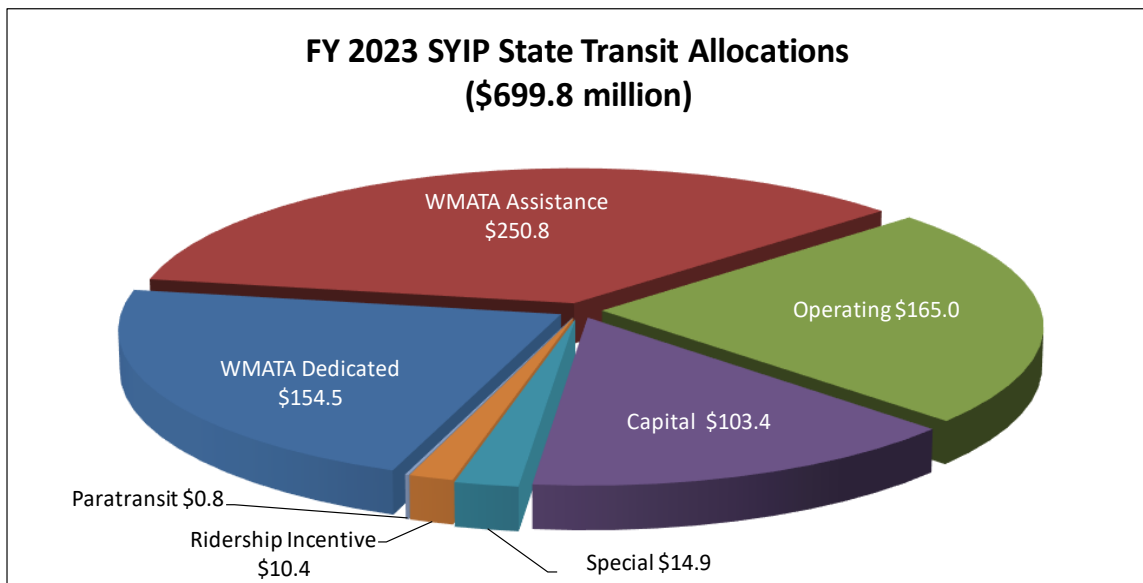
awarded as special projects grants, subject to CTB approval. Item 436.P of Chapter 56 of the 2020 Special Session I of the Virginia Acts of Assembly gives the CTB flexibility in applying these percentages to keep revenue streams relatively stable to maintain the project's current schedule from FY 2020 for each program, but no later than FY 2024.

The CTCF is made up of the CPR bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The major revenue source for these bond authorizations is the tax on insurance premiums. Beginning in FY 2019, these bond funds completed the 10-year period under the original bond authorization and the \$60 million annual amount available ended. Current year allocations of these funds represent monies deobligated from prior year projects.

By the close of FY 2021 when the WMATA state of good repair funding grant ended, the state transit capital assistance program lost an additional \$50 million of annual bond funding. However, section §33.2-1526.1.B of the Code of Virginia allocates up to \$50 million off the top of the CMTF starting in FY 2022 for the WMATA State of Good Repair program.

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

The FY 2023 SYIP allocation of the state transit revenues for public transportation is depicted in the following chart. This chart represents FY 2023 SYIP allocations only, which vary from the budgeted amounts in this report due to the timing of expenditures versus allocations of funds. For more information, reference Note 1 on page 21.



The FY 2023 allocation of \$699.8 million of state transit revenues in the SYIP represents a decrease of \$152.3 million from \$852.1 million in the FY 2022 SYIP (as revised for \$210.9 million of mid-year uplift of revenues).

As compared to the FY 2022 SYIP (revised for the mid-year uplift in revenues), capital projects decreased \$83.8 million. There was an increase in large bus purchases and facility construction in FY 2022 following a period of reduced capital needs in FY 2021 due to the Covid-19 pandemic and an increase in FY 2022 in capital allocations due to the mid-year revenue uplift. Transit Operating Assistance increased \$3.2 million from FY 2022 due to an increase in revenue estimates. WMATA Assistance decreased \$64.3 million due to implementing Code of Virginia allocation percentages in FY 23 and adjusting CTB Directed funding. In FY 2022 the General Assembly made up to \$32.4 million of proceeds from Item 447.10 of the Biennial Budget available to bring the WMATA Dedicated funds to the annual commitment level of \$154.5 million. With the mid-year FY 2022 revenue uplift, it was estimated that only \$3.4 million of these proceeds will be needed to cover the shortfall in FY 2022, and it is estimated that the remainder of \$29.0 will be allocated to supplement operating expenses in NOVA through NVTC in FY 2022. These funds are budgeted to be spent in the first quarter of FY 2023. WMATA Assistance includes an allocation of \$50.0 million of CMTF funding, which was funded from bond proceeds prior to FY 2022, to match the federal funds WMATA is receiving under the federal state of good repair program.

Public Transportation Operating Funds

The budgeted amounts in this report include anticipated expenditures on all of the projects and grants that DRPT manages for FY 2023, not just amounts allocated in FY 2023 by the CTB above. The budgeted FY 2023 transit operating expenditures are \$215.1 million or an increase of \$20.4 million from FY 2022. This includes \$1.9 million of CARES Act funding from the FTA for rural transit agencies with no matching requirements that replaced operating funds with a 50% local match requirement.

Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 27.0% of the Commonwealth Mass Transit Fund to support operating costs of transit providers and that the CTB shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding. Such measures and their relative weight shall be evaluated every three years.

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

The CTB adopted the allocation policy for transit operating funding for FY 2023 based on performance factors as follows:

System Sizing Metrics:

Bus Systems:

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

Commuter Rail Systems:

- Passenger Miles Traveled (33%)
- Revenue Vehicle Hours (33%)
- Revenue Vehicle Miles (33%)

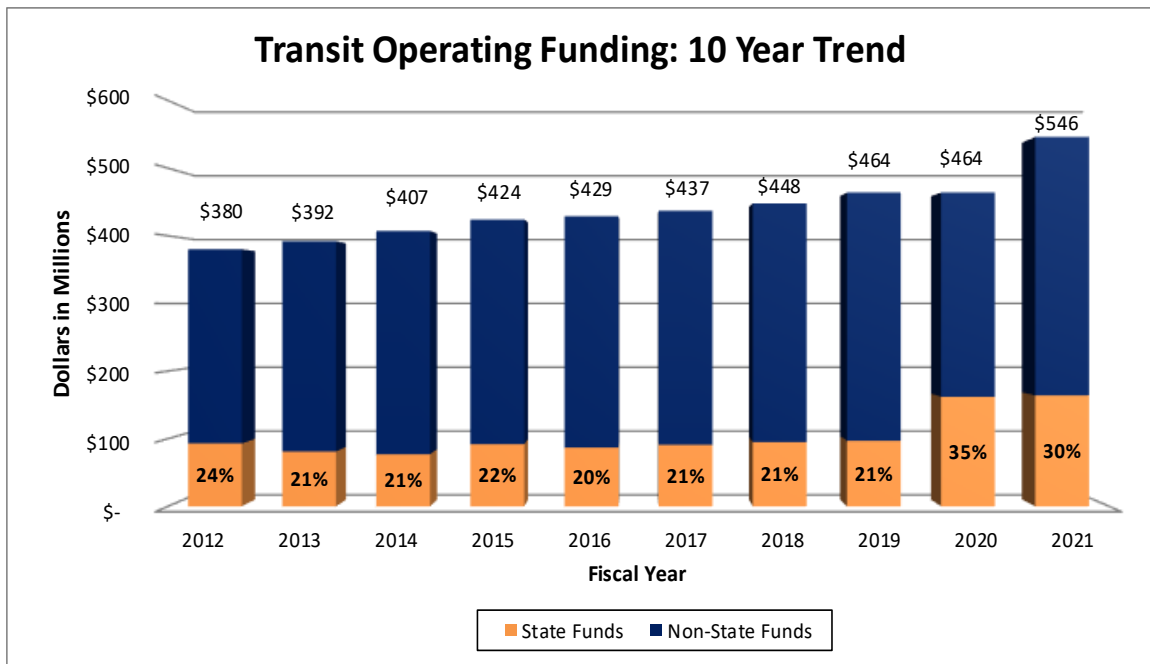
Performance Adjustment:

All Systems:

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

In order to ensure an even distribution of funding, the share of state operating assistance is to be capped at 30% of an agency's operating cost. A one-time exception was made when mid-year FY 2022 revenue collections were significantly higher than estimates and the State allocated 35% of agency operating costs. Unallocated balances remaining after applying the cap are run through the performance based formula to ensure full allocation of the available operating funding. Agencies that receive an increase in state assistance as a result of the performance based formula are encouraged to invest the increased allocation into sustaining and expanding service options.

The overall state share of transit operating expenditures for FY 2023 is 30.0%, which is a decrease of 5.0% from prior year. DRPT allocated \$1.9 million of Federal Cares funding for Operating that is not included in the chart below. The following chart provides a history of the state’s participation in the cost of transit operations in the Commonwealth. Prior years in the chart have been restated to exclude operating payments made to WMATA. In FY 2019 and beyond funding for WMATA operating and capital are reported as WMATA Assistance funds.



Public Transportation Capital Funds

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 18.0% of the Commonwealth Mass Transit Fund for capital purposes distributed utilizing the transit capital prioritization process established by the Board pursuant to Section 33.2-214.4 of the *Code of Virginia*. Capital program grants from the CMTF are funded based on the total cost of the project. Effective July 1, 2019, capital projects are prioritized in three different categories:

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

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

- Project cost is up to \$2 million, OR

- For expansion vehicles, a minor enhancement entails a fleet increase of no more than 5 vehicles or less than 5% of the fleet size, whichever is greater.

Minor enhancement projects are prioritized solely on service impact scores.

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

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

In FY 2023, the budget for public transportation capital expenditures is \$120.5 million, which is an increase of \$10.5 million from FY 2022. This increase is mainly attributable to the adverse effect of the Coronavirus on the ability of transit agencies and localities to fund and engage in longer-term capital projects in FY 2020 and FY 2021, and a mid-year uplift in revenues in FY 2022. The projects that will be supported by these funds and the applicable federal funds managed by DRPT are summarized on the following chart:

Public Transportation Capital Projects for FY 2023						
	Replacement Transit Vehicles	Expansion Transit Vehicles	Vehicles for Elderly & Disabled Services	Service Support Vehicles	Transit Facility Construction or Renovation	Transit Facility Planning or Design
Bristol District	14	0	0	2	0	0
Culpeper District	0	0	3	2	0	2
Fredericksburg District	5	0	6	0	0	0
Hampton Roads District	26	2	14	6	1	0
Lynchburg District	9	0	3	4	1	0
Northern Virginia District	50	4	0	4	4	0
Richmond District	20	0	3	3	0	0
Salem District	19	1	11	1	0	0
Staunton District	14	2	13	0	0	0
Multi - District	17	1	0	0	1	0
Statewide Totals	174	10	53	22	7	2

Public Transportation Special Program Funds

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 2.5% of the Commonwealth Mass Transit Fund for special programs. The Special Programs budget is estimated at \$8.6 million for FY 2023. These funds are used to award discretionary grants for ridesharing, public transportation promotion, operation studies, technical assistance projects, as well as programs that enhance the provision and use of public transportation services.

Public Transportation Ridership Incentive

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 6.0% of the Commonwealth Mass Transit Fund for the Transit Ridership Incentive Program established pursuant to Section §33.2-1526.3 of the *Code of Virginia*. The Board shall establish the Transit Ridership Incentive Program (the Program) to promote improved transit service in urbanized areas of the Commonwealth with a population in excess of 100,000 and to reduce barriers to transit use for low-income individuals.

Due to the adverse effects of the Coronavirus on revenues, Item 430.P of Chapter 1289 of the 2020 Virginia Acts of Assembly gives the CTB flexibility in applying these percentages to keep revenue streams relatively stable from FY 2020 for each program. The FY 2023 budget includes \$21.8 million to support projects such as free fare programs which is an increase of \$13.3 million from FY 2022.

WMATA Assistance Funds

The budgeted state assistance provided to WMATA decreased \$64.3 million mainly due to implementing Code of Virginia allocation percentages in FY 23 and adjusting CTB Directed funding. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 46.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. In FY 2018 and prior years, WMATA received a share of the funds available for the operating and capital assistance based on program allocation guidance. Under the new process, greater oversight responsibility is required of the Northern Virginia Transportation Commission for these state funds dedicated to WMATA.

Commuter Assistance Programs

The Commuter Assistance Programs budget of \$11.6 million includes \$5.6 million of CMTF funds for FY 2023 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$4.1 million and the related state match of \$1.9 million for projects included in the VDOT SYIP that DRPT will administer, such as the Arlington County Commuter Services program, Hampton Roads Transit TRAFFIX program, Telework, RideFinders, and various Transportation Management Plans.

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

designed to reduce single-occupant vehicle travel. These funds are used to support vanpooling, ridesharing, and marketing and promotional efforts across the Commonwealth that encourage travel in shared ride modes. The distribution of grants for FY 2023 is shown in the following table.

Commuter Assistance Projects for FY 2023			
	Transportation Demand Management Agencies	Special TDM Projects	Total
Bristol District	0	0	0
Culpeper District	2	3	5
Fredericksburg District	5	1	6
Hampton Roads District	2	0	2
Lynchburg District	1	0	1
Northern Virginia District	8	11	19
Richmond District	1	4	5
Salem District	3	4	7
Staunton District	2	2	4
Multi - District	0	0	0
Statewide Totals	24	25	49

Human Service Transportation Programs

The Human Service Transportation Programs budget is estimated at \$10.3 million for FY 2023. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services.

Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public. The funding for this program comes from the Federal Transit Administration (\$7.8 million), local provider match (\$0.8 million), CPR bond proceeds (\$0.9 million), and CMTF funds for enhanced transportation services for the elderly and disabled (\$0.8 million). The breakdown by district of the 53 vehicles purchased through this program is included in the Public Transportation Capital Projects table on page 11.

Planning, Regulation, and Safety Programs

DRPT's FY 2023 budget includes \$4.7 million estimated expenditures for Planning, Regulation, and Safety Programs, which include long-term planning and regional corridor studies. The budget for these programs consists of the FTA 5303/5304 planning funds of \$4.2 million and CMTF state match allocations of \$0.5 million.

WMATA Dedicated Funds

Chapter 854 of the 2018 Acts of Assembly established the WMATA Capital Fund. It also established a Restricted and Non-Restricted account within the WMATA Capital Fund. Monies in the Restricted Account may be used for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA. Monies in the Non-Restricted account may be used for capital purposes including the payment of debt service on bonds or other indebtedness. The expected revenues budgeted to the Dedicated WMATA Capital Fund are estimated at \$154.5 million for FY 2023. In FY 2022, DRPT allocated \$32.4 million of additional funds per Item 447.10 of the Biennial Budget to bring WMATA Dedicated funds to the FY 2021 level of \$154.5 million. Due to the revenue uplift in mid-year FY 2022, it is estimated that \$29.0 million of these funds will not be needed to supplement WMATA Dedicated funding in FY 2022 and will instead be used by NVTC in the first quarter of FY 2023 to offset public transit operating costs in NOVA.

Restricted Account – (capital purposes excluding debt service)

The underlying revenues come from local recordation tax and statewide motor vehicle rental tax. For FY 2023, DRPT is allocating \$31.3 million that will be accounted for in the Restricted Account.

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

The underlying revenues come from regional gas taxes, grantor's taxes, transient occupancy tax, local taxes, or other contributions from Northern Virginia local jurisdictions and a supplement from the CMTF.

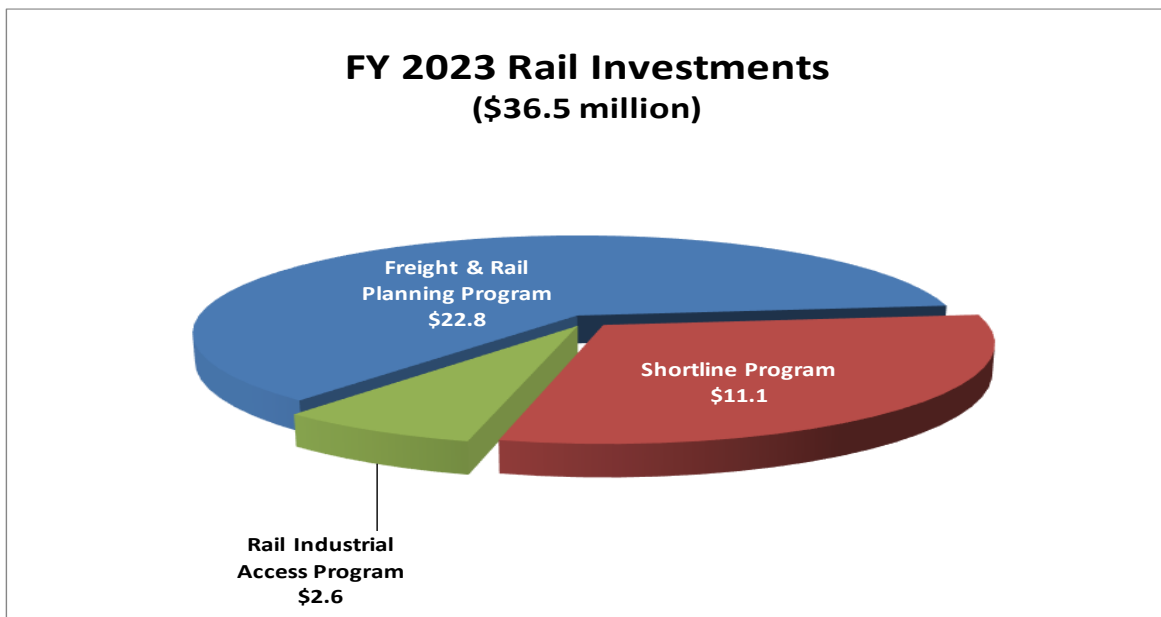
This funding is contingent on Maryland and the District of Columbia taking action to provide dedicated funding to WMATA. The percentage of funding provided by the Commonwealth shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective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

Rail Programs

DRPT's FY 2023 budget for all rail service areas is \$36.5 million of funding for freight and rail planning, shortline preservation, and rail industrial access programs. In prior years, DRPT administered passenger rail projects within the State including the state-supported Amtrak service. In FY 2021, the Virginia Passenger Rail Authority (VPRA) was established to oversee passenger rail projects within the State including intercity passenger service.

Effective July 1, 2020, the VPRA and the Commonwealth Rail Fund came into existence pursuant to Section §33.2-1526.4 of the *Code of Virginia*. The new legislation implemented numerous structural changes to the transportation funding system in the Commonwealth. Most state transportation revenues are directed to the Commonwealth Transportation Fund and the Highway Maintenance and Operating Fund. Revenues are then disbursed from the Commonwealth Transportation Fund to the Transportation Trust Fund and then distributed to meet the varying transportation needs of different modes of transportation. The Commonwealth Rail Fund receives 7.5% of the Transportation Trust Fund. This structure consolidates the net impact of upturns and downturns in specific revenues. This serves to mitigate the year-to-year impacts on the revenue streams of the various modes of transportation. In FY 2021, the Commonwealth Rail Fund replaced the IPROC and Rail Enhancement funds with 93% of the fund going to the VPRA while 7% of the funds are retained by DRPT to support freight and rail planning projects.

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



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

Federal

- Federal Railroad Administration (FRA) grant funds of \$1.1 million;

State

- Commonwealth Rail Fund of \$1.9 million;
- Transportation Capital Projects Revenue (CPR) Bond funds of \$6.6 million;
- Shortline Railway and Development funds of \$9.8 million;
- VDOT Transfers of \$8.1 million;
- VPRA Transfers of \$6.3 million;
- Rail Industrial Access (RIA) funds of \$2.6 million; and
- Local Match of \$0.1 million.

Transportation Bond Funds

Chapter 896 of the 2007 Acts of Assembly provides for CPR bonds to be issued annually with a minimum of 4.3% of the proceeds going to either the Rail Enhancement Fund or the Shortline Railway Preservation and Development Fund. The final bond allocation for rail was made in FY 2018. For FY 2023, budgeted expenditures from prior year's bond proceeds are expected to be \$6.6 million for freight rail infrastructure improvements and improvement to the tracks of shortline railroads.

Rail Preservation Program

As part of the Rail Preservation Program, the Shortline Railway Preservation and Development Fund will support 12 projects for Virginia's shortline railroads in FY 2023. These Rail Preservation projects consist primarily of bridge and track upgrades, yard improvements, siding enhancements, and tie and rail replacement, as well as the related ballast, tamping, and surfacing of existing rail lines operated by the shortline railroads in Virginia. These projects are funded through the annual Transportation Fund allocation and related interest revenues, and the CPR bonds.

The Department of Rail and Public Transportation may use up to \$4 million of the 7% share of the Commonwealth Rail Fund for the purposes of the Shortline Railway Preservation and Development Fund pursuant to §33.2-1526.4.

Rail Industrial Access Program

This program funds the construction of industrial access railroad tracks for the purpose of connecting industries to the rail network and creating jobs. These projects are funded through the Commonwealth Transportation Fund as they are approved by the CTB.

Planning and Freight Rail Program

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

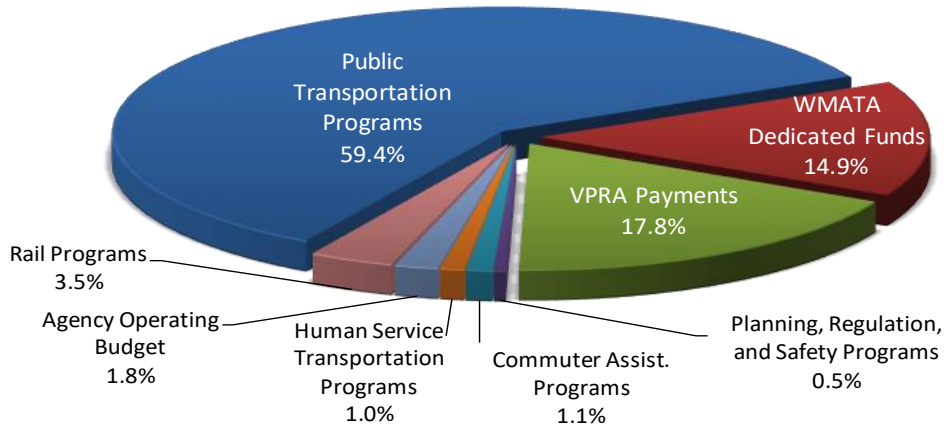
Virginia Passenger Rail Authority

The VPRA was established in section §33.2-288.B. of the Code of Virginia to oversee passenger rail projects within the Commonwealth including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the estimated revenues of the Commonwealth Rail Fund, which is estimated at \$198.4 million for FY 2023. In FY 2023, \$184.5 million of annual revenues of the Commonwealth Rail Fund will be distributed to the VPRA.

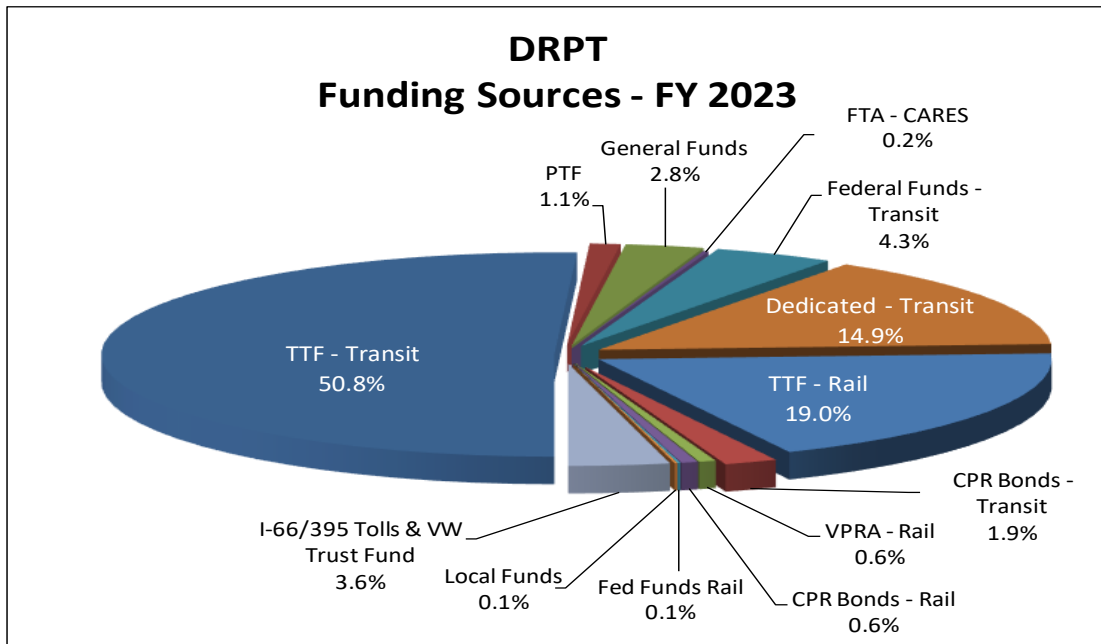
ANNUAL BUDGET STATEMENT



DRPT
Budgeted Expenditures - FY 2023



	(\$ in millions)			
	Adopted FY 2022	Recommended FY 2023	Increase / (Decrease)	Percentage Change
Public Transportation Programs				
Operating Assistance [Notes 1, 2, 3]	\$ 194.7	\$ 215.1	\$ 20.4	10.5%
Capital Assistance [Notes 1, 2, 4]	110.0	120.5	10.5	9.5%
Special Programs [Notes 1, 2, 5]	8.8	8.6	(0.2)	-2.3%
Ridership Incentive Programs [Notes 1, 2, 6]	8.5	21.8	13.3	156.5%
WMATA Assistance [Note 2, 7]	315.1	250.8	(64.3)	-20.4%
Total Public Transportation Programs	637.1	616.8	(20.3)	-3.2%
Commuter Assistance Programs [Notes 1, 8]	12.5	11.6	(0.9)	-7.2%
Human Service Transportation Pgm [Notes 1, 9]	9.4	10.3	0.9	9.6%
Planning, Regulation, & Safety Pgm [Notes 1, 10]	4.1	4.7	0.6	14.6%
WMATA Dedicated Funding [Note 11]	154.5	154.5	-	0.0%
Total Transit Programs	817.6	797.9	(19.7)	-2.4%
Rail Programs				
Rail Preservation Programs [Notes 1, 12]	7.5	11.1	3.6	48.0%
Rail Industrial Access [Notes 1, 13]	2.3	2.6	0.3	13.0%
Planning and Freight Rail Programs [Notes 1, 14]	23.6	22.8	(0.8)	-3.4%
Total Rail Programs	33.4	36.5	3.1	9.3%
Agency Operating Budget [Note 17]	17.5	18.3	0.8	4.6%
Agency Total Before VPRA Payments	868.5	852.7	(15.8)	-1.8%
VPRA Payments [Note 15]	174.5	184.5	10.0	5.7%
Agency Total	\$ 1,043.0	\$ 1,037.2	\$ (5.8)	-0.6%



	(\$ in millions)			
	Adopted FY 2022	Recommended FY 2023	Increase / (Decrease)	Percentage Change
TRANSPORTATION TRUST FUND				
Commonwealth Mass Transit Fund [Notes 3, 4, 5, 6, 7, 8, 9, 10, 17]	\$ 551.3	\$ 512.4	\$ (38.9)	-7.1%
Special Programs - VDOT Transfers [Notes 4, 5, 8, 9]	6.9	11.6	4.7	68.1%
Rail Industrial Access [Note 13]	2.3	2.6	0.3	13.0%
Commonwealth Rail Programs [Notes 14, 15, 17]	177.8	186.9	9.1	5.1%
Rail Preservation Program [Notes 12, 17]	6.8	9.9	3.1	45.6%
Total	745.1	723.4	(21.7)	-2.9%
2018 CHAPTER 854 DEDICATED FUNDING - Transit [Note 11]	151.1	154.5	3.4	2.3%
BOND PROCEEDS - Transit Capital and Rail [Notes 4, 9, 12]	22.8	26.4	3.6	15.8%
GENERAL FUNDS - Item 447.10 - Transit [Note 11]	3.4	29.0	25.6	752.9%
PRIORITY TRANSPORTATION FUNDS [Note 16]	-	11.8	11.8	100.0%
FEDERAL REVENUE				
FHWA Funding (CMAQ/RSTP) [Notes 4, 8]	6.1	4.4	(1.7)	-27.9%
Federal Transit Administration [Notes 3, 4, 9, 10]	26.5	40.5	14.0	52.8%
Federal Transit Administration - CARES [Note 3]	43.7	1.9	(41.8)	-95.7%
Federal Railroad Administration [Note 14]	1.0	1.1	0.1	10.0%
Total	77.3	47.9	(29.4)	-38.0%
LOCAL REVENUES [Notes 9, 14]	0.9	0.9	-	0.0%
TRANSFERS FROM OTHER AGENCIES				
VDOT I-66/I-395 Tolls Transfers [Note 4]	28.9	37.0	8.1	28.0%
DEQ VW Trust Fund Transfers [Note 4]	1.9	-	(1.9)	-100.0%
Virginia Passenger Rail Authority [Note 15]	11.6	6.3	(5.3)	-45.7%
TOTAL SOURCES	\$ 1,043.0	\$ 1,037.2	\$ (5.8)	-0.6%

Footnotes to the FY 2023 Annual Budget

(1) The budgeted amounts in this report include anticipated expenditures on all of the projects and grants that DRPT manages for FY 2023 and the revenue sources to cover these anticipated expenditures. A cash basis of accounting is utilized to develop the budgeted amounts. Therefore, the budgeted amounts will not agree to allocations in the SYIP due to the timing of cash expenditures versus allocations of funds. The actual cash outlays of many capital projects may lag behind the related allocation of resources by as much as five years. For example, DRPT will allocate Planning and Freight Rail Projects of \$9.1 million in FY 2023, but \$22.8 million is expected to be spent on Planning and Freight rail projects during FY 2023. The differences between the FY 2023 SYIP allocations and budgeted expenditures are as follows:

Total Six Year Improvement Plan Allocations	\$ 1,055.3
Federal Funds Allocations with Grantee FTA Contracting	(18.3)
Agency Operating Budget	18.3
Rail Industrial Access	2.6
VPRA Recurring Payments	184.5
VPRA Allocations for Transforming Rail in Virginia Project	(240.4)
Current Year Allocations in Future Budgets	
VDOT Revenues to be spent in future years	(1.3)
Prior Year Allocations in the Current Budget	
Transit Revenue and Bond Allocations	26.3
Rail Revenue and Bond Allocations	10.2
Total Budgeted Expenditures	\$ 1,037.2

It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of almost 2,000 projects in order to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT will be to work with our project partners to attain a variance of 10% or less by each year end.

(2) Funds are allocated by statute (§33.2-1526.1) with 46.5% for distribution to WMATA for capital purposes and operating assistance, a minimum of 27.0% for state operating assistance grants, 18.0% awarded as capital assistance grants, 6.0% for transit ridership incentives, and the balance of up to 2.5% awarded as special projects grants subject to CTB approval. Item 430.P of Chapter 1289 of the 2020 Virginia Acts of Assembly gives the CTB flexibility in applying these percentages to keep revenue streams relatively stable from FY 2020 for each program.

(3) The budgeted expenditure line item entitled Public Transportation Programs - Operating Assistance increased by \$20.4 million from FY 2022 to FY 2023 to \$215.1 million. This was mainly due to increased revenues and the use of \$1.9 million in federal assistance provided by the CARES program, which funds up to 100% of eligible rural operating expenses and is being used in lieu of other state and federal funding. The Operating Assistance line is also made up of Commonwealth Mass Transit Funds of \$165.1 million and \$19.1 million in federal assistance through the FTA 5311 Rural Assistance program.

DRPT Footnotes to the FY 2023 Annual Budget (Continued)

In FY 2022 DRPT was allocated \$32.4 million from Item 447.10 of the Biennial Budget to bring WMATA Dedicated funds to the FY 2021 level of \$154.5 million. Due to the revenue uplift in mid-year FY 2022, It is estimated that \$29.0 million of these funds will not be needed to supplement WMATA Dedicated funding and will be used by NVTC in the first quarter of FY 2023 to offset public transit operating costs in NOVA.

(4) Public Transportation Programs - Capital Assistance increased by \$10.5 million to \$120.5 million, which is due to the negative effect of the Coronavirus in FY 2021 on the ability of localities and transit agencies to engage in and fund longer-term projects and the revenue uplift in mid-year FY 2022. This line item consists of \$44.0 million of Commonwealth Mass Transit funds, \$18.9 million of Transportation Capital Projects bond proceeds, \$9.1 million of FTA funding, \$0.3 million of FHWA funding, \$11.0 million of priority transportation funds, and \$28.9 million of I-66 & I-395 tolls. Additionally, \$8.3 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match) is included in this Service Area.

(5) Public Transportation Programs – Special Programs decreased \$0.2 million from FY 2022 to FY 2023 to \$8.6 million. Funding comes from the Commonwealth Mass Transit Fund (\$6.9 million), FTA funding (\$0.3 million), and funding allocated through VDOT (\$1.4 million). This service area includes Metrorail State Safety Oversight.

(6) Public Transportation Programs - Ridership Incentive Programs increased \$13.3 million from FY 2022 to FY 2023 to \$21.8 million. This line item consists of \$21.0 million of Commonwealth Mass Transit Funds, and \$0.8 million of priority transportation funds. The FY 2023 budget supports projects such as zero fare and reduced fare programs and improved transit service in urbanized areas of the Commonwealth with a population in excess of 100,000 and to reduce barriers to transit use for low-income individuals.

(7) WMATA Assistance decreased \$64.3 million mainly due to implementing Code of Virginia allocation percentages in FY 23 and adjusting CTB Directed funding. This Funding comes from the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. Also included in FY 2022 and beyond is \$50.0 million of CMTF funding to replace the bond program that was used in prior years for the Federal State of Good Repair Program.

(8) The budgeted Commuter Assistance Programs line item decreased by \$0.9 million to \$11.6 million from FY 2022 to FY 2023. Commuter Assistance Programs include Commonwealth Mass Transit Funds of \$5.6 million and FHWA funding of \$4.1 million. Additionally, \$1.9 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, Telework and related state match) is included in this service area.

(9) The budgeted Human Service Transportation Programs line item increased by \$0.9 million to \$10.3 million from FY 2022 to FY 2023. Funding includes \$7.8 million of FTA 5310 and 5311 awards. The match to these federal awards consists of \$0.8 million of Commonwealth Mass Transit State matching funds for the paratransit capital projects and enhanced transportation services for the elderly and disabled, Transportation Capital Projects Bond proceeds of \$0.9 million, as well as \$0.8 million of local match to the FTA 5310 funds.

(10) Planning, Regulation, and Safety Programs consists of the FTA 5303/5304 planning funds of \$4.2 million and Commonwealth Mass Transit state match allocations of \$0.5 million.

DRPT Footnotes to the FY 2023 Annual Budget (Continued)

(11) Chapter 854 of the 2018 Acts of Assembly establishes dedicated capital funding for WMATA. Expected revenues for FY 2023 are \$154.5 million. In FY 2022 DRPT allocated \$3.4 million of a total funding available of \$32.4 million from Item 447.10 of the Biennial Budget to bring WMATA Dedicated funds to the FY 2021 level of \$154.5 million. Due to the revenue uplift in mid-year FY 2022, it is estimated that \$29.0 million of these funds will not be needed to supplement WMATA Dedicated funding and will be used by NVTC in the first quarter of FY 2023 to offset public transit operating costs in NOVA.

(12) The 2006 General Assembly passed legislation (§33.2-1602) to establish the Shortline Railway Preservation and Development fund. The fund was created to support the retention, maintenance, and improvement of shortline railways in Virginia and to assist with the development of railway transportation facilities. This line item increased \$3.6 million to \$11.1 million from FY 2022 to FY 2023. The source of funding for the Shortline Railway Preservation fund is the Transportation Trust Fund of \$9.8 million. The additional \$1.3 million of planned expenditures is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.

(13) The Rail Industrial Access Program funds construction of industrial access railroad tracks. The activities budgeted in this line item consist of Transportation Trust Fund allocations through VDOT of \$2.6 million.

(14) The budgeted Planning and Freight Rail Programs line item of \$22.8 million represents a decrease of \$0.8 million from FY 2022 to FY 2023. The source of funding to cover these expenditures includes \$1.9 million from the 7% allocation of the Commonwealth Rail Fund. The Commonwealth Rail Fund is funded by a 7.5% allocation from the Transportation Trust Fund. Additionally, this line item includes Federal Railroad Administration funds of \$1.1 million, I-66 toll proceeds of \$8.1 million, bond proceeds of \$5.3 million, expected VPRA transfers of \$6.3 million, and local matching funds of \$0.1 million.

(15) In July 2020, \$302.7 million of the rail cash balance was paid to VPRA and effectively became part of its capital structure. This cash balance included REF and IPROC funds received before June 30, 2020. Although all the funds were transferred to the VPRA, DRPT retained rail freight and planning projects. The VPRA will transfer funds (estimated to be \$6.3 million in FY 2023) to DRPT for these projects upon expenditure by DRPT until the projects are completed. In addition, the budget includes \$184.5 million of Commonwealth Rail Funds to be transferred to the VPRA in FY 2023

(16) In December 2021, the Commonwealth Transportation Board restored \$38.9 million of Priority Transportation Funds to the Commonwealth Mass Transit Fund. In FY 2023, it is estimated that \$11.8 million of project funding will be used for free fare projects and transportation facilities.

DRPT Footnotes to the FY 2023 Annual Budget (Continued)

(17) The CTB is authorized by §33.2-1604 of the *Code of Virginia* to approve up to 3.5% per year of the Rail Preservation Fund and Commonwealth Rail Fund and by §33.2-1526.1 G of the *Code of Virginia* to approve up to 3.5% per year of the Commonwealth Mass Transit Fund to support costs of project development, project administration, and project compliance. The Appropriation's Act language allows the CTB to allocate up to 5% of the Rail Preservation Fund, Commonwealth Mass Transit Fund, and Commonwealth Rail Fund for use to support the DRPT costs of project development, project administration, and project compliance. DRPT forecasts that \$26.1 million (5.0%) of revenues from these funds are available to support the programs' ongoing administrative costs. However, DRPT is forecasting that only \$18.3 million (3.9%) will be used to support the operating budget. The DRPT operating budget represents only 1.8% of the total \$1,037.2 million FY 2023 budget.

Major Components of Agency Operating Budget	
Payroll and Fringe Benefits	\$ 9,400,000
Operations Program Support	4,060,000
Information Technology Costs	1,300,000
Central Service Agencies Indirect Costs	900,000
Finance Program Support	780,000
Rent	560,000
Attorney Services	400,000
Travel and Training	327,000
Office Expansion	160,000
Other Program and Project Management Initiatives	392,122
Total	<u><u>\$ 18,279,122</u></u>
Source of Funding for Agency Operating Budget	
Commonwealth Mass Transit Fund	\$ 17,651,987
Commonwealth Rail Fund	486,085
Shortline Railway Preservation and Development Fund	141,050
Total	<u><u>\$ 18,279,122</u></u>

June 2022 CTB Meeting

G97

0066-000-921, C501

Arlington County

The purpose of this project is to rehabilitate the Rosslyn Tunnel along Interstate 66 in Arlington County. The project scope of work includes the following:

- complete removal of the existing ceiling panels including all steel hangers and all related attachments
- replacement of tunnel lighting and electrical distribution equipment
- retrofit of existing ventilation ducts
- retrofit of expansion joints and installation of joint drainage system
- removal of existing fireproofing and coatings from steel superstructure
- recoating and installation of passive fire protection to the steel superstructure
- concrete substructure repairs
- ceramic tile repairs
- installation of egress signs
- installation of CCTV camera system and fiber optic network for tunnel fire detection
- replacement of existing irrigation line
- installation of new hanger support system for existing Arlington County Park Division Power and Communications utilities

This project is federally eligible with exception, and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All construction is to take place within the existing right of way and there are no known utility conflicts identified.

Fixed Completion Date: June 20, 2025

G77

**0033-082-765 B623; 0033-082-805 C501, B624;
0033-082-885, C501, B626; 0033-115-269, C501**

Harrisonburg City

The purpose of this project is to replace four bridges on Route 33 (East Market Street) and improve the operations of Interstate 81 at Exit 247. Two bridges will be replaced over Norfolk Southern Railroad and two bridges will be replaced over Interstate 81. The project includes a new shared-use path in the median of Route 33 beginning at the Burgess Road/ Linda Lane intersection and extending across the new bridges to Martin Luther King Way. The Interstate 81 Exit 247 southbound deceleration ramp to Route 33 West will be moved east from its current location. The project will also modify the northbound acceleration ramp and the addition of a lane to the northbound deceleration ramp.

Fixed Completion Date: September 28, 2026

G14

U000-132-350 P101, C501

Staunton City

The purpose of this project is to extend Crossing Way (in a new location) to Valley Center Drive, providing connectivity between Richmond Avenue (Rt. 250) and North Frontier Drive just west of I-81 Exit 222. The road will be a three-lane collector 0.85 miles in length and will feature a roundabout, shared-use path, 100-space park-n-ride, and a new regional bus (BRITE) transit stop. Right of way was dedicated for the project by the City of Staunton Industrial Development Authority.

Fixed Completion Date: May 17, 2024

July 2022 CTB Meeting

DESIGN BUILD PROJECT AWARD

Project Name: I-64 Hampton Roads Express Lanes (HREL) Segment 4C
Project #: 0064-114-374, P101, R201, C501
UPC: 117841 (PE), 119638 (PE, RW and CN) and 120880 (CN)
Contract #: C00117841DB111
Location: City of Hampton, Hampton Roads District

The Project is located in City of Hampton, Virginia, and involves widening Eastbound (EB) and Westbound (WB) I-64 and the conversion of the three (3) existing EB and WB General Purpose Lanes into two (2) HOT lanes and two (2) General Purpose Lanes in each direction. The limits of the Project are from approximately 0.139 miles East of LaSalle Ave (MM265.5) to approximately 0.379 miles East of Settlers Landing Rd (MM267.8), for a total length of approximately 2.4 miles. The scope also includes constructing an auxiliary lane connecting the acceleration lane for the I-64 EB On Ramp from LaSalle Ave to the deceleration lane for the I-64 Exit Ramp to Rip Rap Rd.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources:

UPC 117841 (PE): HRTAC AR Funds

UPC 119638 (PE, RW, and CN): HRTAC AR Funds

UPC 120880 (CN): Highway Maintenance Funds

Final Completion Date: December 30, 2026

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Shirley-Branch JV	\$ 313,872,235.00	90.73
Wagman- Fay SE JV	\$ 331,178,805.00	80.89
Myers- Traylor JV	\$ 392,000,000.00	73.54

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
G97	120311	FROM: 0.080 MI W. OF N. NASH STREET	FORT MYER CONSTRUCTION CORPORATION	4	\$29,245,493.04	\$23,583,072.75	Within
	0066-000-921,C501	TO: 0.100 MI E. OF N. LYNN STREET	WASHINGTON				
		ARLINGTON	DC				
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT					
		ROSSLYN TUNNEL REHABILITATION					
H40	120815	LOCATION: I-64	BRANSCOME INC.	2	\$5,037,130.61	\$5,369,084.78	Within
	PM5N-047-756,P401		WILLIAMSBURG				
	PM05(521)	JAMES CITY	VA				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		2023 I-64 PENINSULA PLANT MIX					

2 Recommended for AWARD \$34,282,623.65

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
G77	100781, 104177, 111230, 113487, 115718	FROM: 0.500 MI W OF I-81	TRITON CONSTRUCTION INC. OF VIRGINIA	5	\$43,340,000.00	\$48,797,733.52	Within
	0033-082-805,B624,C501	TO: 0.381 MI E OF I-81	ST. ALBANS				
	NHPP-5115(246)	ROCKINGHAM, HARRISONBURG	WV				
	Construction Funds	STAUNTON DISTRICT					
		SGR/SMART SCALE - RTE 33 BRIDGES OVER I81 & NSRR REPLACEMENT					

1 Recommended for AWARD \$43,340,000.00

AWARD

URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
G14	111048	FROM: INT. RTE. 250	CATON CONSTRUCTION GROUP, INC.	5	\$8,147,230.74	\$6,981,083.58	Within
	U000-132-350, C501	TO: VALLEY CENTER DR.	CHARLOTTESVILLE				
	STP-5132 (172)	STAUNTON	VA				
	Construction Funds	STAUNTON DISTRICT					
		SMART SCALE - ROUNDABOUT CONSTRUCTION AT STAUNTON CROSSING					

1 Recommended for AWARD \$8,147,230.74

BID RESULTS FOR THE CTB

July 20, 2022

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC 117841 (PE) 119638 (PE, RW,CN) 120880 (CN)	I-64 Hampton Roads Express Lanes (HREL) Segment 4C City of Hampton, Hampton Roads District	AWARD	Shirley-Branch JV (Lorton, VA)	3	\$313,872,235	\$312,122,347	Bid Lower than EE Range
0064-114-374 Contract #C00117841DB111 Design, ROW, Construction & QA/QC	The Project is located in City of Hampton, Virginia, and involves widening Eastbound (EB) and Westbound (WB) I-64 and the conversion of the three (3) existing EB and WB General Purpose Lanes into two (2) HOT lanes and two (2) General Purpose Lanes in each direction. The limits of the Project are from approximately 0.139 miles East of LaSalle Ave (MM265.5) to approximately 0.379 miles East of Settlers Landing Rd (MM267.8), for a total length of approximately 2.4 miles. The scope also includes constructing an auxiliary lane connecting the acceleration lane for the I-64 EB On Ramp from LaSalle Ave to the deceleration lane for the I-64 Exit Ramp to Rip Rap Rd.						

Recommended for Award: \$313,872,235