



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD ACTION AGENDA

The Bristol Hotel
115 Country Music Way
Bristol, VA 24201

July 22, 2026

8:30 a.m. or upon adjournment of the July 21, 2026 Workshop meeting, should the Workshop carry over to July 22.

Public Comments:

**PUBLIC COMMENT WILL BE TAKEN AT 11:00 ON JULY 22, 2026, REGARDLESS OF
WHAT ITEM THE BOARD MAY BE ON.**

Approval of Minutes:

June 16, 2026

CONSENT AGENDA:

1. Action on Airport Access Program Frederick County, Winchester Regional Airport Located within the Staunton District.
2. Action on Recreational Access Program, City of Covington, Jackson River Sports Complex Located within the Staunton District.
3. Action on Economic Development Access Program, City of Waynesboro, Waynesboro Commerce and Industry Park Located within the Staunton District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mariia Zimmer
Director

4. Action on Policy and Guidelines for Implementation of Funding for the Virginia Railway Express.

MAINTENANCE DIVISION:

Presenting: Tanveer Chowdhury, P.E.
State Maintenance Engineer

5. Action on Commemorative naming, at the request of Halifax County, of the bridge on State Route 92, Clover Road, over the Staunton River, at the border of Halifax County and Charlotte County, as the “Jennifer Ann Nichols Memorial Bridge” Located with the Lynchburg District.
6. Action on Commemorative naming, at the request of Alleghany County, of Route 625, Dolly Ann Drive, from the City of Covington/Alleghany County line to the end of state maintenance, 165 feet east of Valleybrook Lane, Alleghany County, as the “Sheriff Edwin Butler Memorial Highway” Located within the Staunton District.
7. Action on Commemorative naming, at the request of Alleghany County, of Route 666, East Morris Hill Road, from Route 641, Indian Draft Road, to Route 605, Coles Mountain Road, Alleghany County, as the “Deputy Samuel A. Brown III Memorial Highway” Located within the Staunton District.

LOCATION AND DESIGN DIVISION:

Presenting: Shane Mann
Deputy Chief Engineer

8. Action on Limited Access Control Changes Route 257 (Friedens Church Road) Park and Ride Lot Rockingham County, Located within the Staunton District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Chief Financial Officer

9. Action on Revisions to the FY 2027 Commonwealth Transportation Fund Budget, the FY 2027 Department of Rail and Public Transportation Budget and the Fiscal Years 2027 – 2032 Six-Year Improvement Program.
10. Action on FY2027-2032 Six-Year Improvement Program Transfers for May 16, 2026, through June 19, 2026.
11. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2027-2032.
12. Action on SMART SCALE Project Cancellation - Port Republic / Forest Hill Rd Intersection Improvements (UPC 127915), Located within the Staunton District.
13. Action on SMART SCALE Project Budget Increase for N. Main Street Sidewalk (UPC 119661) in the City of Harrisonburg, Located within the Staunton District.

14. Action on SMART SCALE Project Budget Increase for South Main St. Corridor Safety – Southern Section (UPC 124006) in the City of Harrisonburg, Located in the Staunton District.

OFFICE OF THE SECRETARY OF TRANSPORTATION:

Presenting: Carter Hutchinson
Deputy Secretary of Transportation

15. Action on Revised Transportation Partnership Opportunity Fund Guidelines.

SCHEDULING AND CONTRACT:

Presenting: Kerry Bates
State Construction Engineer

Presenting: Dale Totten
Richmond District Engineer

16. Bids.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

**Title: Airport Access to
the Winchester Regional Airport
Project 1538-034-259 – Frederick County**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides funds to “be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to licensed, public-use airports”; and

WHEREAS, Frederick County by formal resolution has requested Airport Access (AIR) Program funds to serve the Winchester Regional Airport, which is located off Coverstone Drive, and said access is estimated to cost approximately \$1,350,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s Airport Access Fund Policy and the Airport Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the Winchester Regional Airport, Project 1538-034-259, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and

Resolution of the Board

Airport Access – Winchester Regional Airport – Frederick County

July 22, 2026

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2. Execution of an appropriate contractual agreement between Frederick County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs.

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CTB Decision Brief

Airport Access – Frederick County Winchester Regional Airport

Issue: Pursuant to §33.2-1509 of the Code of Virginia and the Airport Access Fund Policy of the Commonwealth Transportation Board (CTB), Frederick County has requested funds from the Airport Access Program to assist in constructing road access improvements to serve the Winchester Regional Airport off Coverstone Drive. CTB approval for the allocation of the requested funds by the CTB is sought.

Facts: Section 33.2-1509 of the Code of Virginia authorizes the CTB to expend funds set aside for constructing, reconstructing, maintaining or improving access roads within localities to licensed, public-use airports. The CTB's Airport Access Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Airport Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of Airport Access Program funding prior to the Board's allocation of funds.

The Winchester Regional Airport is a 385-acre licensed, public-use airport located in Frederick County. The Airport serves the Counties of Frederick, Clarke, Shenandoah, and Warren, and the City of Winchester, supports 610 jobs, and averages 63,000 enplanements (takeoffs, landings, and overflights) annually.

Frederick County is requesting funding from the Airport Access Program to assist with the design of turn lanes, a commercial entrance, and median adjustments on Coverstone Drive. The Winchester Regional Airport currently owns a 30-acre undeveloped parcel adjacent to Coverstone Drive. This project will provide access to the 30-acre parcel, allowing the airport to move forward with economic development opportunities that could generate millions of dollars in capital investment and create hundreds of jobs. The 30-acre parcel has the potential to increase airport operations by up to 12%, and new access will improve emergency response times.

Recommendation: VDOT recommends the allocation of \$650,000 (\$500,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and Frederick County will proceed with the Airport Access project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Recreational Access to the
Jackson River Sports Complex
Project RECR-107-182 – City of Covington**

WHEREAS, § 33.2-1510 of the *Code of Virginia* sets forth that the General Assembly of Virginia has found and declared that it is “. . . in the public interest that access roads and bikeways to public recreational areas and historical sites be provided . . .” and sets aside highway funds for such purpose, “. . . [w]hen the Director of the Department of Conservation and Recreation has designated a public recreational area as such . . . and recommends to the [Commonwealth Transportation] Board that an access road or bikeway be provided or maintained to that area”; and

WHEREAS, the Director of the Department of Conservation and Recreation (DCR) and the Commonwealth Transportation Board (CTB) have adopted a joint policy to govern the use of the Recreational Access Fund pursuant to § 33.2-1510 of the *Code of Virginia*; and

WHEREAS, the Covington City Council has, by appropriate resolution, requested Recreational Access funds to provide roadway access to adequately serve recreational facilities located off of W Edgemont Drive and said roadway access is estimated to cost \$250,000; and

WHEREAS, this request has been considered by the Director of DCR and has been found to comply with the provisions of § 33.2-1510 of the *Code of Virginia* and has designated the site a public recreation area.

Resolution of the Board

Recreational Access – Jackson River Sports Complex – City of Covington

July 22, 2026

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NOW, THEREFORE, BE IT RESOLVED, that \$250,000 of the Recreational Access Fund is allocated to improve access to the Jackson River Sports Complex off W Edgemont Drive, Project RECR-107-182, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Covington and VDOT to provide for the:
 - a. Design, administration, construction and maintenance of this project;
 - b. payment of all ineligible project costs, and of any eligible project costs in excess of the allocation amount for the roadway access project from sources other than those administered by VDOT.

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CTB Decision Brief

Recreational Access – City of Covington Jackson River Sports Complex

Issue: Pursuant to § 33.2-1510 of the *Code of Virginia*, the City of Covington has requested funds from the Recreational Access Program to improve roadway access to the Jackson River Sports Complex.

Facts: Section 33.2-1510 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend from funds set aside for the construction of access roads and bikeways to public recreational areas and historical sites. CTB Policy requires that the locality provide all rights of way, utility adjustments, and environmental assessments and remediation at no cost to the Commonwealth. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area.

The Jackson River Sports Complex is a 75-acre park located along the Jackson River, within the City of Covington. This facility opened in 2004, and houses 5 lighted multi-use athletic fields, a 2,500-foot paved walking trail along the Jackson river, the River Rock amphitheater, along with several more amenities. This project will improve the park's entrance, construct a new 500-foot road to a newly constructed Putt Putt facility, and pave existing gravel sections of the sports field access road. The City of Covington will administer the design and construction of the proposed access project.

Recommendation: VDOT recommends the allocation of \$250,000 from the Recreational Access Fund be approved for design and construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and the City of Covington will proceed with the Recreational Access project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

**Title: Economic Development Access to
the Waynesboro Commerce & Industry Park
Project ECON-136-375 – City of Waynesboro**

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

WHEREAS, the City of Waynesboro by formal resolution has requested Economic Development Access (EDA) Program funds to serve the Waynesboro Commerce & Industry Park, which is located off Shenandoah Village Drive without public access, and said design is estimated to cost approximately \$160,000; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

Resolution of the Board

Economic Development Access – Waynesboro Commerce & Industry Park – City of
Waynesboro

July 22, 2026

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NOW, THEREFORE, BE IT RESOLVED, that \$155,000 (\$150,000 unmatched and \$5,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the Waynesboro Commerce & Industry Park off Shenandoah Village Drive, Project ECON-136-375, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the City of Waynesboro (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Plan design of this road construction project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$5,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

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CTB Decision Brief

Economic Development Access – City of Waynesboro Waynesboro Commerce & Industry Park

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access (EDA) Fund Policy of the Commonwealth Transportation Board (CTB), the City of Waynesboro has requested funds from the EDA Program to assist in designing road access to eligible property within the Waynesboro Commerce & Industry Park. CTB approval for the allocation of the requested funds is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In addition, the CTB's Economic Development Access Fund Policy makes special provision for design-only Access roadway allocations to localities for projects that do not meet the Major Employment and Investment (MEI) criteria.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution requesting EDA Program funding prior to the Board's allocation of funds.

The Waynesboro Commerce & Industry Park has 111-acres with 35-acres of interstate visibility and has multiple high-profile tenants. The project includes the design of a 0.25-mile-long roadway into an undeveloped 17-acre parcel.

Waynesboro is requesting funding from the Economic Development Access Program to assist with the design of a new roadway within the Waynesboro Commerce & Industry Park. The City will administer the design of the proposed road project. The Waynesboro City Council agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of Economic Development Access funds. Waynesboro will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project.

Recommendation: VDOT recommends the allocation of \$155,000 (\$150,000 unmatched and \$5,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and the City of Waynesboro will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: Seconded By: Action:

**Title: Policy and Guidelines for Implementation of Funding
for the Virginia Railway Express (VRE)**

WHEREAS, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the Potomac and Rappahannock Transportation Commission (PRTC) are mutually interested in the success of the Virginia Railway Express (VRE); and

WHEREAS, VRE was established to provide commuter-oriented rail service from the Northern Virginia suburbs to Alexandria, Crystal City, and downtown Washington, D.C., along the I-66 and I-95 corridors; and

WHEREAS, NVTC and PRTC jointly own VRE; and

WHEREAS, NVTC was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, and PRTC is a multi-jurisdictional agency representing Prince William, Spotsylvania and Stafford Counties and the cities of Manassas, Manassas Park and Fredericksburg; and

WHEREAS, Section 33.2-1526.1 (D)(3) of the *Code of Virginia*, pursuant to the 2023 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that up to 3.5 percent of its funds may be annually allocated to NVTC for distribution to VRE for capital purposes and operating assistance; and

WHEREAS, Section 33.21-1526.1 (D)(3) of the *Code of Virginia* directs the Board to establish service delivery factors to determine the amount of funds delivered annually to VRE; and

WHEREAS, Section 33.2-1526.1(D)(3) of the *Code of Virginia* directs any funds not delivered to VRE to be used for statewide transit capital purposes as outlined in Section 33.2-1526.1 (D)(2) of the Code of Virginia; and

WHEREAS, the 2023 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to VRE pursuant to Section 33.2-1526.1(O) of the *Code of Virginia* Allocation under the following conditions: beginning in Fiscal Year 2024, the CTB shall withhold 20 percent of the funds available each year unless VRE submits a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year by February 1 of each year; and

WHEREAS, it is in the best interest of the CTB, NVTC, and PRTC to ensure that VRE receives the full allocation of funding from the Commonwealth Mass Transit Fund.

NOW THEREFORE LET IT BE RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy.

BE IT FURTHER RESOLVED that the Policy and Guidelines for Implementation of Funding for the Virginia Railway Express (VRE), approved by the Commonwealth Transportation Board on July 22, 2023, is superseded by this revised resolution and is hereby rescinded.

Service Delivery Factors

The CTB shall use the following service delivery factors, which are divided into three categories, to determine the amount of funds delivered to VRE annually from the 3.5 percent of annual revenues for capital and operating expenses.

1. Ridership:
 - a. Annual Change in Ridership: percentage change in Unlinked Passenger Trips year-to-year.
 - b. Annual Change in Passengers Per Mile: percentage change in Unlinked Passenger Trips divided by Vehicle Revenue Miles year-to-year.
2. Cost Efficiency
 - a. Cost Per Passenger: Audited Operating Expense (from previous fiscal year) divided by Ridership.
3. System Reliability and Safety
 - a. On-time performance: annual percentage of trains arriving at their destination within five minutes of the schedule.

- b. Mean Distance between Major Mechanical Failures: annual vehicle revenue miles divided by number of major mechanical failures compared year-to-year.
- c. Fatalities and Injuries: annual number of preventable fatalities and injuries.

Submission of a Detailed Budget and Financial Information to CTB

1. The CTB shall withhold funding if VRE has not prepared and submitted a detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by February 1 of each year.
2. The annual operating budget submittal by VRE to the CTB shall include VRE's most recent Audited Comprehensive Financial Report with information on expenditures, indebtedness, pensions, and other liabilities.
3. The CTB shall withhold funding if the VRE CEO fails to annually address the CTB regarding the VRE budget, system performance, and utilization of the Commonwealth's investment in the VRE system.

Resolution of Withholding of Funds

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
2. The CTB will determine what constitutes an approved mitigation action.
3. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

Additional Considerations

1. The CTB, DRPT, VRE, the NVTC, and the PRTC shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. VRE must submit its performance data from the previous fiscal year to DRPT by February 1, along with a short memo explaining any significant year-over-year changes and steps being taken to improve performance. DRPT will review the information, request any additional details needed, and present a recommendation to the CTB in April of each year if any enforcement actions under this policy are necessary.
3. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.

4. Given that the condition of the VRE system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every three years.

CTB Decision Brief

Title: Policy and Guidelines for Implementation of Funding for the Virginia Railway Express (VRE)

Issue: The 2023 Virginia Acts of Assembly require the CTB to withhold funding available to VRE pursuant to Section 33.2-1526.1(O) under certain conditions. DRPT's recommendations for changes to the policy were reviewed with the CTB at its Workshop on June 16, 2026.

Facts: DRPT recommends adopting a policy resulting from legislation approved during the 2023 General Assembly. The 2023 General Assembly approved HB 1496 and SB 1079, that restructures the Commonwealth Mass Transit Fund so that up to 3.5 percent of its funds may be annually allocated to NVTC for distribution to VRE for capital purposes and operating assistance. The exact amount is determined using service delivery factors. The CTB can withhold funds from VRE if it does not submit a detailed annual operating budget and proposed capital expenditures and projects for the following fiscal year to the CTB by February 1 of each year. DRPT has implemented the Policy for three funding cycles and found the effort largely successful. DRPT is recommending a handful of administrative changes that include specifying the Annual Consolidated Financial Report as a required document in the budget submittal, specifying a due date for VRE performance data submittal along with a cover memo, adding a requirement for the VRE CEO to appear before CTB, and adjusting the policy review period to at least every three years. DRPT worked collaboratively with VRE on the policy revisions.

Recommendation: DRPT recommends that the CTB approve the Policy and Guidelines for Implementation of Funding for VRE.

Action Required by CTB: Approval of the resolution updating the Policy and Guidelines for Implementation of Funding for VRE.

Options: Approve, Deny or Defer.



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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Bridge Naming: “Jennifer Ann Nichols Memorial Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Halifax County Board of Supervisors has requested, by resolution dated June 1, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to her community of Jennifer Ann Nichols, name the bridge on State Route 92, Clover Road, over the Staunton River, at the border of Halifax County and Charlotte County, as the “Jennifer Ann Nichols Memorial Bridge”; and

WHEREAS, Halifax County, in an email from County Administrator Ron Brade, dated June 4, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, the Charlotte County Board of Supervisors has expressed their support for this naming in a resolution dated May 13, 2026; and

WHEREAS, § 33.2-213 provides that 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.

Resolution of the Board
Bridge Naming: “Jennifer Ann Nichols Memorial Bridge”
July 22, 2026
Page 2 of 2

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on State Route 92, Clover Road, over the Staunton River, at the border of Halifax County and Charlotte County, as the “Jennifer Ann Nichols Memorial Bridge”.

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

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CTB Decision Brief
Bridge Naming: “Jennifer Ann Nichols Memorial Bridge”

Issue: Commemorative naming, at the request of Halifax County, of the bridge on State Route 92, Clover Road, over the Staunton River, at the border of Halifax County and Charlotte County, as the “Jennifer Ann Nichols Memorial Bridge”.

Facts: The Halifax County Board of Supervisors enacted a resolution on June 1, 2026, to honor the life and service to her community of Jennifer Ann Nichols.

Additionally, the Charlotte County Board of Supervisors passed a resolution supporting this naming on May 13, 2026.

According to the Halifax County resolution, Jennifer Nichols was born on April 12, 1987, in Halifax County. Despite being born with spina bifida and living her life paralyzed from the waist down, she demonstrated extraordinary determination, compassion, and perseverance throughout her life.

She never allowed her physical challenges to define her but instead became widely known throughout the Clover and Halifax County communities for her kindness, civic involvement, and unwavering dedication to helping others.

During her youth, she served as an ambassador for the Halifax County March of Dimes under the leadership of the late Walter Brayboy and became an advocate for accessibility and equal opportunity for individuals with disabilities.

While attending school, Jennifer successfully petitioned Congressman Virgil Goode to secure the right to obtain a learner’s permit and worked with school administration, including Principal Albert Randolph, to ensure accessibility accommodations were made so she could cross the graduation stage alongside her classmates.

Jennifer continued her education at the Southern Virginia Higher Education Center and the South Boston campus, earning an Associate of Arts and Sciences degree in General Studies, being induced into the Phi Theta Kappa Honor Society, and pursuing additional studies through Old Dominion University with aspirations of becoming an elementary school teacher.

Jennifer dedicated herself to numerous charitable, educational, religious, and civic causes, including service through FBLA, Habitat for Humanity, SADD, SCA, Young Republicans, the Halifax County Red Cross, The Salvation Army, HCCA fundraisers, God’s Pit Crew collections, Angel Tree programs, and tutoring programs for local children through Clover Church of God of Prophecy, where she also taught Sunday school and served as a youth leader.

Jennifer Ann Nichols became a passionate and tireless advocate for the preservation, restoration, and reopening of the Highway 92 bridge in Clover following its closure in 2007, recognizing the bridge as both a vital connection for the community and an important part of the town’s historic identity. She organized petitions, gathered documentation, contacted local and state officials,

communicated with the Virginia Department of Transportation, the Governor's Office, Halifax County officials, and Delegate James Edmunds, and worked persistently to ensure the bridge and the needs of the Clover community were not forgotten.

Jennifer Ann Nichols tragically passed away on February 3, 2021, due to complications related to COVID-19 before seeing the rebuilding of the bridge she fought so hard to preserve.

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 92, Clover Road, over the Staunton River, at the border of Halifax County and Charlotte County, will be known as the "Jennifer Ann Nichols Memorial Bridge". In accordance with law, and by email dated June 4, 2026, Halifax 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 has not received any public comments on this proposal.



County of Charlotte Board of Supervisors

Phone: 434-542-5117
Fax: 434-542-5248

Post Office Box 608
250 LeGrande Avenue, Suite A
Charlotte Court House, VA 23923

Landon B. Green
County Administrator
www.charlottecountyva.gov

A RESOLUTION EXPRESSING CONCURRENCE WITH HALIFAX COUNTY'S REQUEST TO NAME THE HIGHWAY 92 BRIDGE IN HONOR OF JENNIFER ANN NICHOLS

WHEREAS, the Halifax County Board of Supervisors adopted a resolution requesting that the Highway 92 bridge in Clover, Virginia, be officially named the "Jennifer Ann Nichols Memorial Bridge"; and

WHEREAS, Jennifer Ann Nichols was recognized throughout the Clover and Halifax County communities for her perseverance, civic involvement, advocacy, and dedication to serving others; and

WHEREAS, Jennifer Ann Nichols was a strong advocate for the preservation, restoration, and reopening of the Highway 92 bridge and worked diligently to promote the importance of the bridge to the Clover community; and

WHEREAS, the Highway 92 bridge connects both Halifax County and Charlotte County, making the bridge an important regional transportation connection shared by both localities; and

WHEREAS, the Charlotte County Board of Supervisors desires to memorialize and acknowledge the actions taken by Halifax County and express its concurrence with the proposed naming of the bridge in honor of Jennifer Ann Nichols;

NOW, THEREFORE, BE IT RESOLVED, that the Charlotte County Board of Supervisors does hereby express its support and concurrence with Halifax County's request that the Commonwealth Transportation Board name the Highway 92 bridge in Clover, Virginia, the "Jennifer Ann Nichols Memorial Bridge."

BE IT FURTHER RESOLVED, that Halifax County, as the locality initiating the naming request, shall assume responsibility for any costs associated with the fabrication, installation, and maintenance of the bridge signage.

Adopted this 13th day of May, 2026.

BY: _____

Walter T. Bailey, Chairman
Charlotte County Board of Supervisors

ATTEST: _____

Landon B. Green, Clerk



Verron "Ron" M. Brade
County Administrator
ron.brade@co.halifax.va.us

HALIFAX COUNTY BOARD OF SUPERVISORS

1050 Mary Bethune Street
P. O. Box 699
Halifax, VA 24558-0699
(434) 476-3300
Fax: (434) 476-3384
www.halifaxcountyva.gov

LARRY D. ROLLER – ED #2
CHAIR

R. L. "ROBBIE" SMART – ED #5
VICE CHAIR

M. A. "PETE" RIDDLE – ED #1

D. JEFFREY OAKES – ED #3

DENNIS G. WITT – ED #4

MONTE THOMPSON – ED #6

KEITH A. MCDOWELL – ED #7

W. BRYANT CLAIBORNE – ED #8

WAYNE SMITH – TIEBREAKER

2026-18 RESOLUTION

RESOLUTION REQUESTING THE NAMING OF THE HIGHWAY 92 BRIDGE IN CLOVER, VIRGINIA, IN HONOR OF JENNIFER ANN NICHOLS

WHEREAS, Jennifer Ann Nichols was born on April 12, 1987, in Halifax County, Virginia, and despite being born with spina bifida and living her life paralyzed from the waist down, she demonstrated extraordinary determination, compassion, and perseverance throughout her life; and

WHEREAS, Jennifer Ann Nichols never allowed her physical challenges to define her, but instead became widely known throughout the Clover and Halifax County communities for her kindness, civic involvement, and unwavering dedication to helping others; and

WHEREAS, during her youth, Jennifer served as an ambassador for the Halifax County March of Dimes under the leadership of the late Walter Brayboy and became an advocate for accessibility and equal opportunity for individuals with disabilities; and

WHEREAS, while attending school, Jennifer successfully petitioned Congressman Virgil Goode to secure the right to obtain a learner's permit and worked with school administration, including Principal Albert Randolph, to ensure accessibility accommodations were made so she could cross the graduation stage alongside her classmates; and

WHEREAS, Jennifer continued her education at the Southern Virginia Higher Education Center and the South Boston campus, earning an Associate of Arts and Sciences degree in General Studies, being inducted into the Phi Theta Kappa honor society, and pursuing additional studies through Old Dominion University with aspirations of becoming an elementary school teacher; and

WHEREAS, Jennifer dedicated herself to numerous charitable, educational, religious, and civic causes, including service through FBLA, Habitat for Humanity, SADD, SCA, Young Republicans, the Halifax County Red Cross, The Salvation Army, HCCA fundraisers, God's Pit Crew collections,

Angel Tree programs, and tutoring programs for local children through Clover Church of God of Prophecy, where she also taught Sunday school and served as a youth leader; and

WHEREAS, Jennifer Ann Nichols became a passionate and tireless advocate for the preservation, restoration, and reopening of the Highway 92 bridge in Clover following its closure in 2007, recognizing the bridge as both a vital connection for the community and an important part of the town's historic identity; and

WHEREAS, Jennifer organized petitions, gathered documentation, contacted local and state officials, communicated with the Virginia Department of Transportation, the Governor's Office, Halifax County officials, and Delegate James Edmunds, and worked persistently to ensure the bridge and the needs of the Clover community were not forgotten; and

WHEREAS, Jennifer's advocacy reflected her deep love for her hometown and her belief that one person's commitment and perseverance could make a meaningful difference in the lives of others; and

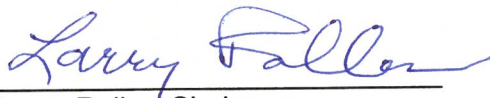
WHEREAS, Jennifer Ann Nichols tragically passed away on February 3, 2021, due to complications related to COVID-19 before seeing the rebuilding of the bridge she fought so hard to preserve; and

WHEREAS, naming the Highway 92 bridge in Clover in honor of Jennifer Ann Nichols would serve as a lasting tribute to her life, her service to Halifax County, her advocacy for accessibility and community improvement, and her unwavering dedication to the people of Clover;

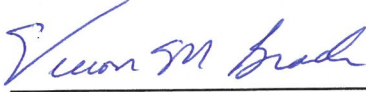
NOW, THEREFORE, BE IT RESOLVED, that the undersigned respectfully request that the upcoming Highway 92 bridge in Clover, Virginia, be officially named and dedicated as the "**Jennifer Ann Nichols Memorial Bridge**" in recognition of her lifelong service, civic engagement, advocacy, and enduring impact on the Clover community; and

BE IT FURTHER RESOLVED, that this designation would stand as a permanent reminder of Jennifer Ann Nichols' compassion, perseverance, and devotion to the community she loved and faithfully served.

Adopted this 1st day of June, 2026.


Larry Roller, Chairman
Halifax County Board of Supervisors

ATTEST:


Verron "Ron" Brade Clerk
Halifax County Board of Supervisors





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Highway Naming: "Sheriff Edwin Butler Memorial Highway"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Alleghany County Board of Supervisors has requested, by resolution dated May 5, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of Sheriff Edwin Butler, name Route 625, Dolly Ann Drive, from the City of Covington/Alleghany County line, to the end of state maintenance, 165 feet east of Valleybrook Lane, Alleghany County, as the "Sheriff Edwin Butler Memorial Highway"; and

WHEREAS, Alleghany County, by resolution dated May 5, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that 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 Route 625, Dolly Ann Drive, from the City of Covington/Alleghany County line, to the end of state maintenance, 165 feet east of Valleybrook Lane, Alleghany County, as the "Sheriff Edwin Butler Memorial Highway".

Resolution of the Board

Highway Naming: "Sheriff Edwin Butler Memorial Highway"

July 22, 2026

Page 2 of 2

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

####

####

CTB Decision Brief

Highway Naming: “Sheriff Edwin Butler Memorial Highway”

Issue: Commemorative naming, at the request of Alleghany County, of Route 625, Dolly Ann Drive, from the City of Covington/Alleghany County line to the end of state maintenance, 165 feet east of Valleybrook Lane, Alleghany County, as the “Sheriff Edwin Butler Memorial Highway”.

Facts: The Alleghany County Board of Supervisors enacted a resolution on May 5, 2026, to honor and memorialize the life and service to his community Sheriff Edwin Butler.

According to that resolution, Sheriff Butler was duly elected as Sheriff by the citizens of Alleghany County in 1920 and served in that capacity until his death.

On August 9, 1922, Sheriff Butler was shot in the line of duty while attempting to arrest John Adams, who fled the scene and was later captured after firing upon Sheriff Butler.

On August 12, 1922, Sheriff Edwin Butler succumbed to the fatal wounds he received in the line of duty.

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: Route 625, Dolly Ann Drive, from the City of Covington/Alleghany County line to the end of state maintenance, 165 feet east of Valleybrook Lane, Alleghany County, will be known as the “Sheriff Edwin Butler Memorial Highway”. In accordance with law, and by resolution dated May 5, 2026, Alleghany 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 has not received any public comments on this proposal.

**BOARD OF SUPERVISORS
COUNTY OF ALLEGHANY
Covington, Virginia**

At a regular meeting of the Board of Supervisors, Alleghany County, Virginia held on Tuesday, May 5, 2026 at 7:00 P.M., in the Board Room of the County Governmental Complex thereof, the following action was taken:

<u>MEMBERS:</u>	<u>VOTE:</u>
G. Matt Garten, Chairman	YES
James M. Griffith, Vice-Chairman	YES
Stephen A. Bennett	YES
S. Miller Brantley	ABSENT
Shannon P. Cox	YES
Courtney F. Howard	YES
Cletus W. Nicely	YES

On motion of Mr. Griffith, seconded by Mr. Bennett, that the following resolution be adopted:

**Highway Naming of Route 625 "Dolly Ann Drive"
from the City of Covington/Alleghany County Line to the End of
State Maintenance (165' East of Valleybrook Lane - Private Road)
as the "Sheriff Edwin Butler Memorial Highway"**

WHEREAS, Sheriff Edwin Butler was shot in the line of duty on August 9, 1922 and subsequently died of his wounds on August 12, 1922; and

WHEREAS, Sheriff Edwin Butler was attempting to arrest John Adams, who fled the scene and was later captured after firing the fatal shots at Sheriff Butler; and

WHEREAS, Sheriff Edwin Butler was duly elected by the citizens of Alleghany County in 1920 and served in that capacity until his death; and

WHEREAS, Section 33.2-213 of the *Code of Virginia* 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, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

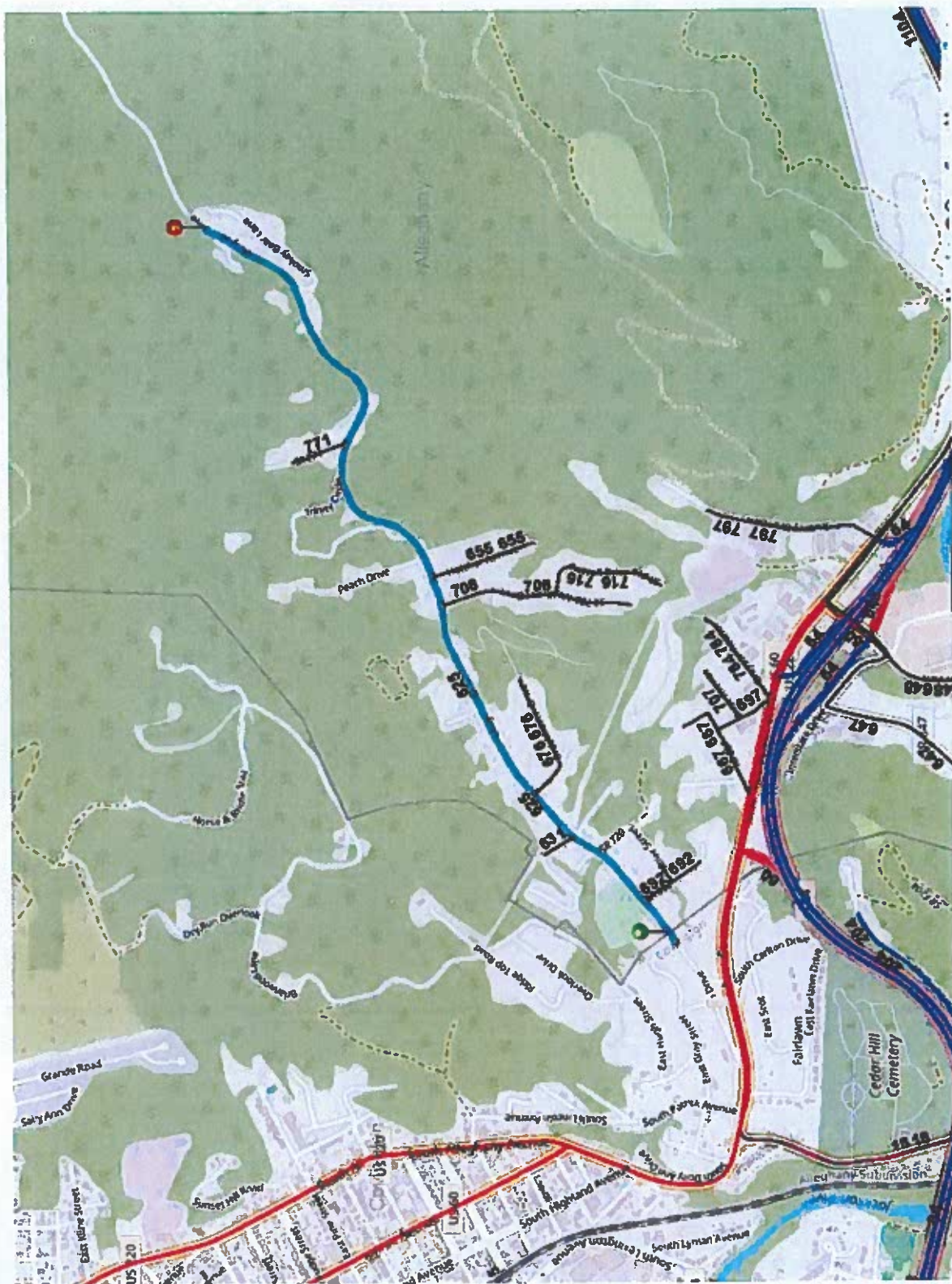
NOW, THEREFORE, BE IT RESOLVED, that Alleghany County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the 1.785 mi. segment of highway on Route 625 "Dolly Ann Drive" from the City of Covington/Alleghany County line to the End of State Maintenance (165 feet east of Valleybrook Lane - private road) the "Sheriff Edwin Butler Memorial Highway".

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

Unanimously adopted.

A COPY TESTE:


Melissa A. Munsey
Deputy Clerk to the Board







COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Highway Naming: "Deputy Samuel A. Brown III Memorial Highway"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Alleghany County Board of Supervisors has requested, by resolution dated May 5, 2026, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of Deputy Samuel A. Brown III, name the section of Route 666, East Morris Hill Road, from Route 641, Indian Draft Road, to Route 605, Coles Mountain Road, Alleghany County, as the "Deputy Samuel A. Brown III Memorial Highway"; and

WHEREAS, Alleghany County, by resolution dated May 5, 2026, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that 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 section of Route 666, East Morris Hill Road, from Route 641, Indian Draft Road, to Route 605, Coles Mountain Road, Alleghany County, as the "Deputy Samuel A. Brown III Memorial Highway".

Resolution of the Board

Highway Naming: “Deputy Samuel A. Brown III Memorial Highway”

July 22, 2026

Page 2 of 2

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

####

####

CTB Decision Brief

Highway Naming: “Deputy Samuel A. Brown III Memorial Highway”

Issue: Commemorative naming, at the request of Alleghany County, of Route 666, East Morris Hill Road, from Route 641, Indian Draft Road, to Route 605, Coles Mountain Road, Alleghany County, as the “Deputy Samuel A. Brown III Memorial Highway”.

Facts: The Alleghany County Board of Supervisors enacted a resolution on May 5, 2026, to honor and memorialize the life and service to his community of Deputy Samuel A. Brown III.

According to that resolution, Deputy Brown was a native of Alleghany County, where he resided with his family.

On July 8, 1927, Deputy Samuel A. Brown III lost his life in the line of duty while attempting to arrest a suspected thief who gained access to his duty weapon and shot and killed Deputy Brown.

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: Route 666, East Morris Hill Road, from Route 641, Indian Draft Road, to Route 605, Coles Mountain Road, Alleghany County, will be known as the “Deputy Samuel A. Brown III Memorial Highway”. In accordance with law, and by resolution dated May 5, 2026, Alleghany 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 has not received any public comments on this proposal.

**BOARD OF SUPERVISORS
COUNTY OF ALLEGHANY
Covington, Virginia**

At a regular meeting of the Board of Supervisors, Alleghany County, Virginia held on Tuesday, May 5, 2026 at 7:00 P.M., in the Board Room of the County Governmental Complex thereof, the following action was taken:

<u>MEMBERS:</u>	<u>VOTE:</u>
G. Matt Garten, Chairman	YES
James M. Griffith, Vice-Chairman	YES
Stephen A. Bennett	YES
S. Miller Brantley	ABSENT
Shannon P. Cox	YES
Courtney F. Howard	YES
Cletus W. Nicely	YES

On motion of Mr. Griffith, seconded by Mr. Bennett, that the following resolution be adopted:

**Highway Naming of Route 666 "East Morris Hill Road"
from the Intersection of Route 641 "Indian Draft Road" to the
Intersection of Route 605 "Coles Mountain Road" in Alleghany County as
the "Deputy Samuel A. Brown III Memorial Highway"**

WHEREAS, Deputy Samuel A. Brown III was shot in the line of duty on July 8, 1927 and subsequently died of his wounds; and

WHEREAS, Deputy Samuel A. Brown III was attempting to arrest a suspected thief, who gained access to his duty weapon and shot and killed Deputy Brown; and

WHEREAS, Deputy Samuel A. Brown III was a native of Alleghany County, where he resided with his family; and

WHEREAS, Section 33.2-213 of the *Code of Virginia* 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, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation 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.

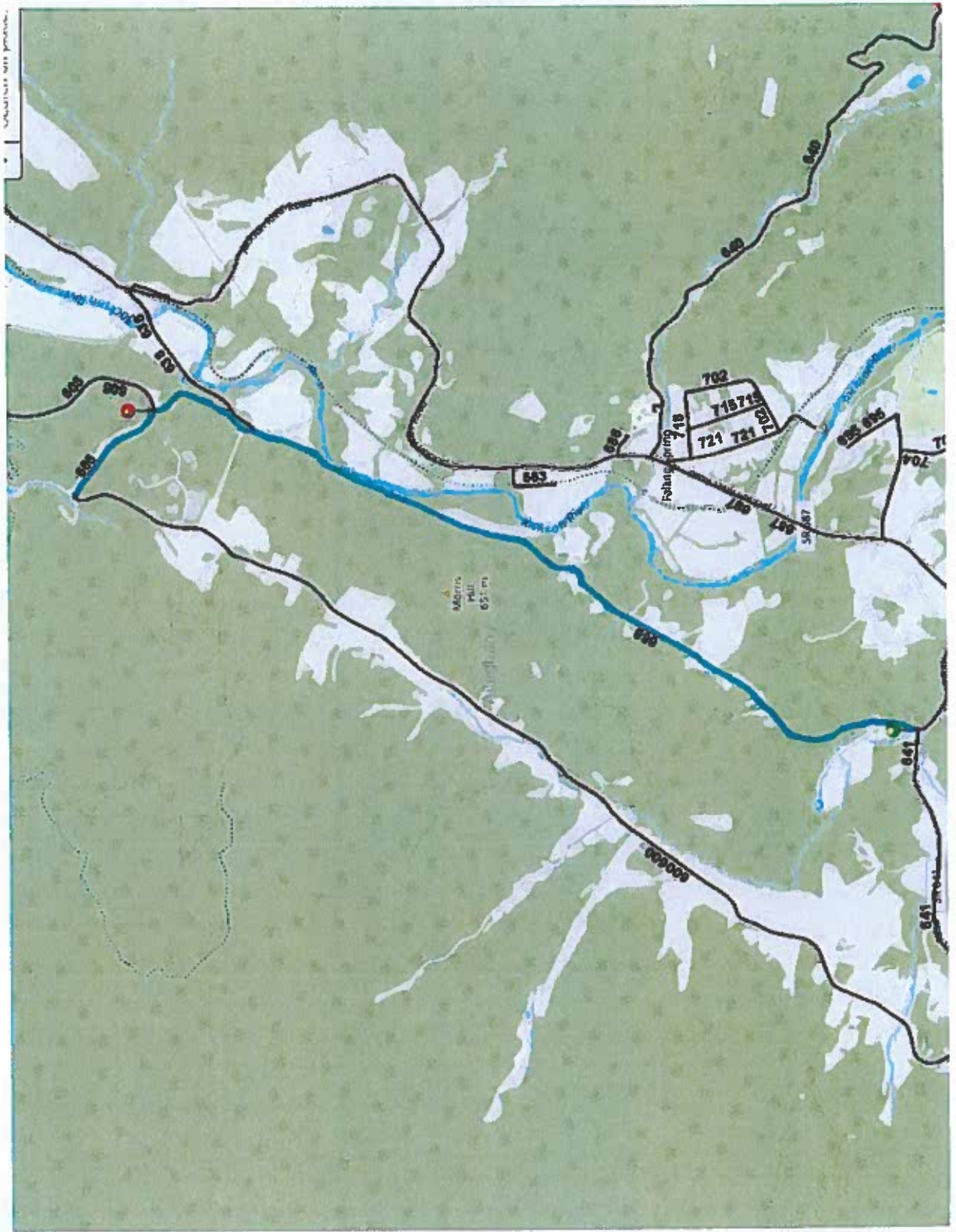
NOW, THEREFORE, BE IT RESOLVED, that Alleghany County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the 3.7 mile segment of highway on Route 666, "East Morris Hill Road" from the Intersection of Route 641, "Indian Draft Road" to the Intersection of Route 605 "Coles Mountain Road" in Alleghany County as the "Deputy Samuel A. Brown III Memorial Highway".

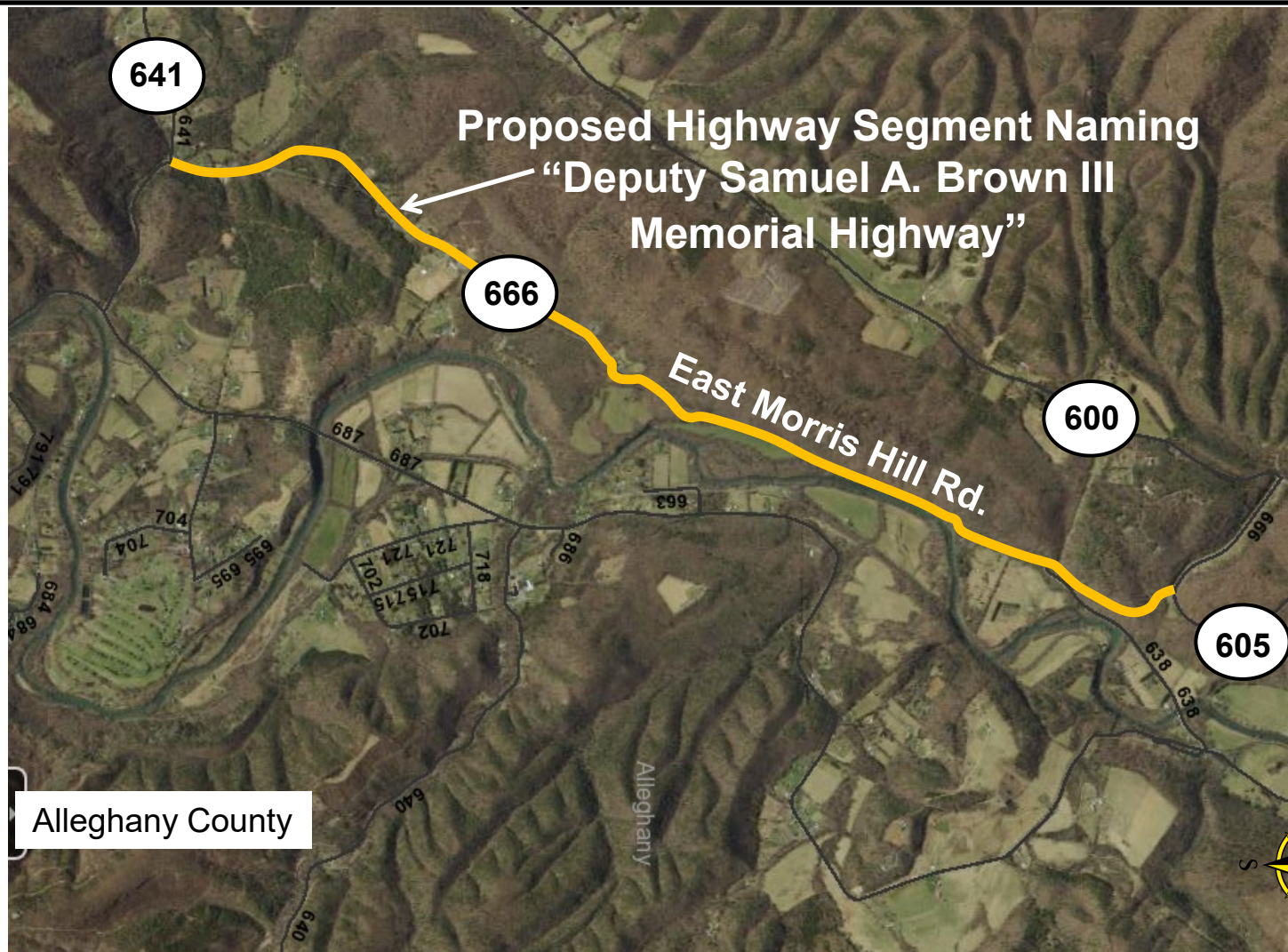
BE IT FURTHER RESOLVED, that Alleghany County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Unanimously adopted.

A COPY TESTE:


Melissa A. Munsey
Deputy Clerk to the Board







COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas M. Donahue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for Route 257 (Friedens Church Road) Park and Ride Lot Rockingham County

WHEREAS, on May 16, 1991, the Commonwealth Transportation Board (CTB), designated Route 257 to be a Limited Access Highway between the points delineated on the plans 0257-082-106, C-502, B-601 in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-58 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, State Highway Project 0257-082-913 P101, R201, M501 (UPC# 119648) provides for the expansion of the Route 257 (Friedens Church Road) Park and Ride lot (the "Park and Ride") from 50 to 100 parking spaces to include curb and gutter, bus stop, lighting and Americans with Disabilities Act access (the "Project"); and

WHEREAS, the expansion of the Park and Ride requires a change to the limited access line on the southbound side of Route 257 and an adjustment in the limited access end point as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) posted a Notice of Willingness to Hold a Design Public Hearing ("Willingness") on April 29, 2026, and May 7, 2026, in the *Daily News-Record*, and on April 29, 2026, in *The Valley Trail* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; and

WHEREAS, the Willingness expired on May 14, 2026, with no comments or other input from the public; and

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, VDOT's Staunton District Office has reviewed and approved the transportation planning study completed in February 2020 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 a Categorical Exclusion was prepared under an agreement between the VDOT and the Federal Highway Administration and approved on June 5, 2025; and

WHEREAS, the Project is in the County of Rockingham and the proposed LACCs are supported by a letter from the County Administrator dated April 21, 2026 (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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with Va. Code § 33.2-401 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 Exhibit and the Limited Access Control Point Stations and Offsets Table.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 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 257 continues to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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

####

Commonwealth Transportation Board (CTB) Decision Brief
Limited Access Control Changes (LACCs)
Route 257 (Friedens Church Road) Park and Ride Lot
Rockingham County

Issues: The area designated as limited access previously approved for Route 257 needs to be modified to accommodate the expansion of the Route 257 (Friedens Church Road) Park and Ride lot. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 257 was previously established on May 16, 1991 by the CTB in accordance with Article 4, Chapter 1, Title 33.1, Section 33.1-58 of the 1950 *Code of Virginia* as amended.
- State Highway Project 0257-082-913 P101, R201, M501 (UPC# 119648) provides for the expansion of the Route 257 (Friedens Church Road) Park and Ride lot from 50 to 100 parking spaces to include curb and gutter, bus stop, lighting and Americans with Disabilities Act access (the “Project”).
- The construction of the Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached).
- The Virginia Department of Transportation (VDOT) posted a Notice of Willingness to Hold a Design Public Hearing (“Willingness”) on April 29, 2026, and May 7, 2026, in the *Daily News-Record*, and on April 29, 2026, in *The Valley Trail* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request.
- The Willingness expired on May 14, 2026, with no comments or other input from the public.
- 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.
- VDOT’s Staunton District Office has reviewed and approved the transportation planning study completed in February 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project is in compliance with National Environmental Policy Act requirements, and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration and approved on June 5, 2025.
- The Project is in Rockingham County and the proposed design features and LACCs are supported by a letter from the County Administrator dated April 21, 2026 (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 Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: VDOT recommends, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that Route 257, in Rockingham County, continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB on May 16, 1991.

Action Required by CTB: Va. Code § 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 Project will move forward.

Options: Approve, Deny, or Defer.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

July 1, 2026

The Honorable Nick M. Donohue
The Honorable Raymond D. Smoot Jr.
The Honorable Frederick C. Stant III
The Honorable Tom Fowlkes
The Honorable Burwell Wayne Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good, Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 257 (Friedens Church Road) Park and Ride Lot in Rockingham 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 0257-082-913, P101, R201, M501 (UPC# 119648) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

DocuSigned by:
A stylized signature of Barton A. Thrasher in blue ink.
8C7FBDE9EE37409...

Barton A. Thrasher, P.E.
Chief Engineer

5/16/91

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 and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

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

WHEREAS, in accordance with current policies and procedures a notice of willingness to hold a combined Location and Design Public Hearing was posted for Route 257 from 0.129 miles northwest of the intersection of Route 11 to the intersection of the west ramps of Route I-81 in the County of Rockingham, State Project 0257-082-106, C-502, B-601; and

WHEREAS, the location and major design features of this project were approved as shown on the plans on January 31, 1991; and

WHEREAS, to protect the integrity of the corridor and the industrial interchange at Interstate Route 81 and control the development between Route 11 and Interstate Route 81 it is necessary to declare new Route 257 a limited access facility.

NOW, THEREFORE, BE IT RESOLVED, that new Route 257 be declared a Limited Access Highway between the points delineated on the plans for Project 0257-082-106, C-502, B-601 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended and in accordance with Commonwealth Transportation Board Policy.

Motion carried.

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

WHEREAS, in connection with Route 29 (formerly Route 14), State Highway Project 577-C, the Commonwealth acquired certain lands from W. V. Gray



CASEY B. ARMSTRONG
County Administrator



ROCKINGHAM COUNTY

BOARD OF SUPERVISORS

DEWEY L. RITCHIE

Election District No. 1

SALLIE WOLFE-GARRISON

Election District No. 2

MATT J. DALE

Election District No. 3

LEILA C. LONGCOR

Election District No. 4

JOEL L. HENSLEY

Election District No. 5

April 21, 2026

Virginia Department of Transportation
1401 E. Broad St.
Richmond, Virginia 23219

Re: Route 257 (Friedens Church Road) Park and Ride Lot, Rockingham County

To Whom It May Concern:

This letter serves as Rockingham County's support for a revision to the Limited Access Control Changes (LACCs), as a part of the Route 257 (Friedens Church Road) Park and Ride Lot project as shown in the attached exhibit.

Please let us know if there is anything else Rockingham County needs to complete for this process.

Respectfully,

Casey B. Armstrong
County Administrator

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 119648



FHWA 534 DATA 15044

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	(SEE TABULATION BELOW FOR SECTION NUMBERS)	257	0257-082-913 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

SHEET NO.	DESCRIPTION
1	TITLE SHEET
1A	-- NOT USED --
1B	RIGHT OF WAY DATA SHEET
1C	REVISION DATA SHEET
1D	SURVEY ALIGNMENT DATA SHEET
1E	CONSTRUCTION ALIGNMENT DATA SHEET
1F	MAINTENANCE OF TRAFFIC
1G(1-2)	SEQUENCE OF CONSTRUCTION
2	GENERAL NOTES
2A(1-2)	TYPICAL SECTIONS
2B(1-2)	QUANTITY SUMMARY SHEET
2C	ROADSIDE DEVELOPMENT SHEET Not Included
2D(1-4)	DRAINAGE DESCRIPTION AND PROFILE SHEET
2E(1-4)	STORM WATER POLLUTION PREVENTION PLAN
2F	ENVIRONMENTAL COMMITMENT SHEET
2G	SITE DETAILS
3	PLAN SHEET
3A	PROFILE SHEET
3B	GRADING PLAN
3C	EROSION & SEDIMENT CONTROL
3RW	RIGHT OF WAY PLAN
4(1-3)	LIGHTING PLANS
5(1-3)	PAVEMENT MARKING

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
ROCKINGHAM COUNTY
#SMART22-MOUNT CRAWFORD
PARK AND RIDE LOT
IMPROVEMENTS
FROM: PARK AND RIDE
TO: LOT IMPROVEMENTS

CONVENTIONAL SIGNS

STATE LINE	---
COUNTY LINE	---
CITY/TOWN OR VILLAGE	---
RIGHT OF WAY LINE	---
FENCE LINE	---
UNFENCED PROPERTY LINE	---
FENCED PROPERTY LINE	---
WATER LINE	---
SANITARY SEWER LINE	---
GAS LINE	---
ELECTRIC UNDERGROUND CABLE	---
TRAVELER WAY	---
GUARD RAIL	---
RETAINING WALL	---
RAILROAD	---
BARRE OR SURVEY LINE	---

LEVEE OR EMBANKMENT	---
BRIDGE	---
CULVERTS	---
DROP INLET	---
POWER POLES	---
TELEPHONE OR TELEGRAPH POLES	---
TELEPHONE OR TELEGRAPH LINES	---
HEDGE	---
TRUSS	---
HEAVY WOOD	---
GROUND ELEVATION	---
GRADE ELEVATION	---

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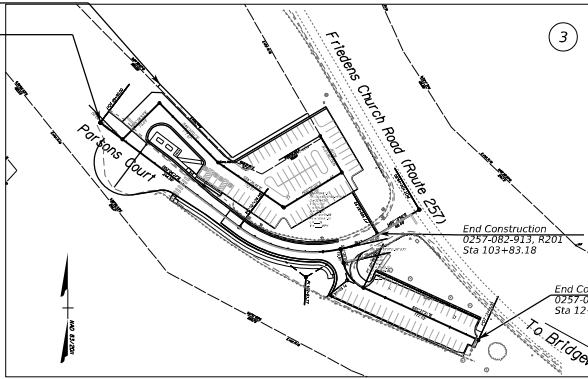
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2026 VIRGINIA SUPPLEMENT TO THE MUTCD, 2026 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

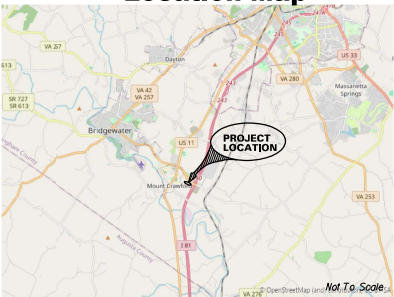
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0257-082-913.R201
Begin Construction
STA 99+64.83
0257-082-913.P101.M501
Begin Construction
STA 99+30



PAC PLANS
THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
TO BE USED FOR ANY TYPE
OF CONSTRUCTION.



Location Map

TIER 1 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION

DISTRICT PLANNING AND INVESTMENT MANAGER

DISTRICT PROJECT DEVELOPMENT ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION

DISTRICT ENGINEER/ADMINISTRATOR

REVISED
12/18/2025

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION

DISTRICT PLANNING AND INVESTMENT MANAGER

DISTRICT PROJECT DEVELOPMENT ENGINEER

APPROVED FOR CONSTRUCTION

DISTRICT ENGINEER/ADMINISTRATOR

Population 86,568 (2023 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES	FEET	MILES			
0257-082-913	P101	STP-082-8(076)		119648		615'	0.12	615'	0.12			Pre Engineering	FROM PARK AND RIDE TO LOT IMPROVEMENTS
	R201	STP-082-8(083)		119648		418'	0.08	418'	0.08			Right-of-way	FROM PARK AND RIDE TO LOT IMPROVEMENTS
	C501			119648		615'	0.12	615'	0.12			Construction	FROM PARK AND RIDE TO LOT IMPROVEMENTS

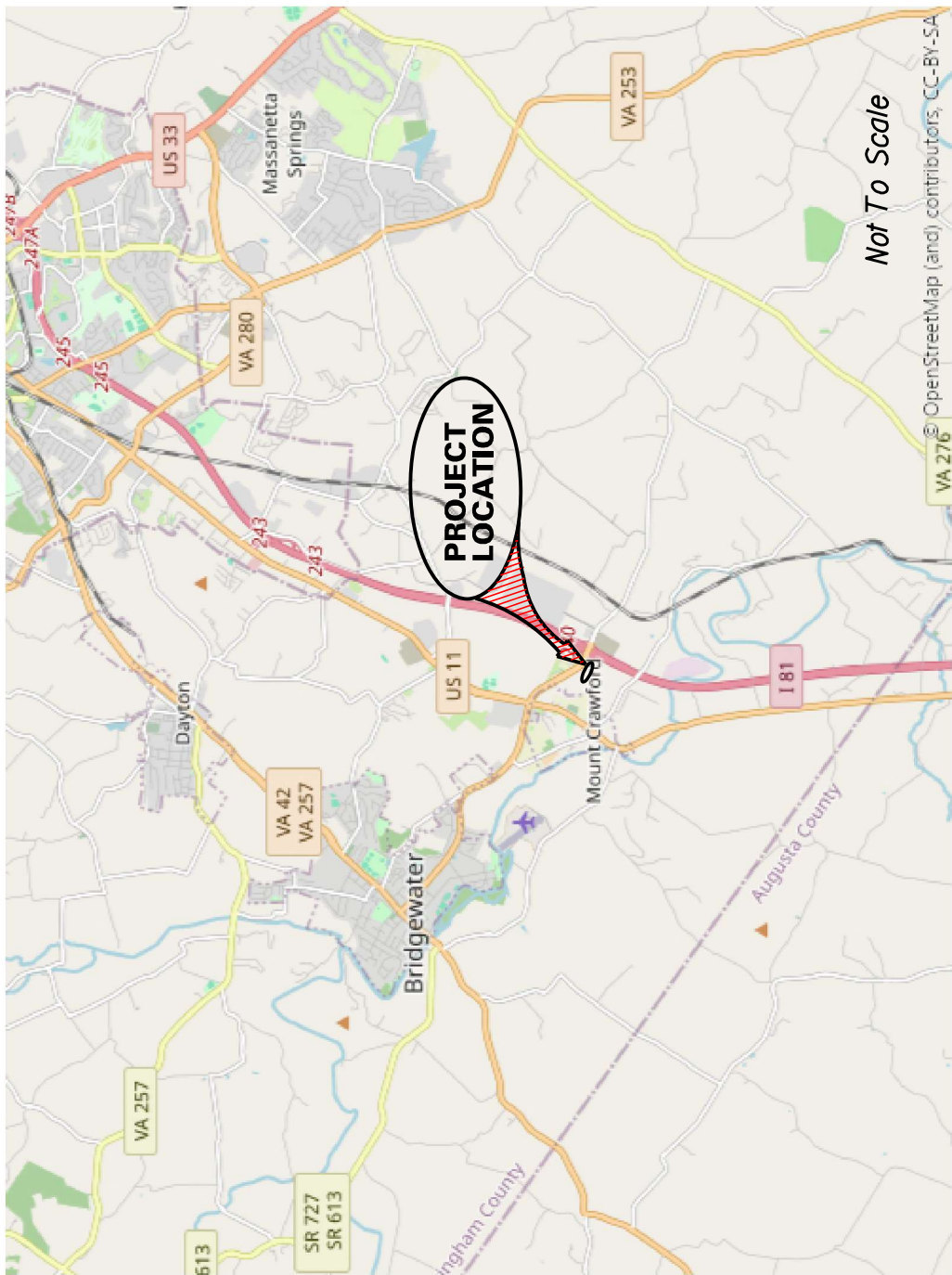
Lengths are based on Construction Baseline

NOT TO SCALE

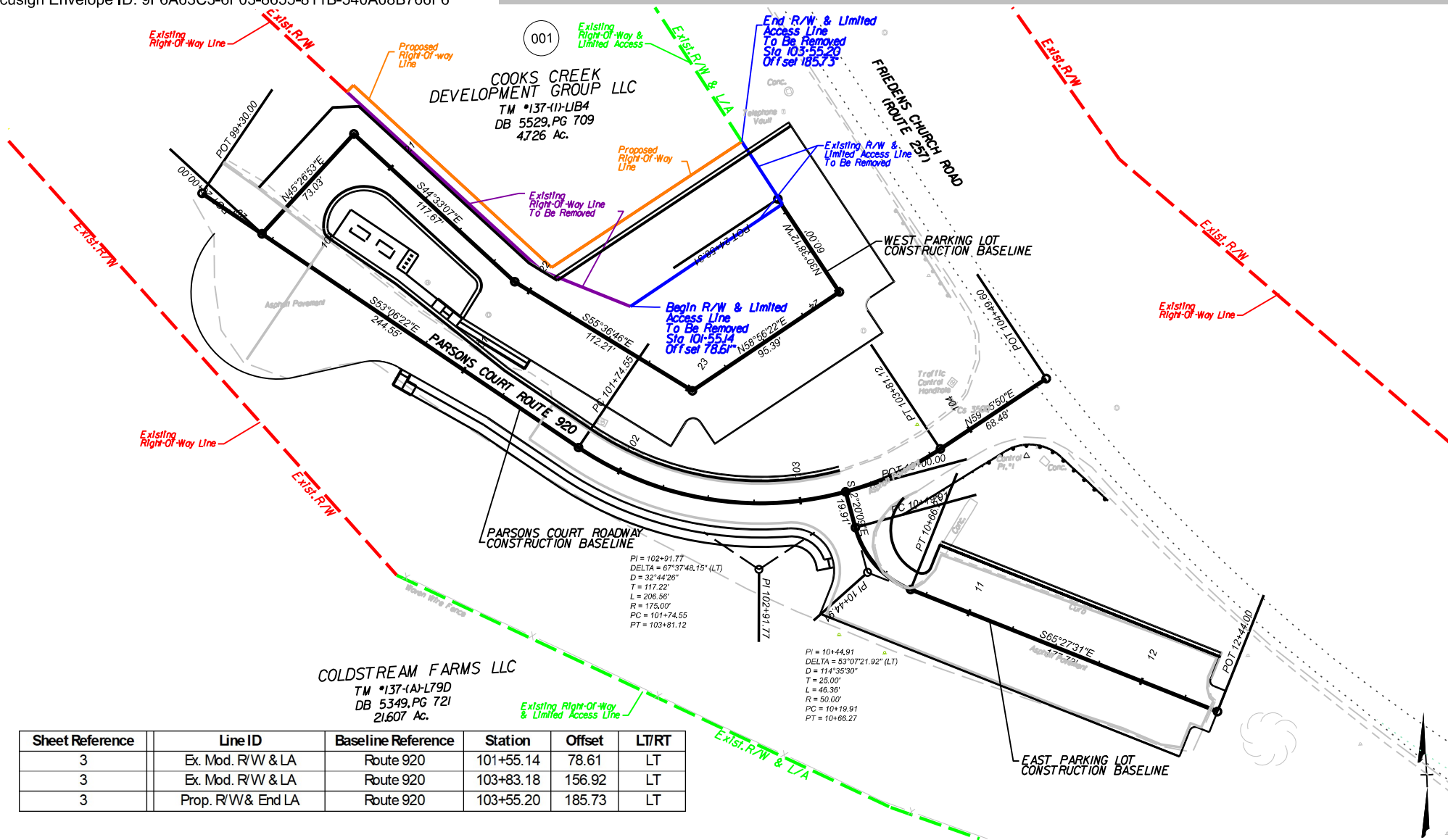
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PROJECT
0257-082-913
SHEET NO.
1

Location Map



	NOT TO SCALE	Exhibit A DATE:
•SMART22-MOUNT CRAWFORD PARK AND RIDE LOT IMPROVEMENTS 0257-082-913 VDOT		



Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT/RT
3	Ex. Mod. R/W & LA	Route 920	101+55.14	78.61	LT
3	Ex. Mod. R/W & LA	Route 920	103+83.18	156.92	LT
3	Prop. R/W & End LA	Route 920	103+55.20	185.73	LT

Notes

Limited access control modifications approved by the Commonwealth Transportation Board by resolution dated May 16, 1991.

Disclaimer

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easement for right of way may be required beyond the proposed right of way shown on these plans.

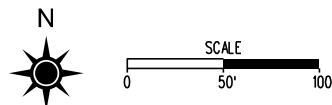
Legend

- Exist. R/W & Limited Access Line
- Exist. R/W Line
- Exist. Limited Access Line
- R/W & Limited Access Line To Be Removed
- Prop. R/W Line
- Existing R/W Line To be Removed

Project Location



North Arrow and Scale



VDOT Virginia Department of Transportation

Mount Crawford Park and Ride Improvements
 VDOT Project # 0257-082-913, RW201, M501
 (UPC# 119648)

PROJECT MANAGER Anthony Peling
SURVEYED BY, DATE Stoughton District
DESIGN BY Stoughton Location and Design Team A

Exhibit A

STATE	ROUTE	STATE	SHEET NO.
		PROJECT	
VA.	257	0257-082-913	A

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

r119648-03RW.dgn

LEGEND:

- IRF Iron Rod Found
- IPF Iron Pipe Found
- RM-2 VDOT RM-2 Monument Set
- $\frac{-45.30}{30.00}$ Existing Parcel Corner Station & Offset
- $\frac{34.75}{23.01}$ Proposed Highway Acquisition Station & Offset
- $\left(\frac{34.55}{-02.65}\right)$ Proposed Temporary Construction Easement Station & Offset
- $\left[\frac{55.19}{-30.20}\right]$ Proposed Utility Easement Station & Offset
- $\left[\frac{30.55}{-22.34}\right]$ Proposed Permanent Easement Station & Offset
- - - Proposed or Existing Temporary Easements (dot-dot-dashed lines)
- - - Proposed or Existing Permanent or Utility Easements (dot-dashed lines)
- Proposed Limited Access Modification
- Proposed Right of Way

COOKS CREEK
DEVELOPMENT GROUP LLC
TM *137-11-LIB4
DB 5529.PG 709
4726 Ac.

FRIEDENS CHURCH ROAD
(ROUTE 257)

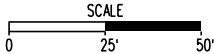
WEST PARKING BASELINE

ROADWAY CONSTRUCTION BASELINE

EAST PARKING BASELINE

COLDSTREAM FARMS LLC
TM *137-1A-L790
DB 5349.PG 721
21607 Ac.

PI = 102+91.77
DELTA = 67°37'48.15" (LT)
D = 32°44'26"
T = 117.22'
L = 206.56'
R = 175.00'
PC = 101+74.55
PT = 103+81.12



PI = 10+44.91
D = 114°35'30"
T = 25.00'
L = 46.36'
R = 50.00'
PC = 10+19.91
PT = 10+66.27

PROJECT	SHEET NO.
.	A



Route 257 (Friedens Church Road) Rockingham County Park and Ride Improvement Project

Find out about the proposed plans to improve the Park and Ride facility in Rockingham County with expanded parking capacity. This project will involve a change and/or break in limited access control.

Review the project information and environmental document in the form of a Categorical Exclusion (CE) at VDOT's Staunton District Office located at 811 Commerce Road, Staunton, VA 24401-9029, 540-332-9075 or 1-800-367-7623 or TDD/TTY 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Anthony Pelina, Project Manager, Virginia Department of Transportation, 811 Commerce Road, Staunton, VA 24401-9029 on or prior to May 14, 2026. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager at the phone numbers listed above.

State Project: 0257-082-913,C501, P101, R201 UPC: 119648

Federal Project: STP-082-8(083)

From: 0.20 miles west of I-81 interchange

To: 0.12 miles south of Route 257

April 29 publication in the Daily News Record

Daily News Record - 04/29/2026

A

B

Bookmark

Clip

Fit Width

A-7

leads away from Humpback. This hike is a loop. As I said, if you go clockwise, then you start on the north trailhead. If you go counterclockwise, then you need to start on the middle trailhead. The counterclockwise advantage is that you get to the overlook (Glass Hollow Overlook) faster, but the disadvantage is that the hardest part of the trail — the rocky stair steps — will be uphill. Either way, you will cover just under four miles and climb (or descend) about 700 feet in elevation. This is a nice hike that takes you on the Appalachian Trail for just over a mile, an old nurserie (Howardsville), past a plane crash site, and provides one beautiful view into the Rockfish Valley.

As noted, I prefer to go clockwise to go downhill on the hard part of the trail, but that means an uphill at both the beginning and the end. The entire hike is through the forest, and after climbing for a while on what was once the Howardsville Nurserie, the trail starts descending around the knob of Double Mountain before looping back south. The path becomes very rocky at this point, with stair-step rocks set into the hillside. When you are almost through this section, watch for a well-worn trail to the right leading approximately 75 feet up to

The plane, piloted by James Oliver Carter (about 50) took off from the city of Franklin for a trip to Marion on April 29, Ryan Lee Tulloh, about 42, and Harry B. Brown, about 62, both of Emporia, were on board. Tulloh was the general manager of Trego Stone Company in Emporia and Brown was the master mechanic and quarry supervisor. They went to Marion to inspect a new stone crushing machine. They were on their way back at night when they crashed into the side of the mountain. After about three months, the three missing men were declared dead.

Sixteen months later, on September 10, 1964, two men from Nelson County were out in the mountains looking for ginseng to dig up and sell. They came across the plane's remains and the men. The skeletal remains of one man were still strapped in the plane, and the other two were about 20 feet outside the plane. Earphones, pilot manuals, and papers were scattered about the forest floor.

So there you have it. James Oliver Carter, Ryan Lee Tulloh, and Harry B. Brown are the three men who perished on that mountain. They were all married.

Not long after the spurt to the plane crash site, the trail intersects with the

rocky, but not very long. The view from the rock outcropping into the valley below is worth the detour. From the overlook it is about a mile back to the parking lot.

MINT SPRINGS VALLEY PARK

Don't expect to actually visit a crash site at this park, because the rugged mountainside location is too remote. There is, however, a very moving memorial here to the nearby crash site 1.5 miles outside the park. Inside the park, you can log some nice hiking in this gem that backs up against Shenandoah National Park. In the summertime, don't forget to bring your swimsuit.

Mint Springs Valley Park is located at 6659 Mint Springs Park Road in Crozet. In addition to five miles of hiking trails through mature hardwood forests, the 520-acre park includes two full-size lakes and a pond.

Just inside the park's entrance is a memorial to the Piedmont Airlines crash of Flight 349 that occurred way back on Oct. 30, 1959. Although I don't personally remember the crash, being only a few months old at the time, I knew of the crash because of my years working for the Staunton newspaper back in the 1980s. Some reporters and photographers who had covered the crash were still around.

On that day in 1959, a Piedmont Airlines regular

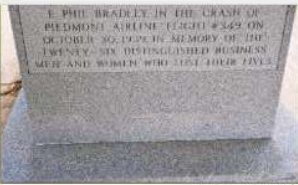
hip and some abrasions and bruises.

When Bradley was found 36 hours after the crash, he was still strapped in his seat. Included among the victims were three men who were employed at DuPont and the parents of a Staunton Military Academy cadet who were coming to visit their son. The sister of another man killed in the crash resided in Staunton, and another victim was from Highland County.

The memorial at the park was designed and placed there by the sole survivor, Phil Bradley, who wanted those who perished on the mountain to be remembered and who wanted to thank his rescuers. Bradley, 33 at the time of the crash, was a WWII veteran and a survivor of D-Day. He passed away in 2013 at the age of 87.

After paying your respects at the memorial, I recommend hiking the trails. My friend and I spent about 3 hours hiking here and hit nearly every trail except the very top one, the Big Survey Trail, while covering 4.3 miles. Although there are a few somewhat steep sections, they are not long or hard, and we covered most of the steeper ones by going downhill. Included in our list of park trails were the Fire Trail, Bridge Path, Hollow Trail, Little Yellow Trail, Lake Trail, Mountain Orchard Trail and the Upper Lake Trail.

The park has some significantly sized trees. The most impressive one that we saw was a giant Northern



Nancy Sorrells / For the DN-R

The sponsor of the Piedmont Airlines crash memorial was E. Phil Bradley, the lone survivor of the airplane accident.

stood alone atop a tank for an hour while holding off the advancing Germans. It is only fitting, then, that I should also hike to the mountain where his luck finally ran out just shy of his 46th birthday. Perhaps that is a hike for later this summer. If it happens, I will let you know.

Nancy Sorrells is an award-winning freelance writer who has been weaving words together for stories focusing on the great outdoors, human interest, and history since the 1970s. She and her husband share a household with two dogs and a cat and whenever other critter decides to take up residence on their few acres of land in southern Augusta County. Since March of 2020, she and a retired friend have tried to go for a weekly walk in the woods. If you have ideas about outdoor spaces and places that should be explored, email her at lotswife1959@gmail.com.

VDOT

Virginia Department of Transportation

Route 257 (Friedens Church Road)

Rockingham County

Park and Ride Improvement Project

Find out about the proposed plans to improve the Park and Ride facility in Rockingham County with expanded parking capacity. This project will involve a change and/or break in limited access control.

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VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager at the phone numbers listed above.

State Project: 0257-082-913-C501, P101, R201 UPC: 119048
Federal Project: 67P-082-80653
From: 0.20 miles west of I-81 interchange
To: 0.12 miles south of Route 257

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Harrisonburg, VA 22801
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and Thursday - Saturday
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May 7 publication in the Daily News Record

THURSDAY, MAY 7, 2020

NEWS

DAILY NEWS-RECORD • Harrisonburg, Va. • A3

ENTERTAINMENT

Stephanie Gardner to give author talk at Rocktown History

BY LORI D'ANGELO
Staff Writer/Record

DAYTON — Stephanie Gardner's new novella, once again, delves into local history. But with her third book, rather than exploring the history of Thurston Cag, which was the setting for her first two Rattlesnake Granny books, Gardner now turns her attention to England, her home.

"This moves away from the Mountaineer culture of our Rattlesnake Granny books and is about Victorian Dayton," Gardner said. "It was a lot of fun to write in this voice, this fictional 17-year-old diarist who was coming from Charlottesville to attend Shenandoah Institute here in Dayton."

Gardner will give an author talk Friday morning at Rocktown History on her third book, "Mistle's Story: Adventures in Dayton." The 66-page novella, which is told in diary format, was published this year.

Gardner, 33, who is originally from Western North Carolina, moved here 15 years ago to work as a librarian at Bridgewater College, and has lived in the Shenandoah Valley since then. She has been a local news anchor and local history.

Although this novella, unlike her two predecessors, isn't set in Shenandoah, it does share some characters and locations with the previous two books. The recurring character in this novella is Temple, who was featured in the second "Rattlesnake Granny" book.

This new novella focuses on Temple's daughter, Mistle, who goes by Mistle. The book is written in a series of diary entries that begin in September 1892 and continue through June 1893.

The book is her diary of exploring Shenandoah in disguise, learning about herself, meeting local people, and exploring the area," Gardner said.

In the book, Gardner, a student of history, mentions classes offered at Shenandoah Institute, Shenandoah Institute, which is now Shenandoah University, moved to Winchester in 1980 and is still there today.

The title character, Mistle, and most of her classmates are



Stephanie Gardner stands near historical artifacts at Rocktown History in Dayton that are from the Victorian period. Gardner will give an author talk at Rocktown History on Friday at 10:30 a.m.

"This one moves away from the Mountaineer culture of my 'Rattlesnake Granny' books and is about Victorian Dayton. It was a lot of fun to write in this voice, this fictional 17-year-old diarist who was coming from Charlottesville to attend Shenandoah Institute here in Dayton."

— AUTHOR STEPHANIE GARDNER

fictional, but her professors are inspired by historical administration and faculty at Shenandoah Institute in the days this story is set, and she often meets and interacts with a fictionalized version of historical people who were in the area at that time," Gardner said.

While the two previous Rattlesnake Granny books were set in the 1860s and 1870s and told from

Nancy Pullum's point of view, this one is set a little later, in the 1890s, allowing Gardner to focus on the Victorian era.

"It was a lot of fun exploring local history and some things that were nationally and internationally important during 1892-1893," Gardner said.

Some of the things explored in the novella are Victorian fashion and manners, Gardner said.

One of the things that was going on in the world at that time, Gardner said, was "the idea that women were in danger of becoming the new women," Gardner said. "And this would be a woman in England or America who was quite liberated on her ideas and her fashion, and they weren't sure if this was a good thing or not."

Another Victorian idea that "we might think was patronizing" today, Gardner said, was viewing people from other nations as "quite exotic." In the book, Mistle is interested in learning about people in Asia. Mistle is also interested in attending the World Columbian Exposition, or the World's Fair, held in Chicago in 1893.

"There was a woman's building there," Gardner said. "Buffalo Bill had his Wild West show. At the World's Fair, the Ferris Wheel premiered. There was a building

for electricity. So it was a time of great change for the country and for women."

The book also focuses on women's organizing, Gardner said.

"Women were organizing for suffrage and for temperance," Gardner said.

In Gardner's book, she said that the character of Mistle is interested in organizing to fight the killing of birds that was done to make women's hats, which was unfortunately common at the time.

"They would wear feathers, but sometimes they would wear whole birds on their hats," Gardner said. "One real-life woman that Gardner hopes more people will learn about through the book is writer and suffragist Cora Langhorne, who lived in the Valley."

"I'm excited to introduce more people to Mrs. Langhorne," Gardner said. "She was considered progressive in her time. Not a lot of people knew about her now."

Some local haunts featured in the book include Silver Lake Mill, as well as some of the houses and buildings on College Street in Dayton that were once part of Shenandoah Institute and still exist today. The names and locations of those buildings are listed in a Dayton walking tour brochure available for free at Rocktown History.

"When you walk downtown and see the remnants of the college, I think there are a lot of stories that the remnants of old buildings tell," Gardner said.

Gardner will give an author talk on Friday at 10:30 at Rocktown History, located at 383 High Street in Dayton. She will also give a talk about the Hester-Kypke Inn in Middlebrook, 7783 Main St., Middlebrook, at 6 p.m. Saturday. On June 13, she'll be signing books at Winchester Book Gallery in Winchester from 11 a.m. to 1 p.m. Gardner's books are available and sold at Rocktown History, but also at OASIS Fine Art in Craft in Harrisonburg, Cottage City in Bridgewater, the Cheese Shop in Shenandoah, and Jerns Bakery's Read Local Author's booth.

POLITICS

AP source: FBI searches Va. Senate leader's office as part of corruption probe

BY ERIC TUCKER, ALLEN G. BIEGL AND KENNETH PELTZ
The Associated Press

PORTSMOUTH — The FBI searched the Virginia state Senate leader's office on Wednesday as part of a corruption investigation, a person familiar with the matter said. Federal agents also were seen at the state's nearby campaign headquarters.

The search at Virginia Sen. L. Louisa Lucas's district office in Portsmouth comes after the Democratic helped lead the state's recent redistricting effort.

The FBI said only that it was conducting a court-authorized search warrant in Portsmouth. The person who confirmed the FBI's

search was not authorized to discuss an ongoing investigation by name and spoke to The Associated Press on condition of anonymity.

Besides the search at Lucas' office, agents in FBI 1-which also were in the nearby Cambridge Station, which she opened in 2021. Several entrances to the state's parking lot were blocked by unmarked vehicles with flashing blue lights, as was an entrance to the public's office.

Lucas — a prominent member of legalizing marijuana — has said she since calls legal hemp and CBD products. It has drawn scrutiny from local media and allegations that some products were mislabeled. Virginia has legalized pot

possession, but retail sales of recreational marijuana remain illegal in the state.

A message seeking comment was left Wednesday on a cellphone for Lucas, who has been a state senator for 34 years.

State House Speaker Don Scott said he was deeply concerned by the FBI search. "Right now, there is a lot of misinformation and speculation about actual information available to the public," Scott, a Democrat, said in a statement, adding that more facts were needed "before anyone judges to political conclusions."

Gov. Abigail Spanberger declined to comment. Some other Virginia Democrats were quick to note that the search comes as the FBI and Justice Department have opened a wave of politically charged investigations into perceived adversaries of President Donald Trump.

Last week, the Justice Department charged former FBI Director James Comey with making a discrediting Instagram post against Trump, an accusation that Comey — who for nearly a decade has drawn the president's ire — has denied. A court had dismissed federal prosecutors' earlier case accusing Comey of lying to Congress.

A separate message and case, also ultimately dismissed by a court, targeted Democratic New York state Attorney General Letitia James, who had brought a major civil fraud lawsuit against Trump and his business. Both are an anti-Comey, a Republican-turned independent, denied the charges and said



Virginia Senate President pro tempore Louisa Lucas, D-Portsmouth, listens to debate on the Senate floor on Feb. 17 in Richmond.

the press campaign were vindictive.

Such cases "have undermined public confidence" in federal prosecutors in Virginia, state Attorney General Patton County, Kansas, said in a statement.

The FBI and Justice Department have also provoked concerns among Democrats about ongoing election-related investigations, including the seizure by agents of ballots and other information from Fulton County, Georgia. Lucas has been a vocal leader of Virginia's redistricting effort, which voters

approved last month. A sign urging people to "vote yes" to "stop the MAGA power grab" still hung Wednesday on a fence separating her office's parking lot from the parking for the state's shop.

amid a national, state-by-state partisan redistricting fight kicked off by Trump's desire to add his fellow Republicans, Virginia voters OK'd a Democratic-backed constitutional amendment authorizing new U.S. House districts. The plan would help the party win up to four additional seats.

"We are not going to let anyone run the system without a response," Lucas said after the vote. Trump, meanwhile, denounced the results.

The state Supreme Court in the redistricted personnel, but has yet to rule whether the effort is legal. The court is considering an appeal of a lower court judge's ruling that the amendment is unconstitutional because it violates procedural requirements. Voting districts typically

are redrawn once a decade, after each census. But Trump last year urged Texas Republicans to redraw House districts to give the GOP an edge in the midterms. California Democrats recapitulated, and redistricting plans soon cascaded across states.

Lucas, 63, has been a figure in Virginia politics since the 1980s, when she became the first Black woman elected to a city council seat in her native Portsmouth. She now is the first woman and first African American to serve as the body's president pro tempore.

Earlier in life, she was the Norfolk Naval Shipyard's first female shipbuilder, according to her biography in the state library. The job entails making, installing and repacking sometimes enormous metal assemblies for warships.

In recent years, she has been the CEO of a Portsmouth business that runs residences, day programs and transportation for intellectually disabled adults.

Virginia Department of Transportation

Route 257 (Friedens Church Road) Rockingham County Park and Ride Improvement Project

Find out about the proposed plans to improve the Park and Ride facility in Rockingham County with expanded parking capacity. This project will involve a change and or break in limited access control.

Review the project information and environmental document in the form of a Category 1 Decision (C2) at VDOT's Planning Division Office located at 811 Commonwealth Road, Gloucester, VA 24041-9029. 804-232-8078 or 1-800-367-7623 or VDOT.TTY. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. This may require that a public hearing be held by sending a written request to Mr. Anthony Palmer, Project Manager, Virginia Department of Transportation, 811 Commonwealth Road, Gloucester, VA 24041-9029 on or prior to May 14, 2020. A request for a public hearing is required, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager at the phone numbers listed above.

State Project: E07-352-011-0001, P011, R011, UIC: 110468
Federal Project: E77-002-0004
Plan: 2-02-000-001-01-01-00000000
To: 6-12 miles south of Pikes 201

11 out of 10 BOSSES

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This month may not add up, but offering your employees commuter benefits can help attract new talent.

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Environmental Division
NEPA Programs
Categorical Exclusion (CE)

Project Information

Project Name:	#SMART22 - Mount Crawford Park And Ride Lot Improvements	Federal Project#:	STP-082-8(083)
Project Number:	0257-082-913, C501, P101, R201	Project Type:	Construction
UPC:	119648	Charge Number:	0000119648-688
Project Number(Assoc)(UPC):	00257-082-26726363		
Route Number:	257	Route Type:	N/A
Project Limit--From:	Park And Ride	To:	Lot Improvements
Additional Project Description:	Improve existing park and ride lot to add 50 additional spaces, bus stop shelter, bike racks, lighting, and an electric vehicle charging station.		
Purpose And Need:	The purpose of this project is to improve an existing park and ride lot.		
District:	City/County:	Residency:	
Staunton	Rockingham	Harrisonburg	

Date CE level document approved by VA Division FHWA: 07/09/2024

FHWA Contact: Jones, Kevin

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d04

Description of Category: Transportation corridor fringe parking facilities.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: This project would improve an existing park and ride lot, which would include creating an additional 50 parking spaces, bus stop shelter, bike racks, lighting, and an electric vehicle charging station.

Typical Section: This project consists of improvements to an existing Park and Ride. There is no typical section.

Structures: There are no structures associated with this project.

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: PFI Plans, dated December 4, 2024

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: PFI Plans, dated December 4, 2024; VDOT Staunton District Environmental Staff

Existing or Planned Bicycle/Pedestrian Facilities: Not Present

Source: VDOT Staunton District Environmental Staff

Socio-Economic Comments: This project would improve and expand an existing Park and Ride facility, adding an additional 50 parking spaces. There would only be minor amounts of right-of-way impacts and no relocations would be necessary.

SECTION 4(f) and SECTION 6(f)**Use of 4(f) Property:** No**Source:** VDCR Conservation Lands and VDCR LWCF 6f data in VDOT eMaps (GIS) database as reference on the ERP Buffer Report, dated January 17, 2025, in CEDAR and the Cultural Resources Summary Report, dated December 5, 2024, in CEDAR**6(f) Conversion:** **Acres of Conversion:****4(f) Comments:** This project would require right-of-way acquisition, however, no Section 4(f) resources are present within the project area and therefore, there would be no use of Section 4(f) resources.**6(f) Comments:** This project would require right-of-way acquisition, however, no Section 6(f) resources are present within the project area and therefore, there would be no use of Section 6(f) resources.**CULTURAL RESOURCES****Section 106 Effect Determination:** None**Name of Historic Property:** N/A**DHR Concurrence date:** None**A Section 106 effect determination of No Historic Properties Present or Affected has been concluded pursuant to Stipulation II.A of the 2016 Federal Programmatic Agreement among FHWA, USACE, TVA, VA SHPO, and VDOT.****Stip. II.A Determination Date:** 12/05/2024**MOA/PA Execution Date:** None**Cultural Resource Comments:** Based on PFI plans, dated 12/04/24, project limits have been extensively disturbed by very recent cut-and-fill activity and no further archaeological study is warranted. Plans also show no impacts to the Coldstream Farm/Switzer House (VCRIS #082-0444) property; therefore, project will have no effect on historic properties.**NATURAL RESOURCES****Are Waters of the U.S. present?** No**Linear Feet of Impact:** Approximately 0**Federal Threatened or Endangered Species:**Madison Cave Isopod (*Antrolana lira*)-Federal:FT-No EffectIndiana Bat (*Myotis sodalis*)-Federal:FE-May affect, Not Likely to adversely affectVirginia Big-eared Bat (*Corynorhinus* (= *Plecotus*) *townsendii virginianus*)-Federal:FE-No Effect

Based upon review of federal databases including IPaC, federal T&E species have a ✓ 04/13/2022 R Clark potential to occur in the project area.

100 Year Floodplain: Not Present**Regulatory Floodway Zone:** Present with no impact**Zone Code:** A**Public Water Supplies:** Not Present**Are any tidal waters/wetlands present?** No**Wetlands:** Not Present**Tidal Acres of Impact:** 0**Tidal Wetland Type:** None**Are any Non-Tidal Wetlands Present?** No**Non Tidal Acres of Impact:** 0**Non Tidal Wetland Type:** None**Total Wetland Acres of Impacts:** 0**Are water quality permits required?** No**Natural Resource Comments:** Coordination with USFWS completed on November 18, 2024, with a May Affect, Likely to Adversely Affect determination to Indiana Bat due to tree removal as per the PBO. No streams or wetlands are within the project limits and no water quality permits would be required for its construction per the Permit Determination Form, dated April 28, 2022.**AGRICULTURAL/OPEN SPACE****Open Space Easements:****Agricultural/Forestal Districts:****Source:** Project Definition Form**Agricultural/Open Space Comments:** There are no Agricultural/Forestal Districts or Open Space Easements in the project vicinity.

FARMLAND**NRCS Form CPA-106 Attached?** No**NRCS Form CPA-106 not attached because:**

Land already in Urban use.

Alternatives Analysis Required? No**Source:** PFI Plan dated December 4, 2024, Mt. Crawford Parcel Information, and VDOT Environmental Staff Field Reviews**Farmland Comments:** The project area is primarily within existing VDOT right-of-way and disturbed land along a primary route and on-ramp to the interstate. The adjacent property from which right-of-way will be acquired is currently zone as Commercial and is under development.**INVASIVE SPECIES****Invasive Species in the project area?** Unknown**There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications includes provisions intended to control noxious weeds (which includes non-native and invasive species).****While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.****Invasive Species Comments:** Standard VDOT seed mixes would be used.**AIR QUALITY****Air Quality Status and Regional Conformity**

Jurisdiction Description: This project lies in an area that is currently in attainment with all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

Carbon Monoxide**CO Microscale Analysis Required for NEPA?** No

EPA project-level ("hot-spot") transportation conformity requirements for CO do not apply as the project is located in a region that is in attainment of the NAAQS. A project-specific analysis or assessment for CO is also not needed for NEPA per the programmatic approach specified in the VDOT Resource Document (Protocol 4.2.2.2). Based on the overall weight-of-evidence, it may reasonably be concluded that the CO NAAQS will be met given: •Continued implementation of effective emission control technology, increasingly more stringent motor vehicle emission and fuel quality standards implemented over the past few decades by the Environmental Protection Agency (EPA) that have had the combined effect of substantially reducing CO emission rates nationwide, resulting in long-term downward trends in emissions and near-road ambient concentrations of CO despite increasing vehicle-miles-travelled (VMT)•Extensive experience in project-specific modeling for CO for a wide variety of project types, configurations and operating conditions in which compliance with the national ambient air quality standards (NAAQS) established by EPA for CO is readily demonstrated given the substantially reduced CO emission rates, and despite the use of multiple worst-case assumptions for emission and dispersion modeling that have a compounding effect such that emissions and near-road ambient concentrations are substantially over-estimated; and •Extensive experience in programmatic agreements for project-level agreements for CO that established ever-increasing thresholds for such analyses given the substantially reduced emission rates.

Particulate Matter

This project is located in: A PM2.5 Attainment Area

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated January 18, 2023 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

NOISE**Noise Scoping Decision:** Type I - Noise study required**Barriers Under Consideration?** No**Noise Comments:** A qualitative noise analysis was completed for this project by VDOT's Environmental Division Noise Staff. The Memo To File dated January 18, 2024, concludes that the proposed project would not increase ambient noise levels.**RIGHT OF WAY AND RELOCATIONS****Residential Relocations:** No**Commercial Relocations** No**Non-Profit Relocations:** No**Right of Way required?** Yes**Fee Simple:** 0.12**Temporary Easement:** 0**Permanent Easement:** 0**Utility Easement:** 0**Amount of Right of Way Acreage:** 0**Septic Systems or Wells:** Not Present**Hazardous Materials:** Not Present**Source:** RW Data Sheet dated January 21, 2025, VDOT Hazardous Materials Summary Report dated December 12, 2024**ROW and Relocations Comments:** This project would require only minor right-of-way acquisition and there would be no relocations associated with it.**CUMULATIVE AND INDIRECT IMPACTS****Present or reasonably foreseeable future projects (highway and non-highway) in the area:** Yes**Impact same resources as the proposed highway project (i.e. cumulative impacts):** No**Indirect (Secondary) impacts:** No**Source:** ICE Note to File dated February 12, 2025**Cumulative and Indirect Impacts Comments:** Per IIM-ED-715.1, the indirect and cumulative effects of the proposed action have been considered as part of this document. The impact causing activities proposed as part of the project are not great enough to result in measurable indirect effects to the surrounding environment. While there are past, present, and reasonably foreseeable future projects planned in the area, the proposed project would not contribute to the cumulative effects of these projects.**PUBLIC INVOLVEMENT****Substantial Controversy on Environmental Grounds:** No**Source:** VDOT Staunton District Program Manager**Public Hearing:** Yes **Type of Hearing:** Willingness**Other Public Involvement Activities:** No**Public Involvement Comments:** The CE was approved for Public Availability on February 27, 2025. Willingness was posted Friday, April 25, 2025, and Friday, March 2, 2025, in the Daily News-Record and on Saturday, April 26, 2025, in the Valley Trail Newspaper. No comments were received after the postings and thus, a Public Hearing was not held, and no environmental questions or issues were raised.**COORDINATION****State Agencies:**Department of Conservation and Recreation
Department of Wildlife Resources**Federal Agencies:**

U.S. Fish and Wildlife Service

Local Entity:

Mt. Crawford Town/City Manager

Other Coordination Entities:**This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.**

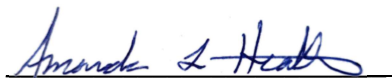
Documentation of FHWA Review

Project Name: Mount Crawford Park And Ride Lot Improvements

State Project Number: 0257-082-913

UPC: 119648

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on June 5, 2025. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.



Approving FHWA Official

June 5, 2025

Date

VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCATION AND DESIGN
LIMITED ACCESS CONTROL CHANGES REVIEW SIGNATURE FORM

Project Information			
UPC	119648	State Project Number	0257-082-913, P101, R201, M501
District	Staunton	City/County	Rockingham County
Federal Project Number	STP-082-8(096)		
Project Name	Route 257 (Friedens Church Road) Park and Ride Lot		

The following reviewed the Limited Access Control Change package for the above subject project
for Chief Approval

Title	Signature	Name	Date
State Geometric Engineer [Acting]	Signed by: Adam Wilkerson 07B8382DA0264ED	Adam Wilkerson	6/17/2026
Assistant State L&D Engineer	Signed by: <i>Richard Worssam</i> 19CA71E9950E4AE...	Richard Worssam	6/17/2026
State L&D Engineer [Acting]	Signed by: <i>Vernon Heishman</i> 8E989644A7A9473	Vernon Heishman	6/17/2026
Deputy Chief Engineer	Signed by: <i>R. SL M</i> AFDC49E581044BF...	Shane Mann	6/23/2026



Re: LACC package review request - UPC 119648 - July CTB Meeting

From Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>

Date Tue 6/2/2026 5:03 PM

To Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>

Cc Wilkerson, Adam R., P.E. (VDOT) <Adam.Wilkerson@VDOT.Virginia.gov>; Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>

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

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone

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From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>

Sent: Tuesday, June 2, 2026 3:30:21 PM

To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>

Cc: Wilkerson, Adam R., P.E. (VDOT) <Adam.Wilkerson@VDOT.Virginia.gov>; Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>

Subject: FW: LACC package review request - UPC 119648 - July CTB Meeting

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Adam and Joe, whom are cc'd.

Please let me know if you have any questions.

Kimberly Leckner

Program Manager / Right of Way and Utilities Division

Virginia Department of Transportation

(o) (804) 786-4079

(c) (703) 853-5619

Kimberly.Leckner@VDOT.Virginia.gov



From: Wilkerson, Adam R., P.E. (VDOT) <Adam.Wilkerson@VDOT.Virginia.gov>

Sent: Tuesday, June 2, 2026 11:25 AM

To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>

Cc: Heslinga, Joshua (VDOT) <Joshua.Heslinga@vdot.virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Jack, Steven (VDOT) <Steven.Jack@vdot.virginia.gov>; Heishman, Vernon, P.E. (VDOT) <Vernon.Heishman@VDOT.Virginia.gov>; Koscinski, Jr., Joseph P., P.E. (VDOT)

<Joseph.Koscinski@VDOT.Virginia.gov>

Subject: LACC package review request - UPC 119648 - July CTB Meeting

Kim and Michael,

A Limited Access Control Change package has been prepared for VDOT Project Number 0257-082-913 (UPC 119648) - Mount Crawford Park and Ride Lot Improvements in Rockingham County (Staunton District). In order to expand the existing park and ride facility along Route 257, the existing limited access line along Route 257 (Friedens Church Road) will be modified as shown in the attached exhibit.

Please review the following attached documents included in the LACC package being prepared for the July 22, 2026 CTB Meeting:

- Draft Decision Brief
- Draft Resolution
- Exhibit with table
- Vicinity Map
- Project Title Sheet
- Public Hearing Information
- Locality Support Letter
- Previous CTB Resolution
- VDOT CE determination
- FHWA approval for CE

Please review and provide comments on these documents by Wednesday, June 10th.



Adam Wilkerson, P.E.

Policy Section Manager / Location & Design

Virginia Department of Transportation

804-786-6016

Adam.Wilkerson@VDOT.Virginia.gov

Please send all requests for assistance to:

LDPolicyStandards@VDOT.Virginia.gov



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Revisions to the FY 2027 Commonwealth Transportation Fund Budget, the FY 2027 Department of Rail and Public Transportation Budget and the Fiscal Years 2027 – 2032 Six-Year Improvement Program

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 based on the most recent official Commonwealth Transportation Fund revenue forecast; and

WHEREAS, § 33.2-1524.1 of the *Code* requires a portion of the funds in the Transportation Trust Fund to be set aside and distributed to construction programs pursuant to § 33.2-358, the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, the Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund, the Priority Transportation Fund and a special fund within the Commonwealth Transportation Fund to be used to meet the necessary expenses of the Department of Motor Vehicles; and

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

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

WHEREAS, other sections of the *Code of Virginia* and the current Appropriation Act require certain allocations; and

WHEREAS, § 2.2-2100 of the *Code* allows the Board to review and comment on budget items not specifically enumerated to the Board by statute; and

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

WHEREAS, the Board approved the Fiscal Year 2027 budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation on June 17, 2026; and

WHEREAS, the Board approved the Fiscal Year 2027 – 2032 Six-Year Improvement Program on June 17, 2026; and

WHEREAS, the Fiscal Year 2027-2028 biennial budget of the Commonwealth enacted by the General Assembly and Governor on June 29, 2026, (after the June CTB meeting) included additional General Fund allocations that were not accounted for in the Commonwealth Transportation Fund and Department of Rail and Public Transportation budgets adopted by the Board; and

WHEREAS, the Fiscal Year 2027 budgets for the Commonwealth Transportation Fund and Department of Rail and Public Transportation have subsequently been revised to incorporate the additional General Fund allocations; and

WHEREAS, the Fiscal Year 2027 – 2032 Six-Year Improvement Program has been revised to incorporate the additional General Fund allocations.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended allocations and expenditures required by the various statutes as contained in the revised budgets for the Commonwealth Transportation Fund and the Department of Rail and Public Transportation for Fiscal Year 2027 are approved.

BE IT FUTHER RESOLVED by the Commonwealth Transportation Board that the revised Fiscal Year 2027 – 2032 Six-Year Improvement Program is approved.

####

Commonwealth Transportation Board Decision Brief

Revisions to the FY 2027 Commonwealth Transportation Fund Budget, the Department of Rail and Public Transportation Budget and the Fiscal Year 2027 – 2032 Six-Year Improvement Program

Issue: Each year, the Commonwealth Transportation Board (CTB) is required by §§33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer, distribute and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund (CTF) revenue forecast; by § 33.2-1524.1, to provide the statutory funding to the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund the Priority Transportation Fund and a special fund in the Commonwealth Transportation Fund to meet the expenses of the Department of Motor Vehicles; and by § 33.2-358(A) to allocate from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate, primary and secondary system of highways and for city and town street maintenance payments and payments to counties that have elected to withdraw from the secondary state highway system. Additionally, § 33.2-214(B) requires the CTB 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. Board approval of revised FY 2027 CTF and Department of Rail and Public Transportation (DRPT) budgets and a revised Fiscal Year 2027 – 2032 Program are sought.

Facts: The CTB must adopt a budget that distributes the available revenues of the CTF to the statutorily defined funds and purposes. The budget shall be based on the most recent official revenue forecasts and debt policy. After the CTB adopted in June 2026 the Fiscal Year 2027 CTF and DRPT budgets and the Fiscal Year 2027 – 2032 Program, the General Assembly and the Governor enacted a Fiscal Year 2027-2028 biennial budget that includes additional General Fund allocations that must be accounted for in the CTF and DRPT budgets and the Program. The revised CTF and DRPT budgets and the revised Fiscal Year 2027 – 2032 Program take into account the additional allocations provided by the General Assembly. There is no impact to the Fiscal Year 2027 Annual VDOT budget adopted by the CTB at its June 2026 meeting.

Recommendations: VDOT recommends the approval of the Revised Fiscal Year 2027 Annual Budgets for the CTF and DRPT and the Revised Fiscal Year 2027 – 2032 Program.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the Revised CTF and DRPT budgets and the Revised Program.

Result, if Approved: CTB approval of the Revised CTF and DRPT budgets enables the agencies to proceed in accordance with the Revised FY 2027 Budgets for the CTF and DRPT and the Revised Fiscal Year 2027 – 2032 Six-Year Improvement Program and with obligations under the Commonwealth’s overall FY 2027-28 budget.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None to date.

FY 2027

Commonwealth Transportation Fund Budget
July 2026
Revised

Virginia Department of Transportation

Financial Planning Division

1221 E. Broad Street, 2nd Floor

Richmond, VA 23219

Internet Address: <https://www.vdot.virginia.gov/about/budget-finance/>

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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 amended 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.

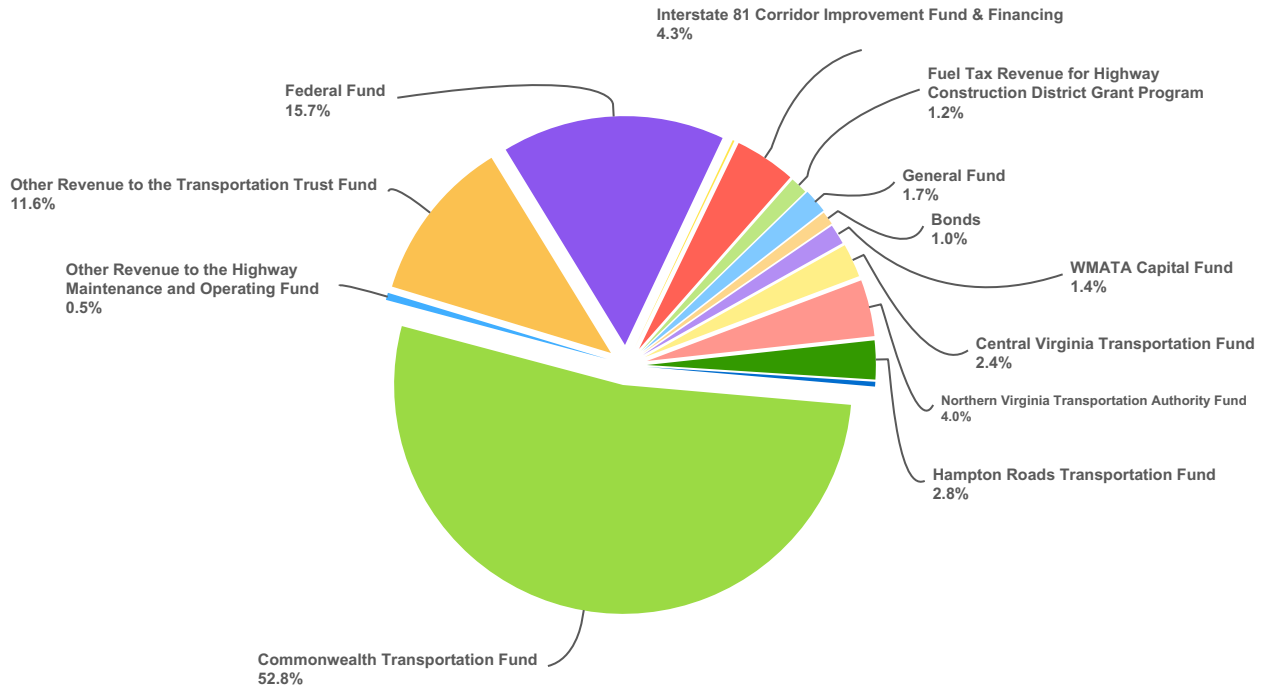
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit 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.

The Fiscal Year 2027 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 December 2025 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2027 CTF Budget totals \$10,407,082,663.



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.

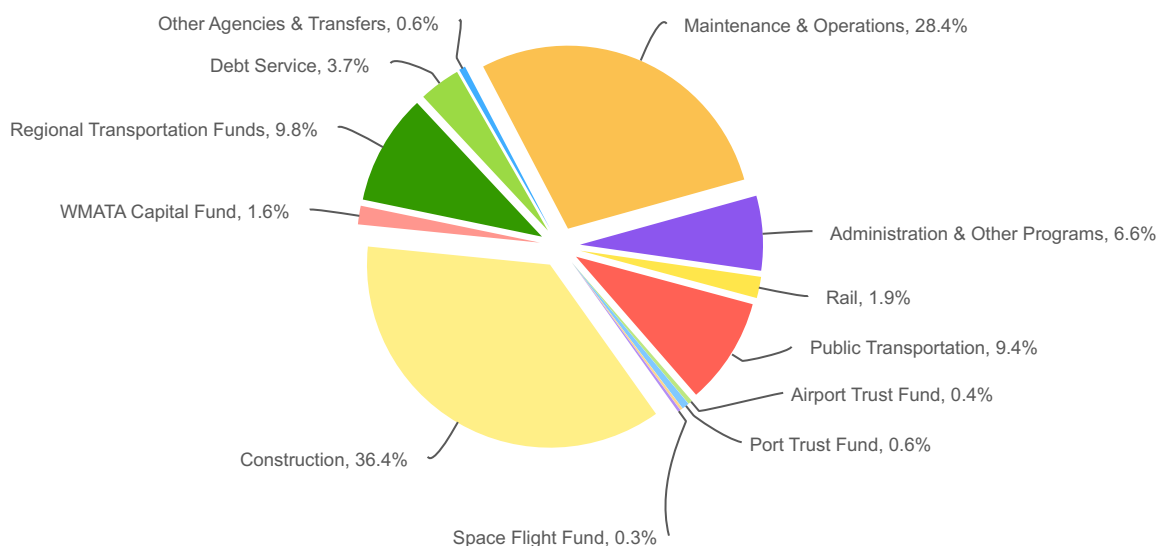
Commonwealth Transportation Fund Total Revenues



Commonwealth Transportation Fund	\$5,492,350,000
Other Revenue to the Highway Maintenance and Operating Fund	53,678,105
Other Revenue to the Transportation Trust Fund	1,206,590,257
Federal Fund	1,638,927,391
Priority Transportation Fund	15,628,568
Interstate 81 Corridor Improvement Fund & Financing	452,092,464
Fuel Tax Revenue for Highway Construction District Grant Program	129,945,878
General Fund	179,300,000
Bonds	100,000,000
Total Operating Revenues	\$9,268,512,663
Pass Through Revenues	
WMATA Capital Fund	148,870,000
Central Virginia Transportation Fund	248,400,000
Northern Virginia Transportation Authority Fund	416,800,000
Hampton Roads Transportation Fund	287,400,000
Hampton Roads Regional Transit Fund	37,100,000
Subtotal	1,138,570,000
TOTAL	\$10,407,082,663

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	\$378,491,273
Other Agencies & Transfers	61,280,355
Maintenance & Operations	2,919,443,361
Administration & Other Programs	678,952,117
Toll Facility Operations	114,260,000
Public Transportation	972,397,253
Rail	194,839,997
Airport Trust Fund	40,536,000
Port Trust Fund	66,493,332
Department of Motor Vehicles	25,957,333
Space Flight Fund	25,977,333
Construction	3,749,884,309
Total Operating Programs	\$9,228,512,663
Pass Through Programs	
WMATA Capital Fund	168,870,000
Regional Transportation Funds	1,009,700,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$10,407,082,663



STATE REVENUE SOURCES	FY 2027 Final	FY 2027 Revised	INCREASE (DECREASE)
Commonwealth Transportation Fund	\$ 5,492,350,000	\$ 5,492,350,000	\$ —
Highway Maintenance & Operating Fund (HMOF)	53,678,105	53,678,105	—
General Fund	7,000,000	179,300,000	172,300,000 ¹
Transportation Trust Fund (TTF) and Other State Revenue			
Interest Earnings	121,310,496	121,310,496	—
Toll Facilities	57,160,000	57,160,000	—
Local Revenue Sources	478,492,150	478,492,150	—
Project Participation - Regional Entities	439,450,496	439,450,496	—
GARVEE Bonds/ Interest Earnings	100,000,000	100,000,000	—
Route 58 Bonds/ Interest Earnings	—	—	—
I-66 Outside the Beltway Concession Fee Payment/Interest	13,500,000	13,500,000	—
Interstate 81 Corridor Improvement Fund	452,092,464	452,092,464	—
Special Fund Account for the Highway Construction District Grant Program	129,945,878	129,945,878	—
Other Trust Fund Revenue	96,677,115	96,677,115	—
Total TTF and Other Revenue	1,888,628,599	1,888,628,599	—
Priority Transportation Fund (PTF)			
State Revenue	15,628,568	15,628,568	—
Total PTF	15,628,568	15,628,568	—
Pass Through Revenues			
Revenue Dedicated to WMATA Capital Fund	148,870,000	148,870,000	—
State Revenue for Regional Entities	989,700,000	989,700,000	—
Total Pass Through Revenues	1,138,570,000	1,138,570,000	—
TOTAL STATE REVENUES	8,595,855,272	8,768,155,272	172,300,000
Federal Funding Sources			
Federal Highway Administration (FHWA)	1,559,739,783	1,559,739,783	—
Federal Transit Administration (FTA)	79,187,608	79,187,608	—
Total Federal Funding	1,638,927,391	1,638,927,391	—
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$ 10,234,782,663	\$ 10,407,082,663	\$ 172,300,000



DISTRIBUTION OF REVENUE SOURCES	FY 2027 Final	FY 2027 Revised	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	\$ 3,953,650	\$ 3,953,650	\$ —
Route 28	8,105,000	8,105,000	—
Route 58	25,916,423	25,916,423	—
Interstate 81	10,617,750	10,617,750	—
GARVEE Bonds	144,836,525	144,836,525	—
CPR Bonds	185,061,925	185,061,925	—
Total Debt Service	378,491,273	378,491,273	—
Other Agencies & Transfers			
Trust Fund Management	3,111,940	3,111,940	—
Support to Other State Agencies (excludes DRPT)	51,706,091	51,706,091	—
Indirect Costs	6,462,324	6,462,324	—
Total State Agencies	61,280,355	61,280,355	—
Maintenance & Operations			
Highway System Maintenance	2,306,650,090	2,306,650,090	—
Financial Assist. to Localities for Ground Transportation - Cities	522,246,062	522,246,062	—
Financial Assist. to Localities for Ground Transportation - Counties	90,547,209	90,547,209	—
Total Maintenance & Operations	2,919,443,361	2,919,443,361	—
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	121,799,169	121,799,169	—
Environmental Monitoring & Compliance	26,035,378	26,035,378	—
Administrative and Support Services	417,848,503	417,848,503	—
Program Management and Direction	70,769,067	70,769,067	—
Toll Facilities Operations	57,160,000	57,160,000	—
Toll Facility Revolving Account	57,100,000	57,100,000	—
Capital Outlay	42,500,000	42,500,000	—
Total Tolls, Administration & Other Programs	793,212,117	793,212,117	—



DISTRIBUTION OF REVENUE SOURCES	FY 2027 Final	FY 2027 Revised	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$ 597,734,406	\$ 597,734,406	\$ —
Transit - Share of administrative costs	(715,746)	(715,746)	—
Other Revenue dedicated to Transit	17,830,286	18,130,286	300,000 ¹
Share of TTF Distribution for Rail	194,913,393	194,913,393	—
Rail - Share of administrative costs	(233,396)	(233,396)	—
Federal Transit Authority (FTA)	78,773,409	78,773,409	—
CMAQ (without State Match)	13,493,547	13,493,547	—
Carbon (without State Match)	414,199	414,199	—
STP Regional (without State Match)	6,799,509	6,799,509	—
Interest Earnings	3,160,000	3,160,000	—
Mass Transit Fund-Support from Construction	5,073,265	5,073,265	—
Rail Fund - Support from Construction	4,000,000	4,000,000	—
Priority Transportation	57,500,000	57,500,000	—
General Fund for WMATA	—	153,000,000	153,000,000 ¹
Other	16,194,378	35,194,378	19,000,000 ¹
Subtotal Transit and Rail Funds	994,937,250	1,167,237,250	172,300,000
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	148,870,000	148,870,000	—
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
Subtotal WMATA Capital Fund	168,870,000	168,870,000	—
Airports - Share of TTF Distribution	38,982,679	38,982,679	—
Airports - Share of administrative costs	(46,679)	(46,679)	—
Airports - Interest Earnings	1,600,000	1,600,000	—
Total Airport Trust Fund	40,536,000	40,536,000	—
Ports - Share of TTF Distribution	64,971,131	64,971,131	—
Ports - Share of administrative costs	(77,799)	(77,799)	—
Ports - Interest Earnings	1,600,000	1,600,000	—
Total Port Trust Fund	66,493,332	66,493,332	—
Department of Motor Vehicles - Share of TTF Distribution	25,988,452	25,988,452	—
DMV - Share of administrative costs	(31,119)	(31,119)	—
Total DMV	25,957,333	25,957,333	—
Virginia Commercial Space Flight Authority - Share of TTF Distribution	25,988,452	25,988,452	—
Space Flight Authority - Share of administrative costs	(31,119)	(31,119)	—
Space - Interest Earnings	20,000	20,000	—
Total Space Flight Authority	25,977,333	25,977,333	—



DISTRIBUTION OF REVENUE SOURCES	FY 2027 Final	FY 2027 Revised	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Central Virginia Transportation Authority Fund	\$ 248,400,000	\$ 248,400,000	\$ —
Northern Virginia Transportation Authority Fund	459,747,612	459,747,612	—
Hampton Roads Transportation Fund	287,400,000	287,400,000	—
Hampton Roads Regional Transit Fund	37,100,000	37,100,000	—
Total Regional Transportation Programs	1,032,647,612	1,032,647,612	—
Construction			
Financial Assistance to Localities for Ground Transportation	20,142,528	20,142,528	—
State of Good Repair Program	412,278,839	412,278,839	—
High Priority Projects Program	269,971,902	269,971,902	—
Construction District Grant Programs	399,917,780	399,917,780	—
Specialized State and Federal Programs	1,710,331,511	1,710,331,511	—
Virginia Highway Safety Improvement Program	134,985,951	134,985,951	—
Interstate Operations and Enhancement Program	686,653,689	686,653,689	—
Total Construction	3,634,282,200	3,634,282,200	—
Special Structures	92,654,497	92,654,497	—
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS	\$10,234,782,663	\$10,407,082,663	\$ 172,300,000
Agency Funding Summary:			
VDOT	\$ 8,998,584,680	\$ 8,998,584,680	\$ —
Less Support to DRPT/VPRA	(86,573,265)	(86,573,265)	—
VDOT (Net)	8,912,011,415	8,912,011,415	—
DRPT/VPRA	1,163,807,250	1,336,107,250	172,300,000
Ports	66,493,332	66,493,332	—
Aviation	40,536,000	40,536,000	—
DMV	25,957,333	25,957,333	—
Space Flight Authority	25,977,333	25,977,333	—
Grand Total	\$10,234,782,663	\$10,407,082,663	\$ 172,300,000

CTF State Revenue Details

STATE REVENUE SOURCES	FY 2027 Final	FY 2027 Revised	INCREASE (DECREASE)
State Tax on Motor Fuels	\$1,639,400,000	\$1,639,400,000	\$—
Road Tax	84,500,000	84,500,000	—
Retail Sales & Use Tax	1,490,100,000	1,490,100,000	—
Motor Vehicle Sales and Use Tax	1,361,200,000	1,361,200,000	—
International Registration Plan	117,800,000	117,800,000	—
Motor Vehicle Licenses	232,500,000	232,500,000	—
Miscellaneous Revenues	20,100,000	20,100,000	—
Motor Vehicle Rental Tax	43,900,000	43,900,000	—
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	103,400,000	103,400,000	—
Insurance Premium	264,500,000	264,500,000	—
Recordation Tax	67,100,000	67,100,000	—
Total	\$5,426,500,000	\$5,426,500,000	\$0

Endnotes

Endnote Number	Description
1	Update reflects additional General Fund revenues provided in the Final 2027 Appropriation Act.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: FY2027-2032 Six-Year Improvement Program Transfers
May 16, 2026 through June 19, 2026

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 Fiscal Years 2027-2032 Program on June 16, 2026; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 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

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; and

WHEREAS, in cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds the threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Prioritization Process, additional details are provided in Attachment B.

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

FY2027-2032 Six-Year Improvement Program Transfers

May 16, 2026 through June 19, 2026

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 16, 2026, 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 2027 through 2032 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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 16, 2026 through June 19, 2026 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 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Decision Brief

FY2027-2032 Six-Year Improvement Program Transfers for May 16, 2026 through June 19, 2026

July 22, 2026

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

#####

Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring 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	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Fredericksburg	#ITTF25 - FIBER CONNECTION I-95 VSL TO SUMMIT IG	126703	ITTF (HS7100)	\$ 1,223,373	\$ 2,595,083	\$ 2,595,083	89.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 1,223,373				
2	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 122 CITY OF NORFOLK 1465 26TH ST	127693	SGR - State (SS0100)	\$ 27,188	\$ 65,974	\$ 65,974	70.1%	Transfer of surplus funds recommended by District from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
3	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1376 PRINCESS ANNE RD	128119	SGR - State (SS0100)	\$ 17,123	\$ 76,984	\$ 76,984	28.6%	Transfer of surplus funds recommended by District from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
4	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1367 PRINCESS ANNE RD	128122	SGR - State (SS0100)	\$ 15,582	\$ 77,697	\$ 77,687	25.1%	Transfer of surplus funds recommended by District from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
5	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1368 PRINCESS ANNE RD	128123	SGR - State (SS0100)	\$ 26,163	\$ 65,294	\$ 65,294	66.9%	Transfer of surplus funds recommended by District from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
6	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1370 PRINCESS ANNE RD	128124	SGR - State (SS0100)	\$ 23,700	\$ 69,158	\$ 69,158	52.1%	Transfer of surplus funds recommended by District from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								\$ 109,756				
7	Lynchburg	VHSIP - FY27 DISTRICTWIDE RUMBLE STRIPS and PIMS	128275	Lynchburg	VHSIP - PM3C27 BUCKINGHAM CUMBERLAND RUMBLE STRIPS	129145	VA Safety State - State (CS3SS0)	\$ 50,000	\$ 130,000	\$ 130,000	62.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
8	Lynchburg	VHSIP - FY27 DISTRICTWIDE RUMBLE STRIPS and PIMS, VHSIP - PM3D27 CHARLOTTE - PRINCE EDWARD RUMBLE STRIPS, VHSIP - PM3E27 HALIFAX RUMBLE STRIPS	128275, 129146, 129147	Lynchburg	VHSIP - PM3F27 PITTSYLVANIA RUMBLE STRIPS	129148	VA Safety State - State (CS3SS0)	\$ 245,000	\$ 320,000	\$ 320,000	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
Subtotal Lynchburg District								\$ 295,000				
9	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART22 - Intersection Improvements US 58/626 & US 58/759	119193	HB1887 - DGP (1): DGP - State (GS0100)	\$ 1,777,190	\$ 7,456,065	\$ 7,456,065	31.3%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Richmond District								\$ 1,777,190				

Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring 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
10	Staunton	STAUNTON DGP PROGRAM BALANCE ENTRY	T15991	Staunton	#HB2.FY17 Route 11 S. Valley Pike Roadway Improvements	108810	HB1887 - DGP (1): DGP - State (GS0100)	\$ 1,670,249	\$ 27,363,160	\$ 27,363,160	6.5%	Transfer of surplus funds recommended by District from the Staunton District Program Balance entry line item to a scheduled project for award. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Staunton District								\$ 1,670,249				
11	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Statewide	Highway-Rail Safety Inventory Section 130 PE Only	120751	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	\$ 250,000	\$ 1,000,000	\$ 1,000,000	33.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to fund an underway project.
Subtotal Statewide District								\$ 250,000				
Grand Total								\$ 5,325,568				

Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Not Requiring 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	Fredericksburg	RTE 3 CLEAR ZONE IMPR - GUARDRAIL IMPROVEMENTS	125173	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 16,704	\$ 2,275,682	\$ 2,275,682	>1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
Subtotal Fredericksburg District								\$ 16,704				
B	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#SMART18 - Route 17 Widening between Rte 630 and Rte 173	111787	DGP - NHPP Exempt (GF1400), DGP - NHPP Exempt Soft Match (GF1401), DGP Supplemental (HB1414) - State (GS0000), DGP-STP STWD (GF2100), DGP-STP STWD Soft Match (GF2101)	\$ 261,538	\$ 28,165,678	\$ 29,211,831	>1%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
Subtotal Hampton District								\$ 261,538				
C	Lynchburg	VHSIP - FY27 DISTRICTWIDE RUMBLE STRIPS and PIMS	128275	Lynchburg	VHSIP - PM3H27 APPOMATTOX CAMPBELL RUMBLE STRIPS	129144	VA Safety State - State (CS3SS0)	\$ 1,000	\$ 106,000	\$ 106,000	1.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
Subtotal Lynchburg District								\$ 1,000				
D	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Hungary Rd.-Upgrade Existing Flashing Lights and Gates	114957	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	\$ 1,316	\$ 32,548	\$ 32,548	4.2%	Transfer of surplus funds recommended by District and Traffic Operations Division \from the Statewide Rail Safety Balance Entry line item to fund a completed project.
Subtotal Richmond District								\$ 1,316				
E	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Salem	PATRIOT CENTRE PH 3 BEAVER CREEK DR EXTENSION	129639	Appalachian Federal Development - Primary (CNF282)	\$ 664,497	\$ 4,315,000	\$ 4,315,000	18.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide SYIP Balance Entry line item to a scheduled project.
Subtotal Salem District								\$ 664,497				
Grand Total								\$ 945,055				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 9**CTB Member Concurrence:** Davis, Richmond District

Project Information	Original Application	Current
District	Richmond	
Project Description	UPC 119193 #SMART22 - Intersection Improvements US 58/626 & US 58/759	
Organization	Mecklenburg County	
SMART SCALE Round	4	
Scope	Reconfigure intersections to directional crossovers, left turns & U-turns only from US 58. Turn lanes will include taper and storage, as well as median grading and storm water utility work. Right-turn lanes on US 58 will include minimum taper length per VDOT standards.	
Benefits	Environment, and Safety	
Score	5.58	
Rank	12/19	
SMART SCALE Budget	\$3,726,168 (DGP)	\$4,782,828 (DGP) (Greater than threshold increase approved in May 2023)
Other Funds	\$0	\$896,047 (VA Safety Funds, Carbon Reduction Program Funds)

Project Information	Original Application	Current
Total Allocations	\$3,726,168 (DGP)	\$5,678,875
Total Cost	\$3,726,168	\$7,456,065
Shortfall		\$1,777,190
Expenditures		\$940,606
Status		Project is VDOT administered and is scheduled to authorize right of way acquisitions and utility relocations in August 2026.
Justification		Design and construction costs increased due to the identification of significant unsuitable materials within the project footprint, resulting in higher costs for earthwork, materials replacement, and maintenance of traffic to be able to work safely along Route 58 and in the median. Delays due to the additional analysis have also resulted in cost increases due to increased costs of materials and bid items.
Proposed SMART SCALE Budget Increase		Increase of \$1,777,190 (DGP) for a total revised SMART SCALE budget of \$6,560,018. Revised score of 3.17 and a reduction in rank to 17/19.)
Remaining Balance in DGP Deallocation BE		\$15,237,402 after proposed change.

Line Item on Threshold Report: 10**CTB Member Concurrence:** Good, Staunton District

Project Information	Original Application	Current
District	Staunton	
Project Description	UPC 108810 #HB2.FY17 Route 11 S. Valley Pike Roadway Improvements	
Organization	Rockingham County	
SMART SCALE Round	1	
Scope	Project reconstructs a 1.3 mile segment of US 11 to a 4-lane, divided roadway that will increase capacity, matching the existing road section to the south of the project. The project will also replace the signal the intersection with Cecil Wampler Road.	
Benefits	Safety and Economic Development	
Score	0.60	
Rank	17/18	
SMART SCALE Budget	\$18,296,217 (DGP)	\$19,942,877 (DGP) (within threshold increase July 2021)
Other Funds	\$0	\$5,750,034 (VA Safety Funds, Bonds)
Total Allocations	\$18,296,217 (DGP)	\$25,692,911
Total Cost	\$18,296,217	\$27,363,160

Project Information	Original Application	Current
Shortfall		\$1,670,249
Expenditures		\$8,012,672
Status		Project is VDOT administered and is scheduled for construction award in July 2026.
Justification		Bids came in higher than the estimate. Additional funding is needed for award.
Proposed SMART SCALE Budget Increase		Increase of \$1,670,249 (DGP) for a total revised SMART SCALE budget of \$21,613,126. Revised score of 0.51 and a reduction in rank to 18/18.)
Remaining Balance in DGP Deallocation BE		Staunton District DGP Deallocation BE is currently \$0. DGP will be transferred from amounts reserved for Round 7.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

.Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2027-2032

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 2027-2032 Program on June 16, 2026; 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

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; 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 the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2027 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

#####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2027 – 2032

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 16, 2026, after due consideration, the CTB adopted FY 2027-2032 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2027–2032.

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 2027–2032 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 2027-2032. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2027 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia. The resolution also authorizes the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Appendix A
Amendments to the FY2027-2032 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	T32040	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2723 Military HWY	\$283,559	\$283,559	\$0	SGR - State	Yes
2	T32041	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2747 Military HWY	\$283,559	\$283,559	\$0	SGR - State	Yes
3	T32047	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2746 Military HWY	\$159,598	\$159,598	\$0	SGR - State	Yes
4	T32057	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2720 Military HWY	\$277,585	\$277,585	\$0	SGR - State	Yes
5	T32058	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2744 Military HWY	\$289,533	\$289,533	\$0	SGR - State	Yes
6	T32059	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2721 Military HWY	\$276,688	\$276,688	\$0	SGR - State	Yes
7	T32060	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2745 Military HWY	\$273,104	\$273,104	\$0	SGR - State	Yes
8	T32061	Hampton Roads	Chesapeake City	13	#SGR27LP City of Chesapeake 2722 Military HWY	\$156,014	\$156,014	\$0	SGR - State	Yes
9	T32073	Hampton Roads	Hampton City	60	#SGR27LP City of Hampton 715 25Th ST	\$712,823	\$712,823	\$0	SGR - State	Yes
10	T32072	Hampton Roads	Hampton City	169	#SGR27LP City of Hampton 692 Pembroke AVE	\$327,520	\$327,520	\$0	SGR - State	Yes
11	T32074	Hampton Roads	Hampton City	258	#SGR27LP City of Hampton 762 Mercury BLVD	\$874,963	\$874,963	\$0	SGR - State	Yes
12	T32065	Hampton Roads	Newport News City	258	#SGR27LP 121-CITY OF NEWPORT NEWS 1284 MERCURY BLVD	\$928,000	\$928,000	\$0	SGR - State, Local	Yes
13	T32066	Hampton Roads	Newport News City	258	#SGR27LP City of Newport News 1294 Mercury BLVD	\$896,000	\$896,000	\$0	SGR - State, Local	Yes
14	T32067	Hampton Roads	Newport News City	258	#SGR27LP City of Newport News 1285 Mercury BLVD	\$1,608,000	\$1,608,000	\$0	SGR - State, Local	Yes
15	T32056	Hampton Roads	Norfolk City	166	#SGR27LP City of Norfolk 1411 Princess Anne RD	\$379,036	\$379,036	\$0	SGR - State	Yes
16	T32043	Hampton Roads	Norfolk City	404	#SGR27LP City of Norfolk 1593 Princess Anne RD	\$106,367	\$106,367	\$0	SGR - State	Yes
17	T32046	Hampton Roads	Norfolk City	404	#SGR27LP City of Norfolk 1594 Princess Anne RD	\$108,800	\$108,800	\$0	SGR - State	Yes
18	T32049	Hampton Roads	Norfolk City	404	#SGR27LP City of Norfolk 1595 Princess Anne RD	\$402,330	\$402,330	\$0	SGR - State	Yes
19	T32052	Hampton Roads	Norfolk City	404	#SGR27LP City of Norfolk 1596 Princess Anne RD	\$227,030	\$227,030	\$0	SGR - State	Yes
20	T32054	Hampton Roads	Norfolk City	404	#SGR27LP City of Norfolk 1410 Park AVE	\$227,967	\$227,967	\$0	SGR - State	Yes
21	T32053	Hampton Roads	Norfolk City	961	#SGR27LP City of Norfolk 1413 Princess Anne RD	\$115,834	\$115,834	\$0	SGR - State	Yes

Appendix A
Amendments to the FY2027-2032 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
22	T32055	Hampton Roads	Norfolk City	961	#SGR27LP City of Norfolk 1414 Princess Anne RD	\$132,477	\$132,477	\$0	SGR - State	Yes
23	T32042	Hampton Roads	Suffolk City	13	#SGR27LP City of Suffolk 3192 Holland RD	\$185,551	\$185,551	\$0	SGR - State	Yes
24	T32044	Hampton Roads	Suffolk City	58	#SGR27LP City of Suffolk 3133 Ruritan BLVD	\$605,024	\$605,024	\$0	SGR - State	Yes
25	T32045	Hampton Roads	Suffolk City	58	#SGR27LP City of Suffolk 3136 Holland RD	\$226,349	\$226,349	\$0	SGR - State	Yes
26	T32050	Hampton Roads	Suffolk City	58	#SGR27LP City of Suffolk 3161 Holland BYP	\$649,649	\$649,649	\$0	SGR - State	Yes
27	T32048	Hampton Roads	Suffolk City	189	#SGR27LP City of Suffolk 2987 Quay RD	\$311,775	\$311,775	\$0	SGR - State	Yes
28	T32068	Hampton Roads	Virginia Beach City	13	#SGR27LP City of Virginia Beach 3344 Northampton BLVD	\$858,410	\$858,410	\$0	SGR - State, Local	Yes
29	T32069	Hampton Roads	Virginia Beach City	13	#SGR27LP City of Virginia Beach 3352 Northampton BLVD	\$356,505	\$356,505	\$0	SGR - State, Local	Yes
30	T32070	Hampton Roads	Virginia Beach City	13	#SGR27LP City of Virginia Beach 3353 Northampton BLVD	\$884,007	\$884,007	\$0	SGR - State, Local	Yes
31	T32071	Hampton Roads	Virginia Beach City	13	#SGR27LP City of Virginia Beach 3343 Northampton BLVD	\$356,199	\$356,199	\$0	SGR - State, Local	Yes
32	129810	Hampton Roads	Districtwide	9999	DISTRICTWIDE-UPGRADE FLASHING LIGHTS TO LED LENSES AT CSX RR	\$1,220,000	\$1,220,000	\$0	Rail Safety	Yes
33	T32002	Hampton Roads	Sussex County	628	RT 628 - UPGRADE FLASHING LIGHTS AND GATES AT NS RR XING	\$620,000	\$620,000	\$0	Rail Safety	Yes
34	T32008	Richmond	Districtwide	9999	DISTRICTWIDE - UPGRADE FLASHING LIGHTS TO LED AT CSX RR XNGS	\$236,000	\$236,000	\$0	Rail Safety	Yes
Total						\$15,556,256	\$15,556,256	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: SMART SCALE Project Cancellation - Port Republic / Forest Hill Rd Intersection Improvements (UPC 127915) – Staunton District

WHEREAS, the Commonwealth Transportation Board's (the "Board's") SMART SCALE Project Prioritization Process, last approved December 4, 2023, and as revised January 16, 2024, (the "Policy") 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, the Board's Policy states that surplus Construction District Grant Program 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 Board's Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the High Priority Projects Program and, further, provides that such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle; and

WHEREAS, the Board's Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedules changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the Port Republic / Forest Hill Rd Intersection Improvements (UPC 127915) project (the Project) was submitted for consideration by Harrisonburg-Rockingham Metropolitan Planning Organization and selected for \$10,507,440 in funding through the High Priority Projects Program in the sixth round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, after selection, the project was recommended for cancellation due to the City of Harrisonburg re-evaluating its current progress on previously selected SMART SCALE projects underway and desiring to deliver projects underway within their portfolio before undertaking new starts; and

WHEREAS, the Project has not started and has not expended any funds to date; and

WHEREAS, at its meeting on June 16, 2026, the Board was briefed on the proposed cancellation of the Project and transfer of all High Priority Projects Program funds to the statewide High Priority Projects Program deallocation balance entry (UPC -21770); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all High Priority Projects Program funds to the statewide High Priority Projects Program deallocation balance entry (UPC -21770); and

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Port Republic / Forest Hill Rd Intersection Improvements (UPC 127915) Project is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all High Priority Projects Program funds be transferred to the statewide High Priority Projects Program deallocation balance entry (UPC -21770).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Port Republic / Forest Hill Rd Intersection Improvements (UPC 127915)

Issue: The Port Republic / Forest Hill Rd Intersection Improvements project (UPC 127915) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in May 2026, the Harrisonburg Rockingham Metropolitan Planning Organization (“MPO”) and the City of Harrisonburg (“City”) requested cancellation of the Project. Board 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 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The MPO submitted the Port Republic / Forest Hill Rd Intersections Improvement project for consideration in Round 6 of SMART SCALE and it was selected for \$10,507,440 in funding through the High Priority Projects Program. The project consisted of turn lane additions and improvements at the intersection of Port Republic Road and Forest Hill Road adjacent to the Exit 245 interchange of Interstate 81, removal of an existing bike lane, rerouting onto a new ten foot shared used path as well as the construction of five-foot sidewalks, a pedestrian refuge island and new crosswalks.

The City of Harrisonburg currently administers a large portfolio of SMART SCALE projects in varying stages of design and development. The City has experienced cost increases on several projects and has reassessed its commitments to transportation improvements and wants to deliver projects underway within their portfolio before undertaking additional new projects. The Project was not scheduled to start until FY2028 and has incurred no expenditures to date.

The Board’s Policy 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. The Board’s Policy also states that Surplus High Priority Projects Program Funds no longer needed for delivery of a project will be made available for use on other projects statewide funded through the High Priority Projects Program. In addition, the Policy 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.

On June 16th, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of the proposed cancellation and return of \$10,507,440 to the statewide High Priority Projects Program deallocation balance entry (UPC -21770).

Recommendation: Approval of the cancellation of the Project and return of \$10,507,440 to the statewide High Priority Projects Program deallocation balance entry (UPC -21770).

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

Result, if Approved: If approved, funds will be transferred back to the statewide High Priority Projects Program deallocation balance entry.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: SMART SCALE Project Budget Increase for N. Main Street Sidewalk (UPC 119661) in the City of Harrisonburg

WHEREAS, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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, the Board's SMART SCALE Project 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, the Highway Construction District Grant Programs pursuant to section 33.2-371, 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 N. Main Street Sidewalk (UPC 119661) project (the Project) was submitted for consideration by the Central Shenandoah Planning District Commission and selected for \$2,241,025 in funding through the High Priority Projects Program in the fourth round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the City of Harrisonburg committed \$271,280 in local funds as part of the application and to support delivery of the project; and

WHEREAS, at application, the Project had a total cost of \$2,512,305; and

WHEREAS, the Project demonstrated benefits related to economic development, accessibility, safety, congestion mitigation and received a score of 5.05 resulting in a rank of 16 out of 22 projects selected for funding in the Staunton District; and

WHEREAS, the Board previous approved a transfer of \$301,406 of Carbon Reduction Program funds to support delivery of the project; and

WHEREAS, the Project is being administered locally, has thus far incurred expenditures of approximately \$147,096 and is expected to start the right of way acquisition and utility relocation phase of project development in August 2026; and

WHEREAS, since the Project was selected for funding through SMART SCALE, the Project has experienced increased costs across all phases as the design has been refined in preparation for initiating the right of way acquisition and utility relocation phase; and

WHEREAS, cost increases can be attributed to additional temporary construction easements needed based on constructability review, additional costs associated with storm sewer construction, and increases associated with the addition of pedestrian signals at the intersection of North Main Street and Vine Street / Mt. Clinton Pike; and

WHEREAS, the Project's cost estimate is currently \$3,846,095 resulting in a shortfall of \$1,032,384; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$1,032,384 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 3.45 and a reduction in rank from 16 out of 22 to 19 out of 22.

Resolution of the Board

SMART SCALE Project Budget Increase for N. Main Street Sidewalk (UPC 119661)

City of Harrisonburg

July 22, 2026

Page 3 of 3

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase for the Project of \$1,032,384 using surplus High Priority Projects Program funds (UPC -21770), is approved.

#####

CTB Decision Brief
SMART SCALE Project Budget Increase for N. Main Street Sidewalk (UPC 119661) in the City of Harrisonburg

Issue: The N. Main Street Sidewalk (UPC 119661) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, the Department is recommending a budget increase pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The Board’s SMART SCALE Prioritization Process, last approved December 4, 2023 and as revised January 16, 2024, 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 VI.2 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 Project was submitted for consideration by the Central Shenandoah PDC for \$2,241,025 in funding through the High Priority Projects Program in the fourth round of the Commonwealth Transportation Board’s (Board) SMART SCALE Prioritization Process. The City of Harrisonburg committed local funds in the amount of \$271,280 as part of the application and to support delivery of the project.

The Project demonstrated benefits primarily related to economic development and received a score of 5.05 resulting in a rank of 16 out of 22 projects selected for funding in the Staunton District.

The Board has previously approved a transfer of \$301,406 of Carbon Reduction Program funds eligible to be used on the project in the FY24-29 Six-Year Improvement Program.

The Project is locally administered and is expected to start the right of way acquisition and utility relocations phase in August 2026. Thus far, the Project has incurred an estimated \$147,096 in expenditures.

The Project has experienced increased costs across all phases as the design has been refined in preparation for initiating right of way. Cost increases can be attributed to additional temporary construction easements needed based on constructability review and additional costs associated

with storm sewer construction. Additional costs have also been incurred for the pedestrian signal improvements at the intersection of North Main Street and Vine Street / Mt. Clinton Pike.

The Project's cost estimate is currently \$3,846,095, resulting in a shortfall of \$1,032,384.

Taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 3.45 and a reduction in rank from 16/22 to 19/22.

On June 16th, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of \$1,032,384 using surplus High Priority Projects Program funds (UPC -21770).

Recommendation: Approval of a SMART SCALE budget increase of \$1,032,384 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.

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

Nicholas Donohue
Chairperson

1221 East Broad Street
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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: SMART SCALE Project Budget Increase for South Main St. Corridor Safety – Southern Section (UPC 124006) in the City of Harrisonburg

WHEREAS, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, 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, the Board's SMART SCALE Project 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, the Highway Construction District Grant Programs pursuant to section 33.2-371, the Interstate Operations and Enhancement Program pursuant to

Resolution of the Board

SMART SCALE Project Budget Increase for South Main St. Corridor Safety – Southern Section (UPC 124006) in the City of Harrisonburg

July 22, 2026

Page 2 of 3

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 South Main St. Corridor Safety – Southern Section (UPC 124006) project (the Project) was submitted for consideration by the Harrisonburg-Rockingham Metropolitan Planning Organization and selected for \$6,165,499 in funding through the High Priority Projects Program in the fifth round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, at application, the Project had a total cost of \$6,165,499; and

WHEREAS, the Project demonstrated benefits related to safety, economic development, accessibility, environment, congestion mitigation, and land use and received a score of 8.95 resulting in a rank of 7 out of 19 projects selected for funding in the Staunton District; and

WHEREAS, at its meeting on February 18, 2025 the Board approved a SMART SCALE budget increase of \$1,000,000 (HPP previous within threshold increase) for the Project; and

WHEREAS, the Project is being administered locally and is part of a bundle of City of Harrisonburg administered projects scheduled for advertisement in May 2028 including improvements near I-81 Exit 243; and

WHEREAS, the Project has thus far incurred expenditures of approximately \$470,233 and is expected to start the right of way acquisition and utilities relocation phase of project development in August 2026; and

WHEREAS, since the Project was selected for funding through SMART SCALE, the Project has experienced increased costs across all phases as the design has been refined in preparation for initiating the right of way acquisition and utility relocations phase of project development; and

WHEREAS, cost increases can be attributed to increased design costs based on stormwater management and additional hydraulic design, additional right of way costs due to design refinements and increased property value assessments since the time of project selection, and increased construction costs due to updates to hydraulic design, utilities, and earthwork costs which increased based on updated analysis related to geotechnical impacts; and

WHEREAS, the Project's cost estimate is currently \$12,012,113 resulting in a shortfall of \$4,846,614; and

WHEREAS, at its meeting on June 16, 2026, the Board was briefed on the proposed SMART SCALE budget increase for the Project; and

Resolution of the Board

SMART SCALE Project Budget Increase for South Main St. Corridor Safety – Southern Section
(UPC 124006) in the City of Harrisonburg

July 22, 2026

Page 3 of 3

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$4,846,614 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 4.59 and a reduction in rank from 7 out of 19 to 16 out of 19.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase for the Project of \$4,846,614 using surplus High Priority Projects Program funds (UPC -21770), is approved.

#####

CTB Decision Brief
**SMART SCALE Project Budget Increase for the South Main St. Corridor Safety –
Southern Section (UPC 124006) in the City of Harrisonburg**

Issue: The South Main St. Corridor Safety – Southern Section (UPC 124006) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, the Department is recommending a budget increase pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The Board’s SMART SCALE Prioritization Process, last approved December 4, 2023 and as revised January 16, 2024, 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 VI.2 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 Project was submitted for consideration by the Harrisonburg-Rockingham MPO for \$6,165,499 in funding through the High Priority Projects Program in the fifth round of the Commonwealth Transportation Board’s (Board) SMART SCALE Prioritization Process.

The Project demonstrated benefits primarily related to safety, economic development, accessibility, and environment and received a score of 8.95 resulting in a rank of 7 out of 19 projects selected for funding in the Staunton District.

On February 18, 2025, the Board approved a SMART SCALE budget increase of \$1,000,000 (HPP previous within threshold increase) due to increased costs identified during the scoping phase of the project.

The Project is locally administered and is expected to start right of way acquisition in August 2026. Thus far, the Project has incurred an estimated \$470,233 in expenditures.

The Project is part of a bundle of City of Harrisonburg administered projects scheduled for advertisement in May 2028 including improvements near I-81 Exit 243.

The Project has experienced increased costs across all phases and can be attributed to increased design costs based on stormwater management and additional hydraulic design, additional right

of way due to design refinements and increased property value assessments since the time of project selection, and increased construction costs due to updates to hydraulic design, utilities, and earthwork costs which increased based on updated analysis related to geotechnical impacts.

The Project's cost estimate is currently \$12,012,113, resulting in a shortfall of \$4,846,614.

Taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 4.59 and a reduction in rank from 7/19 to 16/19.

On June 16th, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of \$4,846,614 using surplus High Priority Projects Program funds (UPC -21770).

Recommendation: Approval of a SMART SCALE budget increase of \$4,846,614 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.

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

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 22, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Approval of Revised Guidelines and Criteria for the Transportation Partnership Opportunity Fund

WHEREAS, the Transportation Partnership Opportunity Fund (the “TPOF”) is established in §33.2-1529.1 of the *Code of Virginia* and is “to be used by the Governor to provide funds to address the transportation aspects of economic development opportunities”; and

WHEREAS, pursuant to §33.2-1529.1, the Commonwealth Transportation Board (“CTB” or the “Board”), in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade, is required to develop guidelines and criteria that shall be used in awarding grants or making loans from the TPOF (“TPOF Guidelines and Criteria”); and

WHEREAS, Item 438 J of Chapter 0001 of the 2026 Special Session I Acts of Assembly (“2026 Budget”) further changed the requirements for funds directed by the Governor (“2026 amendments”) and directed the CTB to revise the TPOF Guidelines and Criteria to be consistent with the changes made by the 2026 Budget; and

WHEREAS, the Virginia Department of Transportation, in consultation with the Secretary of Transportation, has revised the TPOF Guidelines and Criteria, to render them consistent with §33.2-1529.1 and the changes made by the 2026 Budget, and recommends that the CTB approve the revised TPOF Guidelines and Criteria.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby approves the proposed TPOF Guidelines and Criteria, dated July 22, 2026, and attached hereto as Appendix A, replacing the TPOF Guidelines and Criteria adopted in July of 2023, for use in determining the award and direction of funds from the Transportation Partnership Opportunity Fund.

BE IT FURTHER RESOLVED, that VDOT is directed to deliver the revised Guidelines and Criteria to the Governor with the recommendation that they be disseminated to the Chairmen of the House Committees on Appropriations, Finance, and Transportation and the Senate Committees on Finance and Appropriations and Transportation.

#####

CTB Decision Brief

Approval of Revised Guidelines and Criteria for the Transportation Partnership Opportunity Fund

Issue: The Commonwealth Transportation Board (CTB) is responsible for developing the guidelines and criteria of the Transportation Partnership Opportunity Fund (TPOF) in accordance with §33.2-1529.1 of the *Code of Virginia*. The CTB adopted revisions to the TPOF guidelines and criteria in February 2016, July 2018, and June 2023 (TPOF Guidelines and Criteria). Chapters 546 and 547 of the 2023 Acts of Assembly also established authority for the Governor to direct TPOF funds through direct grants “to enhance the economic development opportunities of the Commonwealth’s transportation programs and establish new statutory processes and reporting requirements associated with the use of the Fund.” Changes enacted pursuant to Item 438 J of Chapter 0001 of the 2026 Special Session I Acts of Assembly (“2026 Budget”) require changes to the TPOF Guidelines and Criteria that were adopted by the CTB in June 2023. VDOT seeks CTB approval of the revised TPOF Guidelines and Criteria.

Facts: Pursuant to §33.2-1529.1, the CTB is charged with developing guidelines and criteria for TPOF. To that end:

- Chapter 547 of the Acts of Assembly of 2023 provides that:
 - a. The Governor may direct Funds to the Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth’s transportation programs if recommended by the Secretary of Transportation and the Secretary of Commerce and Trade
 - b. Funds directed in excess of \$5 million require the Secretary of Transportation submit a report on the direction to the Chairmen of the Senate Committee on Finance and Appropriation and the House Committee on Appropriations within 30 days; and
 - c. If any direction is in excess of \$35 million on any one project, the Major Employment and Investment (MEI) Project Approval Commission must review within 14 days. If the Commission does not provide a recommendation within that time, the funds may be directed
 - d. Property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth’s transportation programs was added as a use of the fund
- Chapter 725 of the Acts of Assembly of 2025 changed the requirements for Funds directed by the Governor to the Board such that:
 - a. Funds directed in excess of \$5 million require the Secretary of Transportation to submit a report on the direction to the Chairmen of the Senate Committee on Finance and Appropriation and the House Committee on Appropriations within 30 days,

- b. If any direction is in excess of \$20 million on any one project or cumulative in excess \$50 million to that subdivision during a biennium, the MEI Project Approval Commission must review within 21 days.
- Item 438 J of Chapter 0001 of the 2026 Special Session I Acts of Assembly Further changed the requirements for funds directed by the Governor to the Board such that:
 - a. Funds directed in excess of \$5 million require the Secretary of Transportation to submit a report on the direction to the Chairmen of the Senate Committee on Finance and Appropriation and the House Committee on Appropriations within 30 days
 - b. If any direction is in excess of \$10 million on any one project or cumulative in excess \$25 million to that subdivision during a biennium, the MEI Project Approval Commission must review within 30 days
 - c. Requires that the Governor notify each member of the MEI Project Approval Commission and Commission staff. Notification must include a written notification of the proposed expenditures hand delivered to staff of the House Appropriations and Senate Finance and Appropriations Committees
 - d. Requires that the Guidelines be revised to reflect the changes
- §33.2-1529.1 continues to require that no grant or loan shall be awarded until the Governor has provided copies of the TPOF Guidelines and Criteria to the Chairmen of the House Committees on Appropriations, Finance, and Transportation and the Senate Committees on Finance and Appropriations and Transportation.
- Further, §33.2-1529.1 continues to require that the Governor shall provide grants and commitments from the TPOF in an amount not to exceed the total value of the moneys contained in the TPOF.
- The existing applicant process for grants, loans and other special financing methods remains unchanged.

Recommendations: VDOT recommends (i) CTB approval of the revised TPOF Guidelines and Criteria, dated July 22, 2026, and attached hereto as Appendix A and (ii) delivery of the revised Guidelines and Criteria to the Governor with the recommendation that they be disseminated to the Chairmen of the House Committees on Appropriations, Finance, and Transportation and the Senate Committees on Finance and Appropriations and Transportation.

Action Required by CTB: A majority vote of the CTB is required to approve the revised TPOF Guidelines and Criteria.

Options: Approve, Deny or Defer.

Public Comments/Reactions: N/A

The Commonwealth of Virginia

The Transportation Partnership Opportunity Fund

Guidelines and Criteria

July ~~1, 2023~~ 22, 2026

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Introduction

Chapter 546 of the 2023 Acts of Assembly (the “Act”) is the legal framework creating the Transportation Partnership Opportunity Fund (“TPOF” or the “Fund”). The Fund is to be used by the Governor to provide funds to address the transportation aspects of economic development opportunities or to enhance the economic development opportunities of the Commonwealth transportation programs.

The Act

The Act authorizes monies to be awarded from the Fund by the Governor as grants, revolving loans, or other financing tools and equity contributions to an agency or political subdivision of the Commonwealth of Virginia.

It is the intent of the Act to provide funds to address the transportation aspects of economic development opportunities, including, but not limited to, the creation of jobs and to promote private investment and economic development.

The following guidelines and criteria have been developed by the Commonwealth Transportation Board (the “CTB” or “Board”), in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade to guide the process of applying for and receiving financial assistance from the Fund.

The complete text of the Act has been included as Appendix A to these guidelines. Although guidance is provided herein with regard to application of the Act, it will be incumbent upon all entities to read the Act in its entirety, and to comply with the provisions of the Act.

Transportation Partnership Opportunity Fund Administration

Monies in the Fund may be awarded by the Governor to Applicants in the form of grants (up to \$5 million), revolving loans or other financing tools and equity contributions. Loans from the Fund will be interest free and are available up to the maximum of \$30 million, based on funding availability. Loan terms will vary but shall not exceed seven (7) years.

The Act also authorizes the Governor to direct funds to the Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth’s transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade.

Assistance or commitments from the Fund will be limited to the total value of money that is available in the Fund. The fund shall consist of (i) one-third of all interest, dividends, and appreciation that may accrue to the Transportation Trust Fund and the Highway Maintenance and Operating Fund and (ii) any funds appropriated to it by the general appropriation act and revenue from any other source, public or private. Funding available will also include repayments to the Fund of loans, any revocation of assistance provided to

entities that fail to meet performance criteria, any interest and dividends earned on the Fund and any other appropriations may be used for additional loans or grants for other projects.

After award to an Applicant or direction to the Board by the Governor, the Fund will be administered by the CTB acting through the Virginia Department of Transportation (“VDOT”), in consultation with the Secretary of Commerce and Trade. VDOT will manage the overall administration of the TPOF, with the Secretary of Commerce and Trade and the Virginia Economic Development Partnership providing guidance with respect to the economic development features of the program.

Eligible Applicants

Financial assistance from the Fund may be awarded to any agency or political subdivision of the Commonwealth of Virginia.

Eligible Projects

Grants or revolving loans to Applicants or Funds directed to the Board may be used for transportation capacity development, on and off site; road, rail, mass transit or other transportation access costs beyond the funding capability of existing programs; studies of transportation projects including but not limited to environmental analysis, geotechnical assessment, survey, design and engineering, advance right-of-way acquisition, traffic analysis, toll sensitivity studies, financial analysis, property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth’s transportation programs, or any else permitted by law. Funds may be used for any transportation project or any transportation facility within the Commonwealth of Virginia.

Transportation aspects of economic development projects that are also eligible for funding through the Revenue Sharing Program, the Economic Development Access Program, the Rail Industrial Access Program, the Rail Preservation Program or the Rail Enhancement Program, may be eligible to receive financial assistance from the Fund. However, it must be demonstrated that such additional funding is necessary. ~~Amounts received from these other funding sources, or used to leverage additional monies from the Fund, may not also~~ TPOF funds cannot be used for the required non-state match for the programs listed above and the funds from these programs may not be considered match for TPOF.

Monies from the Fund are not to be used to supplant existing or programmed funds from other existing public sources but are to be used to support projects and activities beyond the funding capability of existing programs.

Monies awarded to Applicants from the Fund that are to be used for transportation aspects of an economic development project must meet the economic development criteria of the *Commonwealth’s Opportunity Fund (“COF”) Grant Program.* **Or**, in cases where the project is solely retaining jobs, the project must meet the economic development criteria of the *Virginia Investment Partnership Performance (“VIP”) Grant Program.* **Or**, for state agency transportation services that provide non-highway alternatives for the movement of

freight, the service must enhance economic development opportunities and regional connectivity within the Commonwealth.

Funds used to match the Commonwealth's Opportunity Fund **CANNOT** be used to match the TPOF, although both sources of monies can be used for a project. Funds from the Virginia Tobacco Indemnification and Community Revitalization Commission may be allowed as matching funds for this purpose.

Project Ownership

Projects that are developed with monies from the Fund shall not become private property and shall be maintained by the appropriate entity pursuant to applicable agreements following completion. Any reports, studies, analysis, and other forms of intellectual property created or developed using monies from the Fund shall become property of the Commonwealth.

Application Process

VDOT, in cooperation with the Secretary of Commerce and Trade and the Virginia Economic Development Partnership, will accept applications from eligible applicants for consideration. A copy of the application is provided as Appendix B. All applications for assistance from the Fund shall be sent to VDOT's Chief Financial Officer (the "CFO") and addressed as follows:

Transportation Partnership Opportunity Fund
Attn: Chief Financial Officer
Virginia Department of Transportation
[14011221](#) East Broad Street
Richmond, Virginia- 23219-2000

All applications will be reviewed to determine that the minimum eligibility requirements have been satisfied. The minimum eligibility requirements are as follows:

Application Assistance Requirements

For an applicant to be eligible for assistance the applicant must meet the mandatory requirements PLUS one of the other listed criteria

Mandatory Requirements

- The applicant **MUST** be an agency or political subdivision of the Commonwealth,
- The project addresses the needs identified in the appropriate state, regional or local transportation plan.

PLUS ONE of the following:

- The project meets the economic development criteria of the **Commonwealth's Opportunity Fund [Grant Program](#)**.
- In cases where the project is solely retaining jobs; the project must meet the economic development criteria of the **Virginia Investment [PartnershipPerformance Grant Program](#)**.
- In cases where the funding is for state agency transportation services that provide non-highway alternatives for the movement of freight, the service must enhance economic development opportunities and regional connectivity within the Commonwealth.

Following an applicant's selection for evaluation, meetings may be conducted with the applicant. The purpose of the meetings will be to review and confirm the information contained in the application. Representatives of the applicant, VDOT staff and staff from the applicable modal oversight agency and the Virginia Economic Development Partnership staff, as appropriate, shall participate in the meetings.

Application Evaluation Criteria

Following receipt of the applications and a review by staff to assure the basic statutory requirements have been met, a TPOF Advisory Panel, chaired by a Deputy Secretary of Transportation, and consisting of VDOT's Chief Financial Officer, an Executive Officer of the applicable modal oversight agency (if necessary), a Deputy Secretary of Commerce and Trade, and a representative of the Department of Planning and Budget will evaluate those applications to ensure that the applicant(s) meets the transportation and economic development evaluation criteria. Applicants meeting the evaluation criteria become eligible to receive assistance, subject to the [approval of the Governor and the](#) availability of funding. In circumstances where the total amount of assistance requested exceeds the total amount of funding available, eligible applications that include applicant matching funds or equity contributions and projects that are in an advanced state of readiness-to-proceed, will receive priority consideration for assistance.

General Evaluation Criteria

- Projects with a high level of matching funds will be considered highly desirable.
- Projects that clearly show how funds will advance the development of a transportation facility will be considered highly desirable.
- Financial feasibility of the [projectproject's](#) plan of finance, including the capacity to repay any loan and mitigate risks.
- Extent to which funding would advance the project's or facility's schedule to an earlier completion date.

Transportation Evaluation Criteria

- The entity's experience implementing similar projects, including the use of new technologies.

- Comparative benefits resulting from the development of the proposed transportation project or facility.
- Evidence that the state agency transportation service has provided and/or will provide non-highway alternatives for the movement of freight and has enhanced economic development opportunities and will enhance future economic development in the impacted areas.

Economic Development Evaluation Criteria

- Project must meet minimum criteria established in the Commonwealth's Opportunity Fund Guidelines. **Or,**
- For projects in which no net new jobs are being created, the project must meet minimum criteria established in the Virginia Investment [Partnership Performance](#) Grant Program Guidelines. **Or,**
- For state agency transportation service applicants, provide evidence that the service has supported economic development and job creation and will continue to enhance future economic development opportunities that will support job creation and capital investment.

Advisory Panel Notification

Following evaluation by the TPOF Advisory Panel, the VDOT Chief Financial Officer shall provide findings and recommendations of the Panel to the Secretary of Transportation, the Secretary of Commerce and Trade and the applicable modal oversight board and agencies.

Awarded Financing Notification

Following notification by the TPOF Advisory Panel, the Secretary of Transportation and the Secretary of Commerce and Trade will submit to the Governor a recommendation of funding for the successful applicants. Once assistance from the Fund is approved and awarded by the Governor, written notification will be provided to the potential recipient. The notification will outline the type of assistance to be provided and in the case of a loan, the required security provisions, the loan term and payment provisions, the amount of assistance to be provided and any conditions that must be met by the applicant prior to loan closing or grant award. The notification must be acknowledged and accepted by the potential recipient within 10 business days of the notification date to preserve the funding. Once the notification is accepted, the Department and applicant will enter into an agreement.

Loan/Grant Award Agreement for Economic Development Transportation Projects

An agreement shall be executed between the Commissioner of [the Virginia Department of Transportation Highways](#) and the appropriate local government, state agency, or political subdivision that receives the principal benefit of financing from the Fund before disbursement of any monies awarded to an Applicant. [See Appendix C for sample Award and Directed Funds Agreements.](#)

In the case where ~~a project is qualifying~~qualifies based on COF or VIP, the agreement will include a statement that the recipient will reach the specified job creation or retention and/or capital investment levels within thirty-six (36) months after final disbursement of funds or in accordance with the corresponding COF or VIP agreement.

If those performance criteria are not met, the entity shall repay to the Fund, an amount as required by the terms and conditions of the Grant/Loan & Performance Agreement (Award Agreement). The Commissioner may, however, in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade, grant a partial or total waiver to the repayment obligations or extend the performance period if it can be demonstrated that the transportation improvements developed with monies from the Fund had other economic benefits to a locality of the Commonwealth beyond that directly attributable to the private entity which was the basis for an application for monies from the Fund.

In the case of state agency transportation services, the anticipated benefits to the Commonwealth will be defined in the agreement and should be met within eighteen (18) months of final disbursement. If that performance criteria is not met, the applicant will become ineligible for future funds until the agreed upon benefit is met.

A Loan Award Agreement will include the security provisions for the assistance, repayment terms along with the amortization schedule, representations and warranties, finance plan requirements, borrower covenants, disbursement requirements, monitoring and reporting requirements and will specify any other terms and conditions for the financial assistance.

Directed Funds to the Board

Upon the direction of funds ~~to the Board~~ in excess of \$5 million, the Secretary of Transportation shall within 30 days submit a report on such direction of funds to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations. ~~The report content will comply with all requirements set forth in the Code of Virginia~~ Any direction of funds by the Governor in excess of \$10 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$25 million during a biennium, is subject to approval by the MEI Project Approval Commission (the "Commission") established pursuant to § 30-309 of the Code of Virginia. The Governor shall notify each member of the MEI Project Approval Commission and Commission staff of any proposed direction of funds requiring review. Such notification shall include a written notification of the proposed expenditures hand delivered to staff of the House Appropriations and Senate Finance and Appropriations Committees. The Commission shall complete such review within 30 business days of submission. Absent a recommendation within such 30-day period that the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 30-day period, the funds shall be directed.

~~Any funds directed to the Board in a cumulative amount in excess of \$35 million on any one project, shall be submitted for review to the MEI Project Approval Commission (the “Commission”). The Commission shall complete such review within 14 days.~~

Disbursement Process

Disbursement of the awarded financial assistance can begin following execution of an Award Agreement. Assistance from the Fund may be paid to the recipient based on costs incurred for the project. In some instances, disbursement may be allowed on a lump sum basis, subject to sufficient justification, where a portion, up to the maximum amount of assistance approved, could be disbursed at a single time.

Recipients will submit a disbursement request to VDOT. VDOT will review the request for completeness and if acceptable, approve the request for disbursement. VDOT will notify the recipient within thirty (30) days of any deficiencies in any disbursement request. Upon approving the disbursement request, VDOT will then forward the request to the Virginia Department of the Treasury (the “Treasury”) for payment.

Directed funds recommended by the Governor will be allocated [by the Commonwealth Transportation Board](#) to the project through the Six-Year Improvement Program and administered by the Virginia Department of Transportation or the applicable locality.

Loan Term/Repayment

Loans from the Fund will have their term set by the Governor. [The loan cannot exceed \\$30 million and will be interest free.](#) Terms and repayment provisions will vary depending on the type of project and the availability of revenues or other funds. All loans must be repaid within seven (7) years of the date of loan closing. The frequency of payments of principal will vary according to the recipient and will be established as a part of the loan closing process. Loan recipients will make their payments to the Treasury.

VDOT will be responsible for monitoring and ensuring repayment of the loans.

Recipient Reporting Requirements

Recipients of TPOF awarded assistance will be required to provide VDOT ~~and the Secretary of Commerce and Trade~~ with various reports, certificates and documents during the project development phase as well as throughout the life of any loan.

Submittals of annual audited and interim, unaudited financial statements, approved budgets and use of funds reporting may be required as a condition of accepting assistance from the Fund. In addition, the recipient shall provide disclosure of any material events that could affect its ability to complete and, if applicable, operate the project.

Submittal of ~~an~~ a semi-annual and interim social economic report will be required in order to properly document and track job creation or retention, investment and general economic improvements of the project.

Other special reporting requirements may be required on a case-by-case basis.

All reporting requirements will be included in the financing agreement. Recipient reports will be due April 1 and October 1 during the term of any outstanding loan or, for awarded grant recipients, until completion of the assisted project or completion of the capital investment and job creation period, whichever comes last. VDOT shall seek to minimize reporting requirements for smaller grants and loans.

Appendix A

Chapters 546 and 547 of the 2023 Acts of Assembly
[§ 33.2-1529.1. Transportation Partnership Opportunity Fund](#)

Item 438 K.2. of Chapter 725 of the 2025 Acts of Assembly
[Item 438 \(VDOT\) Highway Construction Programs. HB1600 - Chapter 725](#)

Item 438 J.2. of Chapter 0001 of the Special Session I of the 2026 Acts of Assembly
[Item 438 \(VDOT\) Highway Construction Programs. HB30 - Chapter](#)

The Commonwealth of Virginia

The
Transportation Partnership
Opportunity Fund

Assistance Application

July 22, 2026

THE COMMONWEALTH OF VIRGINIA

**APPLICANTS MUST COMPLETE ALL SECTIONS
PLEASE READ THE INSTRUCTIONS PRIOR TO COMPLETING THIS
APPLICATION**

SECTION 1 – Contact Information	
Applicant's Legal Name:	
Other Names Under Which Applicant Does Business:	
Federal Tax Identification Number:	
Business Address:	
Mailing Address (If different from above):	
Contact Person Name:	
Contact Person Title:	
Contact Person Mailing Address (If different from above):	
Telephone Number:	(xxx) xxx-xxxx
Fax Number:	(xxx) xxx-xxxx
E-mail Address:	

SECTION 2 – Assistance Requested	
Type of Assistance Requested. (GRANT / LOAN)	
Amount of Assistance Requested. (In WORDS)	xxxxxx Dollars
Amount of Assistance Requested. (In Numbers)	\$0,000,000.00

State how the project addresses the needs identified in the appropriate state, regional or local transportation plan.

State in detail how the project meets one of the following requirements: • The project meets the economic development criteria of <u>the Commonwealth’s Opportunity Fund Grant Program.</u> OR • In cases where the project is solely retaining jobs, the project must meet the economic development criteria of the <u>Virginia Investment Performance Grant Program.</u> OR • For state agency transportation service applicants, provide evidence that the service has supported economic development and job creation and will continue to enhance future economic development opportunities that will support job creation and capital investment.

SECTION 3 – Project Information

Please ensure that you have reviewed the instructions prior to commencing this section

1. Project Name.**2. Project Executive Summary. (Maximum 2 Pages)****3. Project Location and General Description of the Environment. (Mark if required as Exhibit A)****4. Project Development Process.****5. Purpose of TPOF Assistance.****6. Project Description.**

7. Project Social and Economic Impact.
8. Project Schedule. (Mark if required as Exhibit B)
9. Permits and Approvals. (Mark if required as Exhibit C)
10. Project Management and Compliance Monitoring Plan. (Mark if required as Exhibit D)
11. Maintenance and Operations Plans. (Mark if required as Exhibit E)

SECTION 4 – Plan of Finance

Please ensure that you have reviewed the instructions prior to commencing this section

1. Estimated Project Cost. (Uses of Funds) (Mark if required as Exhibit F)**2. Sources of Funds.****3. Pro Forma Cash Flow. (Mark if required as Exhibit G)****4. Risks and Mitigation. (Mark if required as Exhibit H)****5. Financial Statements. (if applicable) (Mark if required as Exhibit I)**

SECTION 5 – Applicant Organization Information

Please ensure that you have reviewed the instructions prior to commencing this section

1. Describe the applicant’s legal framework including past history and ownership structure. (Mark if required as Exhibit J)

2. Describe the legal authority of the applicant to carry out the proposed project activities.

3. Identify whether governmental entities, other than the applicant, must approve the submission of the application package, the funding of activities or the carrying out of activities described in the application. Provide documentation in the form of an exhibit as applicable.

4. Describe the applicant’s organizational structure and the applicant’s relationship to any subsidiaries or affiliates. (Mark if required as Exhibit K)

5. Provide an organization chart. (Mark if required as Exhibit L)

6. Describe the applicant’s prior 5 experience as it relates to carrying out projects similar to that being proposed. (Mark if required as Exhibit M)

Project:
Year:
Description:
Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

7. Describe any current, threatened, or pending litigation involving the applicant related to permitting, public involvement, environmental irregularities, construction defects, securities fraud, conflict of interest, failure to perform under a state or federal contract, or other charges which may reflect on the applicant's financial position or ability to complete the project. (Mark if required as Exhibit N)

Applicant may be required to provide documentation regarding this section.

APPLICATION INSTRUCTIONS

GENERAL

- Please provide detailed answers to all application questions (where applicable) in the space provided. Applicants can use more space than provided to answer the questions in this application.
- If additional exhibits or attachments are needed, please mark and make note of the attachments within the space provided in the application.
- It is important that the applicant complete all applicable sections of this application.
- Application should be completed in Times New Roman 12 Size Font.

SECTION 3 – Project Information

This section requires narrative information and exhibits. To help avoid any delays in processing this application it is important that ALL attached and numbered exhibits correspond to their respective items.

1. **Project Name.** Assign a short name to the project for identification purposes.
2. **Project Executive Summary.** (Maximum 2 Pages)
3. **Project Location and General Description of the Environment.** Describe the location of the project, including major intersecting highway and rail routes. Attach a map as Exhibit A. Include the county or counties that the project will serve.
4. **Project Development Process.** Is this project to address the transportation aspects of an economic development opportunity?
5. **Purpose of TPOF Assistance.** Describe what aspect of the project for which the assistance will be used. Provide a breakdown of the proposed use of the assistance.
6. **Project Description.** Describe the need for the project, its basic design features and what the project is intended to accomplish. Include an assessment of the current condition of all transportation facilities relating to the project. For a construction project, describe the difference in the current project scope as compared to any approved environmental documents or study alternatives. If no environmental assessments or reviews have been completed on the project, provide an explanation and a schedule outlining the steps to comply with the National Environmental Policy Act. Describe how the funds provided will enhance the transportation aspects of economic development opportunities for the local area and the State in general.

7. **Project Social and Economic Impact.** Describe how the project will improve or enhance the current social and economic situation within the project area. This section should include the number of jobs created (if qualifying under COF criteria) or retained (if qualifying under the VIP criteria) as a result of the project and the amounts of investment that will be committed in the event that the funds are being used for an economic development project. Include a statement as to how the studies and analyses to be completed using moneys from the TPOF will advance social and economic development.
8. **Project Schedule.** Provide a timeline that shows the estimated start and completion dates for each major phase or milestone of the project development, construction and/or acquisition. Indicate the applicant's current status with respect to the timeline. Indicate the extent to which TPOF assistance will expedite the schedule or aid in meeting the schedule. List any other critical path issues. (Exhibit B)
9. **Permits and Approvals.** List all major permits and approvals necessary for construction of the project and the date, or projected date of the applicant's receipt of such permits and approvals. The list should include permits and approvals required under local, regional, state and federal laws and regulations. Indicate when outstanding approvals by the governing entities are expected. Describe the status of the environmental review documents. *Copies of **ALL** permits and approvals will be required upon execution of a financing agreement.* (Exhibit C)
10. **Project Management and Compliance Monitoring Plan.** Include a comprehensive project management and monitoring plan that will assure the project sponsor's ability to deliver the project as planned, fulfill all project commitments and ensure compliance with all terms of the financing agreement, including all applicable regulations and provisions of law. (Exhibit D)
11. **Maintenance and Operations Plans.** Include a description of the maintenance and operations plan for the project. Include projections of maintenance and operations expenses and the source of payment for these expenses. (Exhibit E)

SECTION 4 – Plan of Finance

This section pertains to the plan of finance for the project. This section also requests narrative information and exhibits. To help avoid any delays in processing this application it is important that ALL attached and numbered exhibits correspond to their respective items.

1. **Estimated Project Cost (Uses of Funds).** Provide a detailed budget for the project. The budget should include all applicable and anticipated expenses and cost for administrative services, feasibility studies, preliminary engineering and environmental assessments, right-of-way acquisition, vehicle acquisition, construction, construction administration, project management and inspection and other engineering or technical services, contingencies and any other cost categories as may be necessary. All cost estimates should be shown on a year-of-expenditure, cash basis that include any necessary explanations as to assumptions used to determine estimates. (Exhibit F)
2. **Sources of Funds.** Provide a table that reflects the amount of funding from each source of funds for the project, including the TPOF funding. Include, as applicable, federal grants and/or loans, state grants and/or loans, local grants and/or loans, private investment and/or equity contributions, bond proceeds, other borrowings and any other sources of funding that will be used for the project. In addition, provide in narrative form the following information for each source of funding. Supplement the narrative with a chart showing the flow of funds.

Description of TPOF Funding:

- The entity requesting the grant or loan.
- If a grant is being requested, outline when the funding is expected or needed.
- If a loan is being requested, outline the following:
 - Evidence of authorization to commit to loan repayment(s);
 - The source of repayment(s) for the TPOF loan;
 - If project revenues are the source of repayment, the priority of repayment of the loan with respect to project revenues;
 - If non-project revenues are the source of repayment (e.g. general revenues, appropriations, etc.), the priority of repayment of the loan with respect to borrowing entity's other liabilities;
 - The security features for the loan, including any pledged revenues and collateral;
 - Debt service coverage on the loan;
 - Whether the source of repayment is contingent on the project's completion;
 - Whether the source of repayment is subject to future allocations, appropriation and/or governing body approval; and
 - Proposed payment schedule.

Description of other governmental grants and or assistance:

- The specific governmental entity providing the grant.
- The timing for receipt of the grant, including the key steps that must occur in order to receive the grant, such as environmental permits, receipt of other funding, resolutions adopted by the entity, budget appropriations, etc. Provide relevant documentation for those steps that have occurred.
- Any known level of commitment associated with the grant.
- Requirements that will be imposed by the entity on the use of the grant monies or the project.

Description of other loans, debt or other borrowing:

- The lender and legal entity borrowing the money.
- The source of repayment for all other debt and the priority of payment relative to other project borrowing.
- Security features for all other debt, including any pledged revenues and collateral.
- Covenants related to the financial or operational performance of the project, such as coverage levels, and the incurrence of additional debt.
- Structure, including the term, amortization and whether the loan will be fixed or variable rate and expected fixed rate or expected spread to specified index for variable rate debt.
- Anticipated credit ratings if funds are to be borrowed through a public debt offering.
- Any credit enhancement or other guarantees.
- The timing for the borrowing or issuance of debt, including the key steps that must occur. Provide relevant documentation for those steps that have occurred.

Description of equity and private investment:

- The entity, or entities, providing the equity or private investment.
- The mechanism(s) for how the investor(s) will be repaid, for example from excess cash flow, periodic scheduled payments, lump-sum payment from additional debt incurred in the future, etc.
- The expected rate of return and justification for the rate of return.
- Any anticipated revenue sharing with any entity.
- The timing for receipt of the investment, including the key steps that must occur in order to receive the funds. Provide relevant documentation for those steps that have occurred.
- Any major conditions or requirements that will be imposed by the investor(s) on the project.

Description of any other form of assistance not covered above.

3. **Pro Forma Cash Flow.** Provide pro forma cash flows, reflecting the flow of funds and showing revenues, all debt repayment (if applicable), including any loans under the TPOF (if applicable), maintenance and operations expenses and any payments to equity/private investors. Provide a detailed description of assumptions and justification of the assumptions. (Exhibit G)
4. **Risks and Mitigation.** Identify the risks to the project completion and the sufficiency of revenues to repay the loan. Samples of these types of risk could include cost escalation, timing of approvals and permits, litigation, and availability of other funding. Identify the mitigation strategies for any acknowledged risks, including any payment and performance guarantees. (Exhibit H)
5. **Financial Statements.** Provide year-end audited financial statements for the past three years for each project team member and the parent entities. (Exhibit I)

SECTION 5 – Applicant Organization Information

This section requests narrative information and exhibits. To help avoid any delays in processing this application, it is important that ALL attached and numbered exhibits correspond to their respective items.

1. Describe the applicant's legal framework. Include a copy of the statutory authority under which the entity was created. If applicant is the lead applicant, provide details of the agreement with any other entities. (Exhibit J)
2. Describe the legal authority of the applicant to carry out the proposed project activities. This description should include discussion of the applicant's ability to levy taxes, issue debt, charge tolls or other fees and/or receive assistance from the Transportation Partnership Opportunity Fund. Provide documentation in the form of an exhibit as applicable.
3. Identify whether governmental entities, other than the applicant, must approve the submission of the application package, the funding of activities or the carrying out of activities described in the application. Provide documentation in the form of an exhibit as applicable.
4. Describe the applicant's organizational structure and the applicant's relationship to any subsidiaries or affiliates. Include the legal names of key principals and staff and any recent or proposed changes to the organization structure. If applicant is part of a joint venture, identify all partners and each partner's relationship to any subsidiaries or affiliates. (Exhibit K)
5. Provide an organization chart, in the form of an exhibit, to include the major parties involved in any aspect of the project. Include the major service contractors that have been, or will be, retained for the project. (Exhibit L)
6. Describe the applicant's prior experience as it relates to carrying out projects similar to that being proposed. Include prior experience in relation to the implementation of any new technology and the success of the use of such technology. (Exhibit M)
7. Describe any current, threatened, or pending litigation involving the applicant related to permitting, public involvement, environmental irregularities, construction defects, securities fraud, conflict of interest, failure to perform under a state or federal contract, or other charges which may reflect on the applicant's financial position or ability to complete the project. (Exhibit N)

Appendix C

TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND SAMPLE AWARD AGREEMENT

This **Award Agreement** (this “Agreement”) is made and entered into as of the date of final execution by and between the **Virginia Department of Transportation** (“VDOT” or the “Department”), an agency of the Commonwealth of Virginia (the “Commonwealth”) and the _____ (the “Recipient”), a political subdivision of the Commonwealth of Virginia, together referred to as the “Parties” and each individually as a “Party”.

RECITALS

WHEREAS, the Transportation Partnership Opportunity Fund (“TPOF”) was created under Va. Code § 33.2-1529.1 to provide funds to address transportation aspects of economic development opportunities or to enhance the economic development opportunities of the Commonwealth’s transportation programs; and

WHEREAS, pursuant to Va. Code § 33.2-1529.1(C)(1), the Governor is authorized to award funds from TPOF as grants, revolving loans, or other financing tools to an agency or political subdivision of the Commonwealth; and

WHEREAS, the Recipient is a duly created and validly existing political subdivision of the Commonwealth and is eligible to receive financial assistance from the Fund.

WHEREAS, the Recipient submitted an application requesting **SUM IN WORDS (\$x,xxx,xxx.00)** in the form of a grant from the Fund to assist in **NAME OF THE PROJECT** as defined in the Project Description and attached hereto as Exhibit A.

WHEREAS, the TPOF Advisory Panel (the “Panel”) has evaluated the application and has found that it meets the requirements of the Code and the Transportation Evaluation Criteria established in the Fund’s Guidelines and Criteria, dated July 2026. The Panel recommended on **MONTH DAY YEAR** to the Secretary of Transportation and the Secretary of Commerce and Trade, an award by the Governor of a **SUM IN WORDS (\$x,xxx,xxx.00)** grant, subject to certain conditions.

WHEREAS, the estimated costs for the Project are \$_____, as described more completely in the Project Budget and Sources of Funds attached hereto as Exhibit B, and will be administered by the Recipient.

WHEREAS, the Governor approved the award of the **SUM IN WORDS (\$x,xxx,xxx.00)** grant (the “Grant”) to the Recipient on _____. A copy of the Decision Brief signed by the Governor is provided as Exhibit C.

WHEREAS, sufficient monies exist in the TPOF to support the Award, and based upon certain representations, warranties, and covenants of the Recipient set forth below, the use of funds is consistent with Va. Code § 33.2-1529.1(D);

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the Parties, the Parties agree as follows:

1. Purpose of Agreement. The purpose of this Agreement is to provide for the terms and conditions required for providing the Grant to the Recipient, outlining the reimbursement process by which the Recipient will obtain the Grant, the application or use of the Grant, and other matters related thereto.
2. Disbursement Authorization and Application and Use of TPOF Grant.
 - a. Requisition. In order to request and/or requisition disbursement of the Grant, the Recipient shall submit an invoice to VDOT substantially in the form attached hereto as **Exhibit D** (the “Request for Disbursement”), signed by an authorized representative of the Recipient. Each Request for Disbursement shall include supporting documentation that sufficiently, in VDOT’s discretion, demonstrates the eligibility of the expenditures for reimbursement.
 - b. Disbursement. Disbursement of the Grant will be on a *reimbursable* basis, with a frequency of no more than one (1) Request for Disbursement per month. The Recipient shall endeavor to submit Request for Disbursements within 30 (thirty) days of incurring eligible Project costs (as determined by VDOT in its sole discretion).
 - c. Application and Use of Grant Funds. The Grant shall be used by the Recipient for the sole purpose of funding the necessary and reasonable costs and expenses of the Project. The Grant shall not exceed **DOLLAR AMOUNT (\$#####)** and, along with the other identified monies, is expected to be adequate to fully fund the Project. Any Project cost exceeding the amount of the Grant shall be paid for by the Recipient using its own monies. The Grant shall only be used in a manner compliant with Section 33.2-1529.1 of the Code of Virginia.
3. Performance Obligations of the TPOF Grant.
 - a. Performance Date. Means xxx xxx, 20xx.
 - b. Targets. The Recipient agrees that the capital investment will be \$XXX and the number of jobs created/retained will be XXX. These amounts will be

achieved on or prior to the Performance date. The average annual wage of new jobs will be \$xxxxx.xx and the % of new jobs sourced from the local community shall be xxx%. The capital investment is limited to the capital investment specific for this grant.

4. Recapture of Directed Funds.

- a. Recapture Events. The Recipient acknowledges and agrees that the disbursement of the Grant Funds is conditioned upon the Recipient's continued compliance with (i) all representations and warranties made by the Recipient under this Agreement; (ii) all covenants, performance obligations, reporting requirements, and TPOF conditions set forth herein; and (iii) all applicable state law, regulations and guidelines. The occurrence of any of the following shall constitute a "Recapture Event:"
- i. Any representation or warranty made by the Recipient is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made or deemed reaffirmed;
 - ii. Any certification made by the Recipient in order to request and/or requisition disbursement is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made;
 - iii. The Recipient's breach of any covenant, obligation, or other material term of this Agreement; or
 - iv. The recipient's expenditure, obligation, or use of Grant Funds for purposes not expressly authorized by this Agreement or by applicable state law.
- b. Repayment Obligation. Upon the occurrence of a Recapture Event, VDOT may, in its sole discretion and without limiting any other rights or remedies, (i) suspend, withhold, or terminate further disbursements of Grant Funds, and/or (ii) require the Recipient to repay all or any portion of the Grant Funds previously disbursed. The Recipient shall repay such amounts within 30 (thirty) days after receiving written notice from VDOT specifying the amount due and the basis for the recapture.

Repayment obligations required due to failure to meet Performance Obligations will be assessed based on an equal weighting of the targets. In the event that the project covers Jobs and Investment, each Target is weighted at 50% and the repayment obligation will be based on the combined level of failure of the Targets. For projects that only have a single Target, this target will be the only calculation for repayment obligation.

The formula for calculating the failure for Job Targets

$$\frac{\text{Target Jobs less Actual Jobs}}{\text{Target Jobs}}$$

The formula for calculating the failure in Capital Investment Targets

$$\frac{\text{Target Capital Investment less Actual Capital Investment}}{\text{Target Capital Investment}}$$

- c. Interest; Set-Off. Any Directed Funds required to be repaid under this Section 3 shall accrue interest from the date of disbursement at the rate of 6% (six percent) per annum, consistent with Section 6.2-302 of the Code of Virginia, until repaid in full. VDOT may exercise any right of set-off available under applicable law with respect to amounts owed by the Recipient.
5. Project Schedule. Every good faith effort shall be made by the Recipient to cause the completion of components of the Work no later **MONTH DAY YEAR**.
6. Reports and Records.
 - a. Reporting Period. The reporting period is from the date of this Agreement to the Performance Date.
 - b. Maintenance Requirements. Full and detailed accounts and records shall be maintained, as appropriate, by the Recipient for the Project and the Award and such controls shall be exercised as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and standards, so as to provide complete records to fully support the use of the Award to pay any cost and/or expense charged to the Project. Prior to completion of the Project, access shall be afforded by the Parties to each other and their representatives and agents to the records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda and other data, including but not limited to electronic schedules and other electronic data (all collectively referred to as the "Books and Records") relating to the Project. Such Books and Records shall be maintained at the [insert address]. The Recipient shall provide VDOT with executed copies of any other agreement it enters into with respect to the Project promptly, but in no event more than 5 (five) business days after executing such agreement.
 - c. Public Records. The Parties acknowledge and agree that documents owned by either VDOT or the Recipient, and any document of which VDOT or the Recipient obtains a copy, that relates to the Project may be considered public records under the Virginia Public Records Act, Sections 42.1-76

through 42.1-91 of the Code of Virginia or official records under the Virginia Freedom of Information Act, Section 2.2-3700 et seq. of the Code of Virginia, and as such may be subject to public disclosure.

- d. Periodic Reports. On April 1 and October 1 of each year until the End of the Reporting Period, the Recipient shall provide to VDOT's Chief Financial Officer a summary outlining the use of the TPOF monies and the status of the Project. This report should also provide an update on all progress made in order to achieve the projects investment and employment targets. In addition, the Recipient shall promptly notify VDOT of any material events that could affect the Recipient's ability to meet its financial obligations toward the Project.

7. Representations and Warranties.

- a. Representations and Warranties of the Recipient. The Recipient further represents, covenants and agrees as follows:
 - i. The Recipient has full right, power and authority to execute and deliver this Agreement, to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - ii. The Recipient is fully committed to the completion of the Project.
 - iii. Any of the Project completed with TPOF funds shall comply with all applicable industry standards and specifications.
 - iv. To the best of the Recipient's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on the Recipient's condition (financial or otherwise) or its ability to perform under the Agreement and there has been no material adverse change in the financial condition of the Recipient as indicated in the information furnished to VDOT.
 - v. The Recipient shall be responsible for all activities necessary to complete the Project and shall coordinate with VDOT staff for all reviews, approvals, and necessary oversight as required.
 - vi. The Project shall comply in all respects with Section 33.2-1529.1 of the Code of Virginia; for the avoidance of doubt, the Recipient hereby represents, covenants, and agrees that no transportation infrastructure completed with moneys from the TPOF, including the Award, shall become private property.
- b. Representations and Warranties of VDOT. VDOT further represents, covenants and agrees as follows:

- i. VDOT has full right, power and authority to execute and deliver this Agreement, to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - ii. VDOT is fully committed to the completion of the Project.
 - iii. To the best of VDOT's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on VDOT's ability to perform under the Agreement.
 - iv. VDOT shall coordinate with the Recipient, as necessary, for all reviews, approvals, and necessary oversight as required.
- 8. Public Property. As set forth in Section 33.2-1529.1 of the Code of Virginia, the Project shall not become private property and shall become or remain public property following completion. The Project may not be sold, conveyed, or otherwise transferred without the prior written consent of VDOT.
- 9. Indemnities of the Recipient.
 - a. Indemnity. To the extent permitted by law, the Recipient shall indemnify, defend, and hold harmless VDOT from and against any Losses actually suffered or incurred by VDOT (except to the extent such Losses are solely caused by the misconduct, gross negligence or other culpable act, error or omission of VDOT), due to Third-Party Claims that are based on:
 - i. Any actual or alleged failure by the Recipient to comply with, observe or perform any of the covenants, obligations, agreements, terms or conditions in this Agreement or, any actual alleged breach by the Recipient of its representations or warranties set forth in this Agreement; or
 - ii. Any actual or alleged misconduct, negligence or other culpable act, error or omission of the Recipient in connection with the Project.
 - b. Defense and Indemnification Procedures.
 - i. In the event that any Third-Party Claim for which the Recipient may be required to indemnify VDOT hereunder is asserted in writing against VDOT, it will as promptly as practicable notify the Recipient in writing of such Claim, and such notice will include a copy of the Claim and any related correspondence or documentation from the third party asserting the Claim; *provided*, that any failure to give such prompt notice will not constitute a waiver of any rights of VDOT, except to the extent that the rights of the Recipient are actually and materially prejudiced thereby.
 - ii. The Recipient will be entitled and obligated to appoint counsel of its choice, at its sole cost and expense, to represent VDOT in any action for which

indemnification is sought (in which case, the Recipient will not thereafter be responsible for the fees and expenses of any separate counsel retained by VDOT), *provided*, that such counsel will be satisfactory to VDOT.

- iii. The Recipient will not be liable for any settlement or compromise by VDOT of a Third-Party Claim except with the Recipient's prior written consent, which consent will not be unreasonably withheld or delayed, or except where the settlement or compromise is approved by the court after the Recipient receives reasonable notice and the opportunity to be heard and such court approval has become final and non-appealable.

c. Defined Terms. For purposes of this Section 8:

- i. "Claims" means any and all Project-related claims, disputes, disagreements, causes of action, demands, suits, proceedings, damages, injuries, liabilities, obligations, losses, costs and expenses.
- ii. "Losses" means any Project-related losses, liabilities, judgments, damages, fees, penalties, fines, sanctions, charges or out-of-pocket and documented costs or expenses actually suffered or incurred, including as a result of any injury to or death of persons or damage to or loss of property.
- iii. "Third-Party Claim" means any Project-related Claim asserted against VDOT by any person who is not a party to this Agreement or an affiliate of such party.

- 10. Amendment. The provisions of this Agreement may be amended, modified or waived only by written instrument executed by both Parties.
- 11. Applicable Law; Jurisdiction and Venue. This Agreement shall be governed by and construed under the laws of the Commonwealth of Virginia. Any litigation between the Parties pertaining to this Agreement or its breach will be filed, heard, and decided in the Circuit Court for the City of Richmond, which shall have exclusive jurisdiction and venue.
- 12. Permits. The Recipient shall obtain all permits necessary or convenient to complete the Project.
- 13. Notices. All notices, approvals, consents, requests and other communications under this Agreement shall be in writing and shall be deemed to have been given when delivered in person, or when sent by Federal Express or a comparable express courier service, or when mailed by registered or certified mail, postage prepaid, addressed to the Parties at the following addresses or such other addresses as a Party may designate by prior written notice to the other:

- a. if to VDOT:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Chief Financial Officer

With a copy to:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Director, Financial Planning Division

And

Office of the Attorney General
900 East Main Street
Richmond, VA 23219
Attn: Senior Assistant Attorney General, Chief Transportation
Section

b. if to the Recipient:

[Insert Addresses]

14. Incorporation; Entire Agreement. The recitals, exhibits, forms, and any other appendix or attachment hereto are material to this Agreement and are hereby incorporated. This Agreement constitutes the entire agreement of the Parties with respect to its subject matter and supersedes all prior or contemporaneous oral or written agreements or understanding with respect to such subject matter.
15. Binding Effect. This Agreement will be binding upon and will inure to the benefit of the Parties hereto and their respective legal representatives, successors and permitted assigns, and wherever a reference in this Agreement is made to any of the Parties hereto, such reference also will be deemed to include, wherever applicable, a reference to the legal representatives, successors and permitted assigns of such Party, as if in every case so expressed.
16. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but of which together shall constitute one and the same agreement. The Parties may execute this Agreement electronically and electronic transmission of an executed counterpart of this Agreement shall be deemed to constitute due and sufficient delivery of such counterpart.
17. Sovereign Immunity. Nothing in this Agreement shall be construed as a waiver of VDOT's, the Recipient's, or the Commonwealth of Virginia's, sovereign immunity.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties, intending to be legally bound, have executed this Agreement on the date first written above.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____

Name:

Title: Commissioner of Highways

Recipient

By: _____

Name:

Title:

Approved as to form:

By: _____

Name:

Title:

[Signature Page to TPOF Award Agreement]

EXHIBIT A
PROJECT DESCRIPTION

**EXHIBIT B
PROJECT BUDGET
AND SOURCES OF FUNDS**

TPOF Project Budget	
Task	Estimated Cost
Total	\$

Sources of Funds	
Source	Amount
Transportation Partnership Opportunity Fund	\$
Total	\$

EXHIBIT C
EXECUTED DECISION BRIEF

EXHIBIT D
REQUEST FOR DISBURSEMENT

Attached hereto.

[ON RECIPIENT LETTERHEAD]

[Date]

Debt & Finance Manager
Financial Planning Division
Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: **Transportation Partnership Opportunity Fund**

Dear Mrs. Upson:

This requisition, Number ____, is submitted in connection with the Grant Agreement dated as of _____ (the "Agreement"), between the Virginia Department of Transportation and _____ (the "Recipient").

The undersigned authorized representative of the Recipient hereby requests disbursement of proceeds under the Agreement in the amount of \$ _____, for the purposes of payment of project costs as set forth in **Schedule 1** attached hereto.

Attached hereto are the invoices relating to the items for which payment is requested and that have been approved by the Recipient.

The undersigned certifies that i) the amounts requested by the requisition will be applied solely and exclusively to the payment, or to the reimbursement of the Recipient for the payment of project costs, and ii) any materials, supplies or equipment covered by this requisition are not subject to any lien or security interest or such lien or security interest will be released upon payment of the requisition.

This requisition includes an accompanying Certificate of the Project Manager/Project Engineer as to the performance of work.

Sincerely,

Recipient's Authorized Representative
Title

Attachments

SCHEDULE 1
TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT

REQUISITION NUMBER: _____

RECIPIENT:

PROJECT NAME:

CERTIFYING SIGNATURE: _____

TITLE: _____

Cost Category	Amount Budgeted	Previous Disbursements	Expenditures This Period	Total Expenditures To Date	Net Balance Available
TOTALS					

Total Amount of Assistance

Previous Disbursements

Balance

This Request

Proceeds Remaining

**TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
CERTIFICATE OF THE PROJECT MANAGER/PROJECT ENGINEER
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT**

This Certificate is being executed and delivered in connection with Requisition Number __, dated _____, 20 __, submitted by the _____ (the “Recipient”), pursuant to the Grant Agreement dated _____, between the Virginia Department of Transportation and the Recipient.

The undersigned consulting engineer for the Recipient hereby certifies that, insofar as the amounts covered by this requisition include payments for labor or to contractors, builders or materialmen, i) such work was actually performed or such materials, supplies and/or equipment were actually furnished to or installed in the construction portion of the Transportation Partnership Opportunity Fund project and ii) expenditures for such work have not been submitted as a part of a previous requisition.

[Project Manager/Project Engineer Firm]

By: _____

Date: _____, 20 ____

TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
SAMPLE DIRECTED FUNDS AGREEMENT

This **Directed Funds Agreement** (this “Agreement”) is made and entered into as of the date of final execution by and between the **Virginia Department of Transportation** (“VDOT”), an agency of the Commonwealth of Virginia, and the _____, **Virginia** (the “Recipient”), a political subdivision of the Commonwealth of Virginia, together referred to as the “Parties” and each individually as a “Party.”

RECITALS

WHEREAS, the Transportation Partnership Opportunity Fund (“TPOF”) was created under Va. Code § 33.2-1529.1 to provide funds to address transportation aspects of economic development opportunities; and

WHEREAS, pursuant to Va. Code § 33.2-1529.1(C)(2), the Governor is authorized to direct funds from TPOF to the Commonwealth Transportation Board (“CTB”) “for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth’s transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;” and

WHEREAS, following recommendations by the Secretary of Transportation and the Secretary of Commerce and Trade, and at the direction of the Governor, the CTB is empowered to allocate such funds to be administered by VDOT; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended, and the Governor has directed, \$## million (WORDS million dollars) from TPOF (the “Directed Funds”) to the CTB for allocation to the Recipient for the _____ Project; and

WHEREAS, the _____ Project (the “Project”), (insert project scope)

WHEREAS, in accordance with Va. Code § 33.2-1529.1(C)(2), the Secretary of Transportation submitted a report on(insert date), on the Directed Funds to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations; and

WHEREAS, the total estimated cost for the Project is (insert amount), as described more completely in the Project Budget and Sources of Funds attached hereto as **Exhibit A**, and the Directed Funds will be used by the Recipient to fund a portion of the Project; and

WHEREAS, the Recipient has secured the funding from other sources to fully fund the Project and is committed to funding any costs in excess of the Directed Funds to facilitate the completion of the Project; and

WHEREAS, by resolution dated (insert date), attached hereto as **Exhibit B**, the CTB allocated the Directed Funds to the Recipient for the Project and directed VDOT to enter into an agreement with the Recipient outlining the reimbursement process for the Recipient to obtain the Directed Funds and the Recipient's commitment to construct the Project; and

WHEREAS, sufficient monies exist in the TPOF to support the allocation of the Directed Funds, and based upon certain representations, warranties, and covenants of the Recipient set forth below, the use of funds is consistent with Va. Code § 33.2-1529.1(D); and

WHEREAS, since the amount of the Directed Funds does not exceed \$10 million, nor does the cumulative direction for the biennium exceed \$25 million, the review of the MEI Project Approval Commission is not required; and [or, since the amount of the Directed Funds exceeds \$10 million or cumulatively exceeds \$25 million for the biennium, the review of the MEI Project Approval Commission was required. The Commission was notified of the Direction on _____ as required by the Code of Virginia. [Specify Commission's actions]]

WHEREAS, the Board of Supervisors of _____ County, Virginia, by RESOLUTION dated _____, 20____, attached hereto as **Exhibit C**, authorized the Recipient's participation in the Commonwealth of Virginia TPOF Program.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the Parties, the Parties agree as follows:

1. Purpose of Agreement. The purpose of this Agreement is to provide for the terms and conditions required for providing the Directed Funds to the Recipient, outlining the reimbursement process by which the Recipient will obtain the Directed Funds, the application or use of the Directed Funds, and other matters related thereto.
2. Disbursement Authorization and Application and Use of TPOF Directed Funds.
 - a. Requisition. In order to request and/or requisition disbursement of the Directed Funds, the Recipient shall submit an invoice to VDOT substantially in the form attached hereto as **Exhibit D** (the "Request for Disbursement"), signed by an authorized representative of the Recipient. Each Request for Disbursement shall include supporting documentation that sufficiently, in VDOT's discretion, demonstrates the eligibility of the expenditures for reimbursement.
 - b. Disbursement. Disbursement of the Directed Funds will be on a *reimbursable* basis, with a frequency of no more than one (1) Request for Disbursement per month. The Recipient shall endeavor to submit Request

for Disbursements within 30 (thirty) days of incurring eligible Project costs (as determined by VDOT in its sole discretion).

- c. Application and Use of Directed Funds. The Directed Funds shall be used by the Recipient for the sole purpose of funding the necessary and reasonable costs and expenses of the Project. The Directed Funds shall not exceed _____ **DOLLARS (\$####)** and, along with the other identified monies, is expected to be adequate to fully fund the Project. Any Project cost exceeding the amount of the Directed Funds shall be paid for by the Recipient using its own monies. The Directed Funds shall only be used in a manner compliant with Section 33.2-1529.1 of the Code of Virginia.

3. Recapture of Directed Funds.

- a. Recapture Events. The Recipient acknowledges and agrees that the disbursement of the Directed Funds is conditioned upon the Recipient's continued compliance with (i) all representations and warranties made by the Recipient under this Agreement; (ii) all covenants, performance obligations, reporting requirements, and TPOF conditions set forth herein; and (iii) all applicable state law, regulations and guidelines. The occurrence of any of the following shall constitute a "Recapture Event:"
 - i. Any representation or warranty made by the Recipient is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made or deemed reaffirmed;
 - ii. Any certification made by the Recipient in order to request and/or requisition disbursement is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made;
 - iii. The Recipient's breach of any covenant, obligation, or other material term of this Agreement; or
 - iv. The recipient's expenditure, obligation, or use of Directed Funds for purposes not expressly authorized by this Agreement or by applicable state law.
- b. Repayment Obligation. Upon the occurrence of a Recapture Event, VDOT may, in its sole discretion and without limiting any other rights or remedies, (i) suspend, withhold, or terminate further disbursements of Directed Funds, and/or (ii) require the Recipient to repay all or any portion of the Directed Funds previously disbursed. The Recipient shall repay such amounts within 30 (thirty) days after receiving written notice from VDOT specifying the amount due and the basis for the recapture.

- c. Interest; Set-Off. Any Directed Funds required to be repaid under this Section 3 shall accrue interest from the date of disbursement at the rate of 6% (six percent) per annum, consistent with Section 6.2-302 of the Code of Virginia, until repaid in full. VDOT may exercise any right of set-off available under applicable law with respect to amounts owed by the Recipient.
- 4. Project Schedule. Every good faith effort shall be made by the Recipient to cause the completion of the Project by no later than _____, 20__..
- 5. Reports and Records.
 - a. Maintenance Requirements. Full and detailed accounts and records shall be maintained, as appropriate, by the Recipient for the Project and the Directed Funds and such controls shall be exercised as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and standards, so as to provide complete records to fully support the use of the Directed Funds to pay any cost and/or expense charged to the Project. Prior to completion of the Project, access shall be afforded by the Parties to each other and their representatives and agents to the records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda and other data, including but not limited to electronic schedules and other electronic data (all collectively referred to as the “Books and Records”) relating to the Project. Such Books and Records shall be maintained at the [insert address]. The Recipient shall provide VDOT with executed copies of any other agreement it enters into with respect to the Project promptly, but in no event more than 5 (five) business days after executing such agreement.
 - b. Public Records. The Parties acknowledge and agree that documents owned by either VDOT or the Recipient, and any document of which VDOT or the Recipient obtains a copy, that relates to the Project may be considered public records under the Virginia Public Records Act, Sections 42.1-76 through 42.1-91 of the Code of Virginia or official records under the Virginia Freedom of Information Act, Section 2.2-3700 *et seq.* of the Code of Virginia, and as such may be subject to public disclosure.
- 6. Representations and Warranties.
 - c. Representations and Warranties of the Recipient. The Recipient further represents, covenants and agrees as follows:
 - vii. The Recipient has full right, power and authority to execute and deliver this Agreement; to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - viii. The Recipient is fully committed to the completion of the Project.

- ix. Any of the Project completed with TPOF funds shall comply with all applicable industry standards and specifications.
 - x. To the best of the Recipient's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on the Recipient's condition (financial or otherwise) or its ability to perform under the Agreement and there has been no material adverse change in the financial condition of the Recipient as indicated in the information furnished to VDOT.
 - xi. The Recipient shall be responsible for all activities necessary to complete the Project and shall coordinate with VDOT staff for all reviews, approvals, and necessary oversight as required.
 - xii. The Project shall comply in all respects with Section 33.2-1529.1 of the Code of Virginia; for the avoidance of doubt, the Recipient hereby represents, covenants, and agrees that no transportation infrastructure completed with moneys from the TPOF, including the Directed Funds, shall become private property.
- d. Representations and Warranties of VDOT. VDOT further represents, covenants and agrees as follows:
- i. VDOT has full right, power and authority to execute and deliver this Agreement; to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - ii. VDOT is fully committed to the completion of the Project.
 - iii. To the best of VDOT's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on VDOT's ability to perform under the Agreement.
 - iv. VDOT shall coordinate with the Recipient, as necessary, for all reviews, approvals, and necessary oversight as required.
8. Public Property. As set forth in Section 33.2-1529.1 of the Code of Virginia, the Project shall not become private property and shall become or remain public property following completion. The Project may not be sold, conveyed, or otherwise transferred without the prior written consent of VDOT.
9. Indemnities of the Recipient.
- a. Indemnity. To the extent permitted by law, the Recipient shall indemnify, defend, and hold harmless VDOT from and against any Losses actually suffered or incurred by VDOT (except to the extent such Losses are solely caused by the misconduct, gross negligence or other culpable act, error or omission of VDOT), due to Third-Party Claims that are based on:
 - i. Any actual or alleged failure by the Recipient to comply with, observe or perform any of the covenants, obligations, agreements, terms or conditions

in this Agreement or, any actual alleged breach by the Recipient of its representations or warranties set forth in this Agreement; or

- ii. Any actual or alleged misconduct, negligence or other culpable act, error or omission of the Recipient in connection with the Project.

b. Defense and Indemnification Procedures.

- i. In the event that any Third-Party Claim for which the Recipient may be required to indemnify VDOT hereunder is asserted in writing against VDOT, it will as promptly as practicable notify the Recipient in writing of such Claim, and such notice will include a copy of the Claim and any related correspondence or documentation from the third party asserting the Claim; *provided*, that any failure to give such prompt notice will not constitute a waiver of any rights of VDOT, except to the extent that the rights of the Recipient are actually and materially prejudiced thereby.
- ii. The Recipient will be entitled and obligated to appoint counsel of its choice, at its sole cost and expense, to represent VDOT in any action for which indemnification is sought (in which case, the Recipient will not thereafter be responsible for the fees and expenses of any separate counsel retained by VDOT), *provided*, that such counsel will be satisfactory to VDOT.
- iii. The Recipient will not be liable for any settlement or compromise by VDOT of a Third-Party Claim except with the Recipient's prior written consent, which consent will not be unreasonably withheld or delayed, or except where the settlement or compromise is approved by the court after the Recipient receives reasonable notice and the opportunity to be heard and such court approval has become final and non-appealable.

c. Defined Terms. For purposes of this Section 8:

- i. "Claims" means any and all Project-related claims, disputes, disagreements, causes of action, demands, suits, proceedings, damages, injuries, liabilities, obligations, losses, costs and expenses.
- ii. "Losses" means any Project-related losses, liabilities, judgments, damages, fees, penalties, fines, sanctions, charges or out-of-pocket and documented costs or expenses actually suffered or incurred, including as a result of any injury to or death of persons or damage to or loss of property.
- iii. "Third-Party Claim" means any Project-related Claim asserted against VDOT by any person who is not a party to this Agreement or an affiliate of such party.

9. Amendment. The provisions of this Agreement may be amended, modified or waived only by written instrument executed by both Parties.

10. Applicable Law; Jurisdiction and Venue. This Agreement shall be governed by and construed under the laws of the Commonwealth of Virginia. Any litigation between the Parties pertaining to this Agreement or its breach will be filed, heard, and decided in the Circuit Court for the City of Richmond, which shall have exclusive jurisdiction and venue.
11. Permits. The Recipient shall obtain all permits necessary or convenient to complete the Project.
12. Notices. All notices, approvals, consents, requests and other communications under this Agreement shall be in writing and shall be deemed to have been given when delivered in person, or when sent by Federal Express or a comparable express courier service, or when mailed by registered or certified mail, postage prepaid, addressed to the Parties at the following addresses or such other addresses as a Party may designate by prior written notice to the other:

(a) if to VDOT:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Chief Financial Officer

With a copy to:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Director, Financial Planning Division

And

Office of the Attorney General
900 East Main Street
Richmond, Virginia 23219
Attn: Senior Assistant Attorney General, Chief - Transportation Section

(b) if to the Recipient:
[Insert Addresses]

13. Incorporation; Entire Agreement. The recitals, exhibits, forms, and any other appendix or attachment hereto are material to this Agreement and are hereby incorporated. This Agreement constitutes the entire agreement of the Parties with respect to its subject matter and supersedes all prior or contemporaneous oral or written agreements or understanding with respect to such subject matter.

14. Binding Effect. This Agreement will be binding upon and will inure to the benefit of the Parties hereto and their respective legal representatives, successors and permitted assigns, and wherever a reference in this Agreement is made to any of the Parties hereto, such reference also will be deemed to include, wherever applicable, a reference to the legal representatives, successors and permitted assigns of such Party, as if in every case so expressed.
15. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but of which together shall constitute one and the same agreement. The Parties may execute this Agreement electronically and electronic transmission of an executed counterpart of this Agreement shall be deemed to constitute due and sufficient delivery of such counterpart.
16. Sovereign Immunity. Nothing in this Agreement shall be construed as a waiver of VDOT's, the Recipient's, or the Commonwealth of Virginia's, sovereign immunity.

[Signature Page Follows]

IN WITNESS WHEREOF, the Parties, have duly executed this Agreement, intending it to be effective on the date of the last signature below.

VIRGINIA DEPARTMENT OF TRANSPORTATION,
an agency of the Commonwealth of Virginia

By: _____
Name: _____
Title: Commissioner of Highways
Date: _____

[RECIPIENT], VIRGINIA,
a political subdivision of the Commonwealth of Virginia

By: _____
Name: _____
Title: _____
Date: _____

Approved as to form:

By: _____
Name: _____
Title: _____

[Signature Page to TPOF Directed Funds Agreement]

EXHIBIT A

PROJECT BUDGET AND SOURCES OF FUNDS

TPOF Project Budget	
Task	Estimated Cost
	\$
Total	\$

Sources of Funds	
Source	Amount
	\$
Total	\$

EXHIBIT B
Resolution of The Commonwealth Transportation Board

Attached hereto.

EXHIBIT C
RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
_____, VIRGINIA

Attached hereto.

EXHIBIT D
REQUEST FOR DISBURSEMENT

Attached hereto.

[ON RECIPIENT LETTERHEAD]

[Date]

Debt & Finance Manager
Financial Planning Division
Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: **Transportation Partnership Opportunity Fund**

Dear Mrs. Upson:

This requisition, Number _____, is submitted in connection with the Directed Funds Agreement dated as of _____ (the “Agreement”), between the Virginia Department of Transportation and (the “Recipient”).

The undersigned authorized representative of the Recipient hereby requests disbursement of proceeds under the Agreement in the amount of \$_____, for the purposes of payment of Project costs as set forth in **Schedule 1** attached hereto.

Attached hereto are the invoices relating to the items for which payment is requested and that have been approved by the Recipient.

The undersigned certifies that i) the amounts requested by the requisition will be applied solely and exclusively to the reimbursement of the Recipient for the payment of Project costs, and ii) any materials, supplies or equipment covered by this requisition are not subject to any lien or security interest or such lien or security interest will be released upon payment of the requisition.

This requisition includes an accompanying Certificate of the Project Manager/Project Engineer as to the performance of work.

Sincerely,

Recipient’s Authorized Representative
Title

Attachments

SCHEDULE 1
TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT

REQUISITION NUMBER: _____

RECIPIENT:

PROJECT NAME:

CERTIFYING SIGNATURE: _____

TITLE: _____

Cost Category	Amount Budgeted	Previous Disbursements	Expenditures This Period	Total Expenditures To Date	Net Balance Available
TOTALS					

Total Amount of Assistance
Previous Disbursements
Balance
This Request
Proceeds Remaining

**TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
CERTIFICATE OF THE PROJECT MANAGER/PROJECT ENGINEER
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT**

This Certificate is being executed and delivered in connection with Requisition Number __, dated __, 20__, submitted by the, (the “Recipient”), pursuant to the Directed Funds Agreement, dated as of __, between the Virginia Department of Transportation and the(recipient).

The undersigned consulting engineer for the Recipient hereby certifies that, insofar as the amounts covered by this requisition include payments for labor or to contractors, builders or materialmen, i) such work was actually performed or such materials, supplies and/or equipment were actually furnished to or installed for the Transportation Partnership Opportunity Fund Project as described in the Directed Funds Agreement and ii) expenditures for such work have not been submitted as a part of a previous requisition.

[Project Manager/Project Engineer Firm]

By: _____

Date: _____, 20__

Appendix D

GUIDELINES FOR THE COMMONWEALTH’S DEVELOPMENT OPPORTUNITY FUND PROGRAM

The Commonwealth’s Development Opportunity Fund (COF) is a “deal-closing” fund to be employed at the Governor’s discretion to secure a company location or expansion in Virginia. Administered by the Virginia Economic Development Partnership (VEDP), the COF serves as a final resource for Virginia in the face of serious competition from other states or countries.

The COF grant is a negotiated amount determined by the Secretary of Commerce and Trade, based on the recommendation of VEDP, and subject to approval of the Governor.

To find out more about the Commonwealth’s Development Opportunity Fund (COF): [Commonwealth’s Development Opportunity Fund \(COF\) | Virginia Economic Development Partnership \(vedp.org\)](https://www.vedp.org)

Appendix E

GUIDELINES FOR THE VIRGINIA INVESTMENT PERFORMANCE GRANT PROGRAM

The Virginia Investment Performance Grant (VIP) encourages continued capital investment by existing Virginia companies, resulting in added capacity, modernization, increased productivity, or the creation, development, and utilization of advanced technology. The program targets existing manufacturers or research and development services supporting manufacturing. There must be an active and realistic competition between Virginia and another state or country for attracting the project, and matching local financial participation is expected.

The amount of each VIP grant is determined by the Secretary of Commerce and Trade, based in part on the Virginia Economic Development Partnership's (VEDP) Return-on-Investment analysis and recommendation, and is subject to the approval of the Governor.

To find out more about the Virginia Investment Performance Grant (VIP): [Virginia Investment Performance Grant \(VIP\) | Virginia Economic Development Partnership \(vedp.org\)](https://www.vedp.org)

The Commonwealth of Virginia

The
Transportation Partnership
Opportunity Fund

Guidelines and Criteria

July 22, 2026

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Introduction

Chapter 546 of the 2023 Acts of Assembly (the “Act”) is the legal framework creating the Transportation Partnership Opportunity Fund (“TPOF” or the “Fund”). The Fund is to be used by the Governor to provide funds to address the transportation aspects of economic development opportunities or to enhance the economic development opportunities of the Commonwealth transportation programs.

The Act

The Act authorizes monies to be awarded from the Fund by the Governor as grants, revolving loans, or other financing tools and equity contributions to an agency or political subdivision of the Commonwealth of Virginia.

It is the intent of the Act to provide funds to address the transportation aspects of economic development opportunities, including, but not limited to, the creation of jobs and to promote private investment and economic development.

The following guidelines and criteria have been developed by the Commonwealth Transportation Board (the “CTB” or “Board”), in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade to guide the process of applying for and receiving financial assistance from the Fund.

The complete text of the Act has been included as Appendix A to these guidelines. Although guidance is provided herein with regard to application of the Act, it will be incumbent upon all entities to read the Act in its entirety, and to comply with the provisions of the Act.

Transportation Partnership Opportunity Fund Administration

Monies in the Fund may be awarded by the Governor to Applicants in the form of grants (up to \$5 million), revolving loans or other financing tools and equity contributions. Loans from the Fund will be interest free and are available up to the maximum of \$30 million, based on funding availability. Loan terms will vary but shall not exceed seven (7) years.

The Act also authorizes the Governor to direct funds to the Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth’s transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade.

Assistance or commitments from the Fund will be limited to the total value of money that is available in the Fund. The fund shall consist of (i) one-third of all interest, dividends, and appreciation that may accrue to the Transportation Trust Fund and the Highway Maintenance and Operating Fund and (ii) any funds appropriated to it by the general appropriation act and revenue from any other source, public or private. Funding available will also include repayments to the Fund of loans, any revocation of assistance provided to

entities that fail to meet performance criteria, any interest and dividends earned on the Fund and any other appropriations may be used for additional loans or grants for other projects.

After award to an Applicant or direction to the Board by the Governor, the Fund will be administered by the CTB acting through the Virginia Department of Transportation (“VDOT”), in consultation with the Secretary of Commerce and Trade. VDOT will manage the overall administration of the TPOF, with the Secretary of Commerce and Trade and the Virginia Economic Development Partnership providing guidance with respect to the economic development features of the program.

Eligible Applicants

Financial assistance from the Fund may be awarded to any agency or political subdivision of the Commonwealth of Virginia.

Eligible Projects

Grants or revolving loans to Applicants or Funds directed to the Board may be used for transportation capacity development, on and off site; road, rail, mass transit or other transportation access costs beyond the funding capability of existing programs; studies of transportation projects including but not limited to environmental analysis, geotechnical assessment, survey, design and engineering, advance right-of-way acquisition, traffic analysis, toll sensitivity studies, financial analysis, property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth’s transportation programs, or any else permitted by law. Funds may be used for any transportation project or any transportation facility within the Commonwealth of Virginia.

Transportation aspects of economic development projects that are also eligible for funding through the Revenue Sharing Program, the Economic Development Access Program, the Rail Industrial Access Program, the Rail Preservation Program or the Rail Enhancement Program, may be eligible to receive financial assistance from the Fund. However, it must be demonstrated that such additional funding is necessary. TPOF funds cannot be used as the required non-state match for the programs listed above and the funds from these programs may not be considered match for TPOF.

Monies from the Fund are not to be used to supplant existing or programmed funds from other existing public sources but are to be used to support projects and activities beyond the funding capability of existing programs.

Monies awarded to Applicants from the Fund that are to be used for transportation aspects of an economic development project must meet the economic development criteria of the *Commonwealth’s Opportunity Fund (“COF”) Grant Program*. **Or**, in cases where the project is solely retaining jobs, the project must meet the economic development criteria of the *Virginia Investment Performance (“VIP”) Grant Program*. **Or**, for state agency transportation services that provide non-highway alternatives for the movement of freight,

the service must enhance economic development opportunities and regional connectivity within the Commonwealth.

Funds used to match the Commonwealth's Opportunity Fund **CANNOT** be used to match the TPOF, although both sources of monies can be used for a project. Funds from the Virginia Tobacco Indemnification and Community Revitalization Commission may be allowed as matching funds for this purpose.

Project Ownership

Projects that are developed with monies from the Fund shall not become private property and shall be maintained by the appropriate entity pursuant to applicable agreements following completion. Any reports, studies, analysis, and other forms of intellectual property created or developed using monies from the Fund shall become property of the Commonwealth.

Application Process

VDOT, in cooperation with the Secretary of Commerce and Trade and the Virginia Economic Development Partnership, will accept applications from eligible applicants for consideration. A copy of the application is provided as Appendix B. All applications for assistance from the Fund shall be sent to VDOT's Chief Financial Officer (the "CFO") and addressed as follows:

Transportation Partnership Opportunity Fund
Attn: Chief Financial Officer
Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219-2000

All applications will be reviewed to determine that the minimum eligibility requirements have been satisfied. The minimum eligibility requirements are as follows:

Application Assistance Requirements

For an applicant to be eligible for assistance the applicant must meet the mandatory requirements PLUS one of the other listed criteria

Mandatory Requirements

- The applicant **MUST** be an agency or political subdivision of the Commonwealth,
- The project addresses the needs identified in the appropriate state, regional or local transportation plan.

PLUS ONE of the following:

- The project meets the economic development criteria of the **Commonwealth's Opportunity Fund Grant Program**.
- In cases where the project is solely retaining jobs; the project must meet the economic development criteria of the **Virginia Investment Performance Grant Program**.
- In cases where the funding is for state agency transportation services that provide non-highway alternatives for the movement of freight, the service must enhance economic development opportunities and regional connectivity within the Commonwealth.

Following an applicant's selection for evaluation, meetings may be conducted with the applicant. The purpose of the meetings will be to review and confirm the information contained in the application. Representatives of the applicant, VDOT staff and staff from the applicable modal oversight agency and the Virginia Economic Development Partnership staff, as appropriate, shall participate in the meetings.

Application Evaluation Criteria

Following receipt of the applications and a review by staff to assure the basic statutory requirements have been met, a TPOF Advisory Panel, chaired by a Deputy Secretary of Transportation, and consisting of VDOT's Chief Financial Officer, an Executive Officer of the applicable modal oversight agency (if necessary), a Deputy Secretary of Commerce and Trade, and a representative of the Department of Planning and Budget will evaluate those applications to ensure that the applicant(s) meets the transportation and economic development evaluation criteria. Applicants meeting the evaluation criteria become eligible to receive assistance, subject to the approval of the Governor and the availability of funding. In circumstances where the total amount of assistance requested exceeds the total amount of funding available, eligible applications that include applicant matching funds or equity contributions and projects that are in an advanced state of readiness-to-proceed, will receive priority consideration for assistance.

General Evaluation Criteria

- Projects with a high level of matching funds will be considered highly desirable.
- Projects that clearly show how funds will advance the development of a transportation facility will be considered highly desirable.
- Financial feasibility of the project's plan of finance, including the capacity to repay any loan and mitigate risks.
- Extent to which funding would advance the project's or facility's schedule to an earlier completion date.

Transportation Evaluation Criteria

- The entity's experience implementing similar projects, including the use of new technologies.
- Comparative benefits resulting from the development of the proposed transportation project or facility.

- Evidence that the state agency transportation service has provided and/or will provide non-highway alternatives for the movement of freight and has enhanced economic development opportunities and will enhance future economic development in the impacted areas.

Economic Development Evaluation Criteria

- Project must meet minimum criteria established in the Commonwealth's Opportunity Fund Guidelines. **Or,**
- For projects in which no net new jobs are being created, the project must meet minimum criteria established in the Virginia Investment Performance Grant Program Guidelines. **Or,**
- For state agency transportation service applicants, provide evidence that the service has supported economic development and job creation and will continue to enhance future economic development opportunities that will support job creation and capital investment.

Advisory Panel Notification

Following evaluation by the TPOF Advisory Panel, the VDOT Chief Financial Officer shall provide findings and recommendations of the Panel to the Secretary of Transportation, the Secretary of Commerce and Trade and the applicable modal oversight board and agencies.

Awarded Financing Notification

Following notification by the TPOF Advisory Panel, the Secretary of Transportation and the Secretary of Commerce and Trade will submit to the Governor a recommendation of funding for the successful applicants. Once assistance from the Fund is approved and awarded by the Governor, written notification will be provided to the potential recipient. The notification will outline the type of assistance to be provided and in the case of a loan, the required security provisions, the loan term and payment provisions, the amount of assistance to be provided and any conditions that must be met by the applicant prior to loan closing or grant award. The notification must be acknowledged and accepted by the potential recipient within 10 business days of the notification date to preserve the funding. Once the notification is accepted, the Department and applicant will enter into an agreement.

Loan/Grant Award Agreement for Economic Development Transportation Projects

An agreement shall be executed between the Commissioner of Highways and the appropriate local government, state agency, or political subdivision that receives the principal benefit of financing from the Fund before disbursement of any monies awarded to an Applicant. See Appendix C for sample Award and Directed Funds Agreements.

In the case where a project qualifies based on COF or VIP, the agreement will include a statement that the recipient will reach the specified job creation or retention and/or capital

investment levels within thirty-six (36) months after final disbursement of funds or in accordance with the corresponding COF or VIP agreement.

If those performance criteria are not met, the entity shall repay to the Fund, an amount as required by the terms and conditions of the Grant/Loan & Performance Agreement (Award Agreement). The Commissioner may, however, in consultation with the Secretary of Transportation and the Secretary of Commerce and Trade, grant a partial or total waiver to the repayment obligations or extend the performance period if it can be demonstrated that the transportation improvements developed with monies from the Fund had other economic benefits to a locality of the Commonwealth beyond that directly attributable to the private entity which was the basis for an application for monies from the Fund.

In the case of state agency transportation services, the anticipated benefits to the Commonwealth will be defined in the agreement and should be met within eighteen (18) months of final disbursement. If that performance criteria is not met, the applicant will become ineligible for future funds until the agreed upon benefit is met.

A Loan Award Agreement will include the security provisions for the assistance, repayment terms along with the amortization schedule, representations and warranties, finance plan requirements, borrower covenants, disbursement requirements, monitoring and reporting requirements and will specify any other terms and conditions for the financial assistance.

Directed Funds to the Board

Upon the direction of funds in excess of \$5 million, the Secretary of Transportation shall within 30 days submit a report on such direction of funds to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations. Any direction of funds by the Governor in excess of \$10 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$25 million during a biennium, is subject to approval by the MEI Project Approval Commission (the "Commission") established pursuant to § 30-309 of the Code of Virginia. The Governor shall notify each member of the MEI Project Approval Commission and Commission staff of any proposed direction of funds requiring review. Such notification shall include a written notification of the proposed expenditures hand delivered to staff of the House Appropriations and Senate Finance and Appropriations Committees. The Commission shall complete such review within 30 business days of submission. Absent a recommendation within such 30-day period that the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 30-day period, the funds shall be directed.

Disbursement Process

Disbursement of the awarded financial assistance can begin following execution of an Award Agreement. Assistance from the Fund may be paid to the recipient based on costs incurred for the project. In some instances, disbursement may be allowed on a lump sum

basis, subject to sufficient justification, where a portion, up to the maximum amount of assistance approved, could be disbursed at a single time.

Recipients will submit a disbursement request to VDOT. VDOT will review the request for completeness and if acceptable, approve the request for disbursement. VDOT will notify the recipient within thirty (30) days of any deficiencies in any disbursement request. Upon approving the disbursement request, VDOT will then forward the request to the Virginia Department of the Treasury (the “Treasury”) for payment.

Directed funds recommended by the Governor will be allocated by the Commonwealth Transportation Board to the project through the Six-Year Improvement Program and administered by the Virginia Department of Transportation or the applicable locality.

Loan Term/Repayment

Loans from the Fund will have their term set by the Governor. The loan cannot exceed \$30 million and will be interest free. Terms and repayment provisions will vary depending on the type of project and the availability of revenues or other funds. All loans must be repaid within seven (7) years of the date of loan closing. The frequency of payments of principal will vary according to the recipient and will be established as a part of the loan closing process. Loan recipients will make their payments to the Treasury.

VDOT will be responsible for monitoring and ensuring repayment of the loans.

Recipient Reporting Requirements

Recipients of TPOF awarded assistance will be required to provide VDOT with various reports, certificates and documents during the project development phase as well as throughout the life of any loan.

Submittals of annual audited and interim, unaudited financial statements, approved budgets and use of funds reporting may be required as a condition of accepting assistance from the Fund. In addition, the recipient shall provide disclosure of any material events that could affect its ability to complete and, if applicable, operate the project.

Submittal of a semi-annual and interim social economic report will be required in order to properly document and track job creation or retention, investment and general economic improvements of the project.

Other special reporting requirements may be required on a case-by-case basis.

All reporting requirements will be included in the financing agreement. Recipient reports will be due April 1 and October 1 during the term of any outstanding loan or, for awarded grant recipients, until completion of the assisted project or completion of the capital investment and job creation period, whichever comes last. VDOT shall seek to minimize reporting requirements for smaller grants and loans.

Appendix A

Chapters 546 and 547 of the 2023 Acts of Assembly
[§ 33.2-1529.1. Transportation Partnership Opportunity Fund](#)

Item 438 K.2. of Chapter 725 of the 2025 Acts of Assembly
[Item 438 \(VDOT\) Highway Construction Programs. HB1600 - Chapter 725](#)

Item 438 J.2. of Chapter 0001 of the Special Session I of the 2026 Acts of Assembly
[Item 438 \(VDOT\) Highway Construction Programs. HB30 - Chapter](#)

The Commonwealth of Virginia

The
Transportation Partnership
Opportunity Fund

Assistance Application

July 22, 2026

THE COMMONWEALTH OF VIRGINIA

**APPLICANTS MUST COMPLETE ALL SECTIONS
PLEASE READ THE INSTRUCTIONS PRIOR TO COMPLETING THIS
APPLICATION**

SECTION 1 – Contact Information	
Applicant's Legal Name:	
Other Names Under Which Applicant Does Business:	
Federal Tax Identification Number:	
Business Address:	
Mailing Address (If different from above):	
Contact Person Name:	
Contact Person Title:	
Contact Person Mailing Address (If different from above):	
Telephone Number:	(xxx) xxx-xxxx
Fax Number:	(xxx) xxx-xxxx
E-mail Address:	

SECTION 2 – Assistance Requested	
Type of Assistance Requested. (GRANT / LOAN)	
Amount of Assistance Requested. (In WORDS)	xxxxxx Dollars
Amount of Assistance Requested. (In Numbers)	\$0,000,000.00

State how the project addresses the needs identified in the appropriate state, regional or local transportation plan.

State in detail how the project meets one of the following requirements: • The project meets the economic development criteria of <u>the Commonwealth’s Opportunity Fund Grant Program.</u> OR • In cases where the project is solely retaining jobs, the project must meet the economic development criteria of the <u>Virginia Investment Performance Grant Program.</u> OR • For state agency transportation service applicants, provide evidence that the service has supported economic development and job creation and will continue to enhance future economic development opportunities that will support job creation and capital investment.

SECTION 3 – Project Information

Please ensure that you have reviewed the instructions prior to commencing this section

1. Project Name.**2. Project Executive Summary. (Maximum 2 Pages)****3. Project Location and General Description of the Environment. (Mark if required as Exhibit A)****4. Project Development Process.****5. Purpose of TPOF Assistance.****6. Project Description.**

7. Project Social and Economic Impact.
8. Project Schedule. (Mark if required as Exhibit B)
9. Permits and Approvals. (Mark if required as Exhibit C)
10. Project Management and Compliance Monitoring Plan. (Mark if required as Exhibit D)
11. Maintenance and Operations Plans. (Mark if required as Exhibit E)

SECTION 4 – Plan of Finance

Please ensure that you have reviewed the instructions prior to commencing this section

1. Estimated Project Cost. (Uses of Funds) (Mark if required as Exhibit F)**2. Sources of Funds.****3. Pro Forma Cash Flow. (Mark if required as Exhibit G)****4. Risks and Mitigation. (Mark if required as Exhibit H)****5. Financial Statements. (if applicable) (Mark if required as Exhibit I)**

SECTION 5 – Applicant Organization Information

Please ensure that you have reviewed the instructions prior to commencing this section

1. Describe the applicant’s legal framework including past history and ownership structure. (Mark if required as Exhibit J)

2. Describe the legal authority of the applicant to carry out the proposed project activities.

3. Identify whether governmental entities, other than the applicant, must approve the submission of the application package, the funding of activities or the carrying out of activities described in the application. Provide documentation in the form of an exhibit as applicable.

4. Describe the applicant’s organizational structure and the applicant’s relationship to any subsidiaries or affiliates. (Mark if required as Exhibit K)

5. Provide an organization chart. (Mark if required as Exhibit L)

6. Describe the applicant’s prior 5 experience as it relates to carrying out projects similar to that being proposed. (Mark if required as Exhibit M)

Project:
Year:
Description:
Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

Project:

Year:

Description:

Project Cost:

Project Status:

7. Describe any current, threatened, or pending litigation involving the applicant related to permitting, public involvement, environmental irregularities, construction defects, securities fraud, conflict of interest, failure to perform under a state or federal contract, or other charges which may reflect on the applicant's financial position or ability to complete the project. (Mark if required as Exhibit N)

Applicant may be required to provide documentation regarding this section.

APPLICATION INSTRUCTIONS

GENERAL

- Please provide detailed answers to all application questions (where applicable) in the space provided. Applicants can use more space than provided to answer the questions in this application.
- If additional exhibits or attachments are needed, please mark and make note of the attachments within the space provided in the application.
- It is important that the applicant complete all applicable sections of this application.
- Application should be completed in Times New Roman 12 Size Font.

SECTION 3 – Project Information

This section requires narrative information and exhibits. To help avoid any delays in processing this application it is important that ALL attached and numbered exhibits correspond to their respective items.

1. **Project Name.** Assign a short name to the project for identification purposes.
2. **Project Executive Summary.** (Maximum 2 Pages)
3. **Project Location and General Description of the Environment.** Describe the location of the project, including major intersecting highway and rail routes. Attach a map as Exhibit A. Include the county or counties that the project will serve.
4. **Project Development Process.** Is this project to address the transportation aspects of an economic development opportunity?
5. **Purpose of TPOF Assistance.** Describe what aspect of the project for which the assistance will be used. Provide a breakdown of the proposed use of the assistance.
6. **Project Description.** Describe the need for the project, its basic design features and what the project is intended to accomplish. Include an assessment of the current condition of all transportation facilities relating to the project. For a construction project, describe the difference in the current project scope as compared to any approved environmental documents or study alternatives. If no environmental assessments or reviews have been completed on the project, provide an explanation and a schedule outlining the steps to comply with the National Environmental Policy Act. Describe how the funds provided will enhance the transportation aspects of economic development opportunities for the local area and the State in general.

7. **Project Social and Economic Impact.** Describe how the project will improve or enhance the current social and economic situation within the project area. This section should include the number of jobs created (if qualifying under COF criteria) or retained (if qualifying under the VIP criteria) as a result of the project and the amounts of investment that will be committed in the event that the funds are being used for an economic development project. Include a statement as to how the studies and analyses to be completed using moneys from the TPOF will advance social and economic development.
8. **Project Schedule.** Provide a timeline that shows the estimated start and completion dates for each major phase or milestone of the project development, construction and/or acquisition. Indicate the applicant's current status with respect to the timeline. Indicate the extent to which TPOF assistance will expedite the schedule or aid in meeting the schedule. List any other critical path issues. (Exhibit B)
9. **Permits and Approvals.** List all major permits and approvals necessary for construction of the project and the date, or projected date of the applicant's receipt of such permits and approvals. The list should include permits and approvals required under local, regional, state and federal laws and regulations. Indicate when outstanding approvals by the governing entities are expected. Describe the status of the environmental review documents. *Copies of ALL permits and approvals will be required upon execution of a financing agreement.* (Exhibit C)
10. **Project Management and Compliance Monitoring Plan.** Include a comprehensive project management and monitoring plan that will assure the project sponsor's ability to deliver the project as planned, fulfill all project commitments and ensure compliance with all terms of the financing agreement, including all applicable regulations and provisions of law. (Exhibit D)
11. **Maintenance and Operations Plans.** Include a description of the maintenance and operations plan for the project. Include projections of maintenance and operations expenses and the source of payment for these expenses. (Exhibit E)

SECTION 4 – Plan of Finance

This section pertains to the plan of finance for the project. This section also requests narrative information and exhibits. To help avoid any delays in processing this application it is important that ALL attached and numbered exhibits correspond to their respective items.

1. **Estimated Project Cost (Uses of Funds).** Provide a detailed budget for the project. The budget should include all applicable and anticipated expenses and cost for administrative services, feasibility studies, preliminary engineering and environmental assessments, right-of-way acquisition, vehicle acquisition, construction, construction administration, project management and inspection and other engineering or technical services, contingencies and any other cost categories as may be necessary. All cost estimates should be shown on a year-of-expenditure, cash basis that include any necessary explanations as to assumptions used to determine estimates. (Exhibit F)
2. **Sources of Funds.** Provide a table that reflects the amount of funding from each source of funds for the project, including the TPOF funding. Include, as applicable, federal grants and/or loans, state grants and/or loans, local grants and/or loans, private investment and/or equity contributions, bond proceeds, other borrowings and any other sources of funding that will be used for the project. In addition, provide in narrative form the following information for each source of funding. Supplement the narrative with a chart showing the flow of funds.

Description of TPOF Funding:

- The entity requesting the grant or loan.
- If a grant is being requested, outline when the funding is expected or needed.
- If a loan is being requested, outline the following:
 - Evidence of authorization to commit to loan repayment(s);
 - The source of repayment(s) for the TPOF loan;
 - If project revenues are the source of repayment, the priority of repayment of the loan with respect to project revenues;
 - If non-project revenues are the source of repayment (e.g. general revenues, appropriations, etc.), the priority of repayment of the loan with respect to borrowing entity's other liabilities;
 - The security features for the loan, including any pledged revenues and collateral;
 - Debt service coverage on the loan;
 - Whether the source of repayment is contingent on the project's completion;
 - Whether the source of repayment is subject to future allocations, appropriation and/or governing body approval; and
 - Proposed payment schedule.

Description of other governmental grants and or assistance:

- The specific governmental entity providing the grant.
- The timing for receipt of the grant, including the key steps that must occur in order to receive the grant, such as environmental permits, receipt of other funding, resolutions adopted by the entity, budget appropriations, etc. Provide relevant documentation for those steps that have occurred.
- Any known level of commitment associated with the grant.
- Requirements that will be imposed by the entity on the use of the grant monies or the project.

Description of other loans, debt or other borrowing:

- The lender and legal entity borrowing the money.
- The source of repayment for all other debt and the priority of payment relative to other project borrowing.
- Security features for all other debt, including any pledged revenues and collateral.
- Covenants related to the financial or operational performance of the project, such as coverage levels, and the incurrence of additional debt.
- Structure, including the term, amortization and whether the loan will be fixed or variable rate and expected fixed rate or expected spread to specified index for variable rate debt.
- Anticipated credit ratings if funds are to be borrowed through a public debt offering.
- Any credit enhancement or other guarantees.
- The timing for the borrowing or issuance of debt, including the key steps that must occur. Provide relevant documentation for those steps that have occurred.

Description of equity and private investment:

- The entity, or entities, providing the equity or private investment.
- The mechanism(s) for how the investor(s) will be repaid, for example from excess cash flow, periodic scheduled payments, lump-sum payment from additional debt incurred in the future, etc.
- The expected rate of return and justification for the rate of return.
- Any anticipated revenue sharing with any entity.
- The timing for receipt of the investment, including the key steps that must occur in order to receive the funds. Provide relevant documentation for those steps that have occurred.
- Any major conditions or requirements that will be imposed by the investor(s) on the project.

Description of any other form of assistance not covered above.

3. **Pro Forma Cash Flow.** Provide pro forma cash flows, reflecting the flow of funds and showing revenues, all debt repayment (if applicable), including any loans under the TPOF (if applicable), maintenance and operations expenses and any payments to equity/private investors. Provide a detailed description of assumptions and justification of the assumptions. (Exhibit G)
4. **Risks and Mitigation.** Identify the risks to the project completion and the sufficiency of revenues to repay the loan. Samples of these types of risk could include cost escalation, timing of approvals and permits, litigation, and availability of other funding. Identify the mitigation strategies for any acknowledged risks, including any payment and performance guarantees. (Exhibit H)
5. **Financial Statements.** Provide year-end audited financial statements for the past three years for each project team member and the parent entities. (Exhibit I)

SECTION 5 – Applicant Organization Information

This section requests narrative information and exhibits. To help avoid any delays in processing this application, it is important that ALL attached and numbered exhibits correspond to their respective items.

1. Describe the applicant's legal framework. Include a copy of the statutory authority under which the entity was created. If applicant is the lead applicant, provide details of the agreement with any other entities. (Exhibit J)
2. Describe the legal authority of the applicant to carry out the proposed project activities. This description should include discussion of the applicant's ability to levy taxes, issue debt, charge tolls or other fees and/or receive assistance from the Transportation Partnership Opportunity Fund. Provide documentation in the form of an exhibit as applicable.
3. Identify whether governmental entities, other than the applicant, must approve the submission of the application package, the funding of activities or the carrying out of activities described in the application. Provide documentation in the form of an exhibit as applicable.
4. Describe the applicant's organizational structure and the applicant's relationship to any subsidiaries or affiliates. Include the legal names of key principals and staff and any recent or proposed changes to the organization structure. If applicant is part of a joint venture, identify all partners and each partner's relationship to any subsidiaries or affiliates. (Exhibit K)
5. Provide an organization chart, in the form of an exhibit, to include the major parties involved in any aspect of the project. Include the major service contractors that have been, or will be, retained for the project. (Exhibit L)
6. Describe the applicant's prior experience as it relates to carrying out projects similar to that being proposed. Include prior experience in relation to the implementation of any new technology and the success of the use of such technology. (Exhibit M)
7. Describe any current, threatened, or pending litigation involving the applicant related to permitting, public involvement, environmental irregularities, construction defects, securities fraud, conflict of interest, failure to perform under a state or federal contract, or other charges which may reflect on the applicant's financial position or ability to complete the project. (Exhibit N)

Appendix C

TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND SAMPLE AWARD AGREEMENT

This **Award Agreement** (this “Agreement”) is made and entered into as of the date of final execution by and between the **Virginia Department of Transportation** (“VDOT” or the “Department”), an agency of the Commonwealth of Virginia (the “Commonwealth”) and the _____ (the “Recipient”), a political subdivision of the Commonwealth of Virginia, together referred to as the “Parties” and each individually as a “Party”.

RECITALS

WHEREAS, the Transportation Partnership Opportunity Fund (“TPOF”) was created under Va. Code § 33.2-1529.1 to provide funds to address transportation aspects of economic development opportunities or to enhance the economic development opportunities of the Commonwealth’s transportation programs; and

WHEREAS, pursuant to Va. Code § 33.2-1529.1(C)(1), the Governor is authorized to award funds from TPOF as grants, revolving loans, or other financing tools to an agency or political subdivision of the Commonwealth; and

WHEREAS, the Recipient is a duly created and validly existing political subdivision of the Commonwealth and is eligible to receive financial assistance from the Fund.

WHEREAS, the Recipient submitted an application requesting **SUM IN WORDS (\$x,xxx,xxx.00)** in the form of a grant from the Fund to assist in **NAME OF THE PROJECT** as defined in the Project Description and attached hereto as Exhibit A.

WHEREAS, the TPOF Advisory Panel (the “Panel”) has evaluated the application and has found that it meets the requirements of the Code and the Transportation Evaluation Criteria established in the Fund’s Guidelines and Criteria, dated July 2026. The Panel recommended on **MONTH DAY YEAR** to the Secretary of Transportation and the Secretary of Commerce and Trade, an award by the Governor of a **SUM IN WORDS (\$x,xxx,xxx.00)** grant, subject to certain conditions.

WHEREAS, the estimated costs for the Project are \$_____, as described more completely in the Project Budget and Sources of Funds attached hereto as Exhibit B, and will be administered by the Recipient.

WHEREAS, the Governor approved the award of the **SUM IN WORDS (\$x,xxx,xxx.00)** grant (the “Grant”) to the Recipient on _____. A copy of the Decision Brief signed by the Governor is provided as Exhibit C.

WHEREAS, sufficient monies exist in the TPOF to support the Award, and based upon certain representations, warranties, and covenants of the Recipient set forth below, the use of funds is consistent with Va. Code § 33.2-1529.1(D);

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the Parties, the Parties agree as follows:

1. Purpose of Agreement. The purpose of this Agreement is to provide for the terms and conditions required for providing the Grant to the Recipient, outlining the reimbursement process by which the Recipient will obtain the Grant, the application or use of the Grant, and other matters related thereto.
2. Disbursement Authorization and Application and Use of TPOF Grant.
 - a. Requisition. In order to request and/or requisition disbursement of the Grant, the Recipient shall submit an invoice to VDOT substantially in the form attached hereto as **Exhibit D** (the “Request for Disbursement”), signed by an authorized representative of the Recipient. Each Request for Disbursement shall include supporting documentation that sufficiently, in VDOT’s discretion, demonstrates the eligibility of the expenditures for reimbursement.
 - b. Disbursement. Disbursement of the Grant will be on a *reimbursable* basis, with a frequency of no more than one (1) Request for Disbursement per month. The Recipient shall endeavor to submit Request for Disbursements within 30 (thirty) days of incurring eligible Project costs (as determined by VDOT in its sole discretion).
 - c. Application and Use of Grant Funds. The Grant shall be used by the Recipient for the sole purpose of funding the necessary and reasonable costs and expenses of the Project. The Grant shall not exceed **DOLLAR AMOUNT (\$#####)** and, along with the other identified monies, is expected to be adequate to fully fund the Project. Any Project cost exceeding the amount of the Grant shall be paid for by the Recipient using its own monies. The Grant shall only be used in a manner compliant with Section 33.2-1529.1 of the Code of Virginia.
3. Performance Obligations of the TPOF Grant.
 - a. Performance Date. Means xxx xxx, 20xx.
 - b. Targets. The Recipient agrees that the capital investment will be \$XXX and the number of jobs created/retained will be XXX. These amounts will be

achieved on or prior to the Performance date. The average annual wage of new jobs will be \$xxxxx.xx and the % of new jobs sourced from the local community shall be xxx%. The capital investment is limited to the capital investment specific for this grant.

4. Recapture of Directed Funds.

- a. Recapture Events. The Recipient acknowledges and agrees that the disbursement of the Grant Funds is conditioned upon the Recipient's continued compliance with (i) all representations and warranties made by the Recipient under this Agreement; (ii) all covenants, performance obligations, reporting requirements, and TPOF conditions set forth herein; and (iii) all applicable state law, regulations and guidelines. The occurrence of any of the following shall constitute a "Recapture Event:"
- i. Any representation or warranty made by the Recipient is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made or deemed reaffirmed;
 - ii. Any certification made by the Recipient in order to request and/or requisition disbursement is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made;
 - iii. The Recipient's breach of any covenant, obligation, or other material term of this Agreement; or
 - iv. The recipient's expenditure, obligation, or use of Grant Funds for purposes not expressly authorized by this Agreement or by applicable state law.
- b. Repayment Obligation. Upon the occurrence of a Recapture Event, VDOT may, in its sole discretion and without limiting any other rights or remedies, (i) suspend, withhold, or terminate further disbursements of Grant Funds, and/or (ii) require the Recipient to repay all or any portion of the Grant Funds previously disbursed. The Recipient shall repay such amounts within 30 (thirty) days after receiving written notice from VDOT specifying the amount due and the basis for the recapture.

Repayment obligations required due to failure to meet Performance Obligations will be assessed based on an equal weighting of the targets. In the event that the project covers Jobs and Investment, each Target is weighted at 50% and the repayment obligation will be based on the combined level of failure of the Targets. For projects that only have a single Target, this target will be the only calculation for repayment obligation.

The formula for calculating the failure for Job Targets

$$\frac{\text{Target Jobs less Actual Jobs}}{\text{Target Jobs}}$$

The formula for calculating the failure in Capital Investment Targets

$$\frac{\text{Target Capital Investment less Actual Capital Investment}}{\text{Target Capital Investment}}$$

- c. Interest; Set-Off. Any Directed Funds required to be repaid under this Section 3 shall accrue interest from the date of disbursement at the rate of 6% (six percent) per annum, consistent with Section 6.2-302 of the Code of Virginia, until repaid in full. VDOT may exercise any right of set-off available under applicable law with respect to amounts owed by the Recipient.
5. Project Schedule. Every good faith effort shall be made by the Recipient to cause the completion of components of the Work no later **MONTH DAY YEAR**.
6. Reports and Records.
 - a. Reporting Period. The reporting period is from the date of this Agreement to the Performance Date.
 - b. Maintenance Requirements. Full and detailed accounts and records shall be maintained, as appropriate, by the Recipient for the Project and the Award and such controls shall be exercised as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and standards, so as to provide complete records to fully support the use of the Award to pay any cost and/or expense charged to the Project. Prior to completion of the Project, access shall be afforded by the Parties to each other and their representatives and agents to the records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda and other data, including but not limited to electronic schedules and other electronic data (all collectively referred to as the "Books and Records") relating to the Project. Such Books and Records shall be maintained at the [insert address]. The Recipient shall provide VDOT with executed copies of any other agreement it enters into with respect to the Project promptly, but in no event more than 5 (five) business days after executing such agreement.
 - c. Public Records. The Parties acknowledge and agree that documents owned by either VDOT or the Recipient, and any document of which VDOT or the Recipient obtains a copy, that relates to the Project may be considered public records under the Virginia Public Records Act, Sections 42.1-76

through 42.1-91 of the Code of Virginia or official records under the Virginia Freedom of Information Act, Section 2.2-3700 et seq. of the Code of Virginia, and as such may be subject to public disclosure.

- d. Periodic Reports. On April 1 and October 1 of each year until the End of the Reporting Period, the Recipient shall provide to VDOT's Chief Financial Officer a summary outlining the use of the TPOF monies and the status of the Project. This report should also provide an update on all progress made in order to achieve the projects investment and employment targets. In addition, the Recipient shall promptly notify VDOT of any material events that could affect the Recipient's ability to meet its financial obligations toward the Project.

7. Representations and Warranties.

- a. Representations and Warranties of the Recipient. The Recipient further represents, covenants and agrees as follows:

- i. The Recipient has full right, power and authority to execute and deliver this Agreement, to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
- ii. The Recipient is fully committed to the completion of the Project.
- iii. Any of the Project completed with TPOF funds shall comply with all applicable industry standards and specifications.
- iv. To the best of the Recipient's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on the Recipient's condition (financial or otherwise) or its ability to perform under the Agreement and there has been no material adverse change in the financial condition of the Recipient as indicated in the information furnished to VDOT.
- v. The Recipient shall be responsible for all activities necessary to complete the Project and shall coordinate with VDOT staff for all reviews, approvals, and necessary oversight as required.
- vi. The Project shall comply in all respects with Section 33.2-1529.1 of the Code of Virginia; for the avoidance of doubt, the Recipient hereby represents, covenants, and agrees that no transportation infrastructure completed with moneys from the TPOF, including the Award, shall become private property.

- b. Representations and Warranties of VDOT. VDOT further represents, covenants and agrees as follows:

- i. VDOT has full right, power and authority to execute and deliver this Agreement, to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - ii. VDOT is fully committed to the completion of the Project.
 - iii. To the best of VDOT's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on VDOT's ability to perform under the Agreement.
 - iv. VDOT shall coordinate with the Recipient, as necessary, for all reviews, approvals, and necessary oversight as required.
- 8. Public Property. As set forth in Section 33.2-1529.1 of the Code of Virginia, the Project shall not become private property and shall become or remain public property following completion. The Project may not be sold, conveyed, or otherwise transferred without the prior written consent of VDOT.
- 9. Indemnities of the Recipient.
 - a. Indemnity. To the extent permitted by law, the Recipient shall indemnify, defend, and hold harmless VDOT from and against any Losses actually suffered or incurred by VDOT (except to the extent such Losses are solely caused by the misconduct, gross negligence or other culpable act, error or omission of VDOT), due to Third-Party Claims that are based on:
 - i. Any actual or alleged failure by the Recipient to comply with, observe or perform any of the covenants, obligations, agreements, terms or conditions in this Agreement or, any actual alleged breach by the Recipient of its representations or warranties set forth in this Agreement; or
 - ii. Any actual or alleged misconduct, negligence or other culpable act, error or omission of the Recipient in connection with the Project.
 - b. Defense and Indemnification Procedures.
 - i. In the event that any Third-Party Claim for which the Recipient may be required to indemnify VDOT hereunder is asserted in writing against VDOT, it will as promptly as practicable notify the Recipient in writing of such Claim, and such notice will include a copy of the Claim and any related correspondence or documentation from the third party asserting the Claim; *provided*, that any failure to give such prompt notice will not constitute a waiver of any rights of VDOT, except to the extent that the rights of the Recipient are actually and materially prejudiced thereby.
 - ii. The Recipient will be entitled and obligated to appoint counsel of its choice, at its sole cost and expense, to represent VDOT in any action for which

indemnification is sought (in which case, the Recipient will not thereafter be responsible for the fees and expenses of any separate counsel retained by VDOT), *provided*, that such counsel will be satisfactory to VDOT.

- iii. The Recipient will not be liable for any settlement or compromise by VDOT of a Third-Party Claim except with the Recipient's prior written consent, which consent will not be unreasonably withheld or delayed, or except where the settlement or compromise is approved by the court after the Recipient receives reasonable notice and the opportunity to be heard and such court approval has become final and non-appealable.

c. Defined Terms. For purposes of this Section 8:

- i. "Claims" means any and all Project-related claims, disputes, disagreements, causes of action, demands, suits, proceedings, damages, injuries, liabilities, obligations, losses, costs and expenses.
- ii. "Losses" means any Project-related losses, liabilities, judgments, damages, fees, penalties, fines, sanctions, charges or out-of-pocket and documented costs or expenses actually suffered or incurred, including as a result of any injury to or death of persons or damage to or loss of property.
- iii. "Third-Party Claim" means any Project-related Claim asserted against VDOT by any person who is not a party to this Agreement or an affiliate of such party.

10. Amendment. The provisions of this Agreement may be amended, modified or waived only by written instrument executed by both Parties.

11. Applicable Law; Jurisdiction and Venue. This Agreement shall be governed by and construed under the laws of the Commonwealth of Virginia. Any litigation between the Parties pertaining to this Agreement or its breach will be filed, heard, and decided in the Circuit Court for the City of Richmond, which shall have exclusive jurisdiction and venue.

12. Permits. The Recipient shall obtain all permits necessary or convenient to complete the Project.

13. Notices. All notices, approvals, consents, requests and other communications under this Agreement shall be in writing and shall be deemed to have been given when delivered in person, or when sent by Federal Express or a comparable express courier service, or when mailed by registered or certified mail, postage prepaid, addressed to the Parties at the following addresses or such other addresses as a Party may designate by prior written notice to the other:

- a. if to VDOT:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Chief Financial Officer

With a copy to:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Director, Financial Planning Division

And

Office of the Attorney General
900 East Main Street
Richmond, VA 23219
Attn: Senior Assistant Attorney General, Chief Transportation
Section

b. if to the Recipient:

[Insert Addresses]

14. Incorporation; Entire Agreement. The recitals, exhibits, forms, and any other appendix or attachment hereto are material to this Agreement and are hereby incorporated. This Agreement constitutes the entire agreement of the Parties with respect to its subject matter and supersedes all prior or contemporaneous oral or written agreements or understanding with respect to such subject matter.
15. Binding Effect. This Agreement will be binding upon and will inure to the benefit of the Parties hereto and their respective legal representatives, successors and permitted assigns, and wherever a reference in this Agreement is made to any of the Parties hereto, such reference also will be deemed to include, wherever applicable, a reference to the legal representatives, successors and permitted assigns of such Party, as if in every case so expressed.
16. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but of which together shall constitute one and the same agreement. The Parties may execute this Agreement electronically and electronic transmission of an executed counterpart of this Agreement shall be deemed to constitute due and sufficient delivery of such counterpart.
17. Sovereign Immunity. Nothing in this Agreement shall be construed as a waiver of VDOT's, the Recipient's, or the Commonwealth of Virginia's, sovereign immunity.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties, intending to be legally bound, have executed this Agreement on the date first written above.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____

Name:

Title: Commissioner of Highways

Recipient

By: _____

Name:

Title:

Approved as to form:

By: _____

Name:

Title:

[Signature Page to TPOF Award Agreement]

EXHIBIT A
PROJECT DESCRIPTION

**EXHIBIT B
PROJECT BUDGET
AND SOURCES OF FUNDS**

TPOF Project Budget	
Task	Estimated Cost
Total	\$

Sources of Funds	
Source	Amount
Transportation Partnership Opportunity Fund	\$
Total	\$

EXHIBIT C
EXECUTED DECISION BRIEF

EXHIBIT D
REQUEST FOR DISBURSEMENT

Attached hereto.

[ON RECIPIENT LETTERHEAD]

[Date]

Debt & Finance Manager
Financial Planning Division
Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: **Transportation Partnership Opportunity Fund**

Dear Mrs. Upson:

This requisition, Number ____, is submitted in connection with the Grant Agreement dated as of _____ (the "Agreement"), between the Virginia Department of Transportation and _____ (the "Recipient").

The undersigned authorized representative of the Recipient hereby requests disbursement of proceeds under the Agreement in the amount of \$ _____, for the purposes of payment of project costs as set forth in **Schedule 1** attached hereto.

Attached hereto are the invoices relating to the items for which payment is requested and that have been approved by the Recipient.

The undersigned certifies that i) the amounts requested by the requisition will be applied solely and exclusively to the payment, or to the reimbursement of the Recipient for the payment of project costs, and ii) any materials, supplies or equipment covered by this requisition are not subject to any lien or security interest or such lien or security interest will be released upon payment of the requisition.

This requisition includes an accompanying Certificate of the Project Manager/Project Engineer as to the performance of work.

Sincerely,

Recipient's Authorized Representative
Title

Attachments

SCHEDULE 1
TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT

REQUISITION NUMBER: _____

RECIPIENT:

PROJECT NAME:

CERTIFYING SIGNATURE: _____

TITLE: _____

Cost Category	Amount Budgeted	Previous Disbursements	Expenditures This Period	Total Expenditures To Date	Net Balance Available
TOTALS					

Total Amount of Assistance

Previous Disbursements

Balance

This Request

Proceeds Remaining

**TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
CERTIFICATE OF THE PROJECT MANAGER/PROJECT ENGINEER
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT**

This Certificate is being executed and delivered in connection with Requisition Number __, dated __, 20 __, submitted by the _____ (the "Recipient"), pursuant to the Grant Agreement dated __, between the Virginia Department of Transportation and the Recipient.

The undersigned consulting engineer for the Recipient hereby certifies that, insofar as the amounts covered by this requisition include payments for labor or to contractors, builders or materialmen, i) such work was actually performed or such materials, supplies and/or equipment were actually furnished to or installed in the construction portion of the Transportation Partnership Opportunity Fund project and ii) expenditures for such work have not been submitted as a part of a previous requisition.

[Project Manager/Project Engineer Firm]

By: _____

Date: _____, 20 ____

TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
SAMPLE DIRECTED FUNDS AGREEMENT

This **Directed Funds Agreement** (this “Agreement”) is made and entered into as of the date of final execution by and between the **Virginia Department of Transportation** (“VDOT”), an agency of the Commonwealth of Virginia, and the _____, **Virginia** (the “Recipient”), a political subdivision of the Commonwealth of Virginia, together referred to as the “Parties” and each individually as a “Party.”

RECITALS

WHEREAS, the Transportation Partnership Opportunity Fund (“TPOF”) was created under Va. Code § 33.2-1529.1 to provide funds to address transportation aspects of economic development opportunities; and

WHEREAS, pursuant to Va. Code § 33.2-1529.1(C)(2), the Governor is authorized to direct funds from TPOF to the Commonwealth Transportation Board (“CTB”) “for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth’s transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;” and

WHEREAS, following recommendations by the Secretary of Transportation and the Secretary of Commerce and Trade, and at the direction of the Governor, the CTB is empowered to allocate such funds to be administered by VDOT; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended, and the Governor has directed, \$## million (WORDS million dollars) from TPOF (the “Directed Funds”) to the CTB for allocation to the Recipient for the _____ Project; and

WHEREAS, the _____ Project (the “Project”), (insert project scope)

WHEREAS, in accordance with Va. Code § 33.2-1529.1(C)(2), the Secretary of Transportation submitted a report on(insert date), on the Directed Funds to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations; and

WHEREAS, the total estimated cost for the Project is (insert amount), as described more completely in the Project Budget and Sources of Funds attached hereto as **Exhibit A**, and the Directed Funds will be used by the Recipient to fund a portion of the Project; and

WHEREAS, the Recipient has secured the funding from other sources to fully fund the Project and is committed to funding any costs in excess of the Directed Funds to facilitate the completion of the Project; and

WHEREAS, by resolution dated (insert date), attached hereto as **Exhibit B**, the CTB allocated the Directed Funds to the Recipient for the Project and directed VDOT to enter into an agreement with the Recipient outlining the reimbursement process for the Recipient to obtain the Directed Funds and the Recipient's commitment to construct the Project; and

WHEREAS, sufficient monies exist in the TPOF to support the allocation of the Directed Funds, and based upon certain representations, warranties, and covenants of the Recipient set forth below, the use of funds is consistent with Va. Code § 33.2-1529.1(D); and

WHEREAS, since the amount of the Directed Funds does not exceed \$10 million, nor does the cumulative direction for the biennium exceed \$25 million, the review of the MEI Project Approval Commission is not required; and [or, since the amount of the Directed Funds exceeds \$10 million or cumulatively exceeds \$25 million for the biennium, the review of the MEI Project Approval Commission was required. The Commission was notified of the Direction on _____ as required by the Code of Virginia. [Specify Commission's actions]]

WHEREAS, the Board of Supervisors of _____ County, Virginia, by RESOLUTION dated _____, 20__, attached hereto as **Exhibit C**, authorized the Recipient's participation in the Commonwealth of Virginia TPOF Program.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the Parties, the Parties agree as follows:

1. Purpose of Agreement. The purpose of this Agreement is to provide for the terms and conditions required for providing the Directed Funds to the Recipient, outlining the reimbursement process by which the Recipient will obtain the Directed Funds, the application or use of the Directed Funds, and other matters related thereto.
2. Disbursement Authorization and Application and Use of TPOF Directed Funds.
 - a. Requisition. In order to request and/or requisition disbursement of the Directed Funds, the Recipient shall submit an invoice to VDOT substantially in the form attached hereto as **Exhibit D** (the "Request for Disbursement"), signed by an authorized representative of the Recipient. Each Request for Disbursement shall include supporting documentation that sufficiently, in VDOT's discretion, demonstrates the eligibility of the expenditures for reimbursement.
 - b. Disbursement. Disbursement of the Directed Funds will be on a *reimbursable* basis, with a frequency of no more than one (1) Request for Disbursement per month. The Recipient shall endeavor to submit Request

for Disbursements within 30 (thirty) days of incurring eligible Project costs (as determined by VDOT in its sole discretion).

- c. Application and Use of Directed Funds. The Directed Funds shall be used by the Recipient for the sole purpose of funding the necessary and reasonable costs and expenses of the Project. The Directed Funds shall not exceed _____ **DOLLARS (\$####)** and, along with the other identified monies, is expected to be adequate to fully fund the Project. Any Project cost exceeding the amount of the Directed Funds shall be paid for by the Recipient using its own monies. The Directed Funds shall only be used in a manner compliant with Section 33.2-1529.1 of the Code of Virginia.

3. Recapture of Directed Funds.

- a. Recapture Events. The Recipient acknowledges and agrees that the disbursement of the Directed Funds is conditioned upon the Recipient's continued compliance with (i) all representations and warranties made by the Recipient under this Agreement; (ii) all covenants, performance obligations, reporting requirements, and TPOF conditions set forth herein; and (iii) all applicable state law, regulations and guidelines. The occurrence of any of the following shall constitute a "Recapture Event:"
 - i. Any representation or warranty made by the Recipient is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made or deemed reaffirmed;
 - ii. Any certification made by the Recipient in order to request and/or requisition disbursement is determined by VDOT to have been untrue, inaccurate, or misleading in any material respect when made;
 - iii. The Recipient's breach of any covenant, obligation, or other material term of this Agreement; or
 - iv. The recipient's expenditure, obligation, or use of Directed Funds for purposes not expressly authorized by this Agreement or by applicable state law.
- b. Repayment Obligation. Upon the occurrence of a Recapture Event, VDOT may, in its sole discretion and without limiting any other rights or remedies, (i) suspend, withhold, or terminate further disbursements of Directed Funds, and/or (ii) require the Recipient to repay all or any portion of the Directed Funds previously disbursed. The Recipient shall repay such amounts within 30 (thirty) days after receiving written notice from VDOT specifying the amount due and the basis for the recapture.

- c. Interest; Set-Off. Any Directed Funds required to be repaid under this Section 3 shall accrue interest from the date of disbursement at the rate of 6% (six percent) per annum, consistent with Section 6.2-302 of the Code of Virginia, until repaid in full. VDOT may exercise any right of set-off available under applicable law with respect to amounts owed by the Recipient.
- 4. Project Schedule. Every good faith effort shall be made by the Recipient to cause the completion of the Project by no later than _____, 20__..
- 5. Reports and Records.
 - a. Maintenance Requirements. Full and detailed accounts and records shall be maintained, as appropriate, by the Recipient for the Project and the Directed Funds and such controls shall be exercised as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and standards, so as to provide complete records to fully support the use of the Directed Funds to pay any cost and/or expense charged to the Project. Prior to completion of the Project, access shall be afforded by the Parties to each other and their representatives and agents to the records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda and other data, including but not limited to electronic schedules and other electronic data (all collectively referred to as the “Books and Records”) relating to the Project. Such Books and Records shall be maintained at the [insert address]. The Recipient shall provide VDOT with executed copies of any other agreement it enters into with respect to the Project promptly, but in no event more than 5 (five) business days after executing such agreement.
 - b. Public Records. The Parties acknowledge and agree that documents owned by either VDOT or the Recipient, and any document of which VDOT or the Recipient obtains a copy, that relates to the Project may be considered public records under the Virginia Public Records Act, Sections 42.1-76 through 42.1-91 of the Code of Virginia or official records under the Virginia Freedom of Information Act, Section 2.2-3700 *et seq.* of the Code of Virginia, and as such may be subject to public disclosure.
- 6. Representations and Warranties.
 - c. Representations and Warranties of the Recipient. The Recipient further represents, covenants and agrees as follows:
 - vii. The Recipient has full right, power and authority to execute and deliver this Agreement; to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - viii. The Recipient is fully committed to the completion of the Project.

- ix. Any of the Project completed with TPOF funds shall comply with all applicable industry standards and specifications.
 - x. To the best of the Recipient's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on the Recipient's condition (financial or otherwise) or its ability to perform under the Agreement and there has been no material adverse change in the financial condition of the Recipient as indicated in the information furnished to VDOT.
 - xi. The Recipient shall be responsible for all activities necessary to complete the Project and shall coordinate with VDOT staff for all reviews, approvals, and necessary oversight as required.
 - xii. The Project shall comply in all respects with Section 33.2-1529.1 of the Code of Virginia; for the avoidance of doubt, the Recipient hereby represents, covenants, and agrees that no transportation infrastructure completed with moneys from the TPOF, including the Directed Funds, shall become private property.
- d. Representations and Warranties of VDOT. VDOT further represents, covenants and agrees as follows:
- i. VDOT has full right, power and authority to execute and deliver this Agreement; to perform its obligations under the Agreement and to carry out the tasks associated with the Project.
 - ii. VDOT is fully committed to the completion of the Project.
 - iii. To the best of VDOT's knowledge, there are no pending or threatened suits or actions of any nature that may have an adverse effect on VDOT's ability to perform under the Agreement.
 - iv. VDOT shall coordinate with the Recipient, as necessary, for all reviews, approvals, and necessary oversight as required.
8. Public Property. As set forth in Section 33.2-1529.1 of the Code of Virginia, the Project shall not become private property and shall become or remain public property following completion. The Project may not be sold, conveyed, or otherwise transferred without the prior written consent of VDOT.
9. Indemnities of the Recipient.
- a. Indemnity. To the extent permitted by law, the Recipient shall indemnify, defend, and hold harmless VDOT from and against any Losses actually suffered or incurred by VDOT (except to the extent such Losses are solely caused by the misconduct, gross negligence or other culpable act, error or omission of VDOT), due to Third-Party Claims that are based on:
 - i. Any actual or alleged failure by the Recipient to comply with, observe or perform any of the covenants, obligations, agreements, terms or conditions

in this Agreement or, any actual alleged breach by the Recipient of its representations or warranties set forth in this Agreement; or

- ii. Any actual or alleged misconduct, negligence or other culpable act, error or omission of the Recipient in connection with the Project.

b. Defense and Indemnification Procedures.

- i. In the event that any Third-Party Claim for which the Recipient may be required to indemnify VDOT hereunder is asserted in writing against VDOT, it will as promptly as practicable notify the Recipient in writing of such Claim, and such notice will include a copy of the Claim and any related correspondence or documentation from the third party asserting the Claim; *provided*, that any failure to give such prompt notice will not constitute a waiver of any rights of VDOT, except to the extent that the rights of the Recipient are actually and materially prejudiced thereby.
- ii. The Recipient will be entitled and obligated to appoint counsel of its choice, at its sole cost and expense, to represent VDOT in any action for which indemnification is sought (in which case, the Recipient will not thereafter be responsible for the fees and expenses of any separate counsel retained by VDOT), *provided*, that such counsel will be satisfactory to VDOT.
- iii. The Recipient will not be liable for any settlement or compromise by VDOT of a Third-Party Claim except with the Recipient's prior written consent, which consent will not be unreasonably withheld or delayed, or except where the settlement or compromise is approved by the court after the Recipient receives reasonable notice and the opportunity to be heard and such court approval has become final and non-appealable.

c. Defined Terms. For purposes of this Section 8:

- i. "Claims" means any and all Project-related claims, disputes, disagreements, causes of action, demands, suits, proceedings, damages, injuries, liabilities, obligations, losses, costs and expenses.
- ii. "Losses" means any Project-related losses, liabilities, judgments, damages, fees, penalties, fines, sanctions, charges or out-of-pocket and documented costs or expenses actually suffered or incurred, including as a result of any injury to or death of persons or damage to or loss of property.
- iii. "Third-Party Claim" means any Project-related Claim asserted against VDOT by any person who is not a party to this Agreement or an affiliate of such party.

9. Amendment. The provisions of this Agreement may be amended, modified or waived only by written instrument executed by both Parties.

10. Applicable Law; Jurisdiction and Venue. This Agreement shall be governed by and construed under the laws of the Commonwealth of Virginia. Any litigation between the Parties pertaining to this Agreement or its breach will be filed, heard, and decided in the Circuit Court for the City of Richmond, which shall have exclusive jurisdiction and venue.
11. Permits. The Recipient shall obtain all permits necessary or convenient to complete the Project.
12. Notices. All notices, approvals, consents, requests and other communications under this Agreement shall be in writing and shall be deemed to have been given when delivered in person, or when sent by Federal Express or a comparable express courier service, or when mailed by registered or certified mail, postage prepaid, addressed to the Parties at the following addresses or such other addresses as a Party may designate by prior written notice to the other:

(a) if to VDOT:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Chief Financial Officer

With a copy to:

Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219
Attn: Director, Financial Planning Division

And

Office of the Attorney General
900 East Main Street
Richmond, Virginia 23219
Attn: Senior Assistant Attorney General, Chief - Transportation Section

(b) if to the Recipient:
[Insert Addresses]

13. Incorporation; Entire Agreement. The recitals, exhibits, forms, and any other appendix or attachment hereto are material to this Agreement and are hereby incorporated. This Agreement constitutes the entire agreement of the Parties with respect to its subject matter and supersedes all prior or contemporaneous oral or written agreements or understanding with respect to such subject matter.

14. Binding Effect. This Agreement will be binding upon and will inure to the benefit of the Parties hereto and their respective legal representatives, successors and permitted assigns, and wherever a reference in this Agreement is made to any of the Parties hereto, such reference also will be deemed to include, wherever applicable, a reference to the legal representatives, successors and permitted assigns of such Party, as if in every case so expressed.
15. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but of which together shall constitute one and the same agreement. The Parties may execute this Agreement electronically and electronic transmission of an executed counterpart of this Agreement shall be deemed to constitute due and sufficient delivery of such counterpart.
16. Sovereign Immunity. Nothing in this Agreement shall be construed as a waiver of VDOT's, the Recipient's, or the Commonwealth of Virginia's, sovereign immunity.

[Signature Page Follows]

IN WITNESS WHEREOF, the Parties, have duly executed this Agreement, intending it to be effective on the date of the last signature below.

VIRGINIA DEPARTMENT OF TRANSPORTATION,
an agency of the Commonwealth of Virginia

By: _____
Name: _____
Title: Commissioner of Highways
Date: _____

[RECIPIENT], VIRGINIA,
a political subdivision of the Commonwealth of Virginia

By: _____
Name: _____
Title: _____
Date: _____

Approved as to form:

By: _____
Name: _____
Title: _____

[Signature Page to TPOF Directed Funds Agreement]

EXHIBIT A

PROJECT BUDGET AND SOURCES OF FUNDS

TPOF Project Budget	
Task	Estimated Cost
	\$
Total	\$

Sources of Funds	
Source	Amount
	\$
Total	\$

EXHIBIT B
Resolution of The Commonwealth Transportation Board

Attached hereto.

EXHIBIT C
RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
_____, VIRGINIA

Attached hereto.

EXHIBIT D
REQUEST FOR DISBURSEMENT

Attached hereto.

[ON RECIPIENT LETTERHEAD]

[Date]

Debt & Finance Manager
Financial Planning Division
Virginia Department of Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: Transportation Partnership Opportunity Fund

Dear Mrs. Upson:

This requisition, Number _____, is submitted in connection with the Directed Funds Agreement dated as of _____ (the “Agreement”), between the Virginia Department of Transportation and (the “Recipient”).

The undersigned authorized representative of the Recipient hereby requests disbursement of proceeds under the Agreement in the amount of \$_____, for the purposes of payment of Project costs as set forth in **Schedule 1** attached hereto.

Attached hereto are the invoices relating to the items for which payment is requested and that have been approved by the Recipient.

The undersigned certifies that i) the amounts requested by the requisition will be applied solely and exclusively to the reimbursement of the Recipient for the payment of Project costs, and ii) any materials, supplies or equipment covered by this requisition are not subject to any lien or security interest or such lien or security interest will be released upon payment of the requisition.

This requisition includes an accompanying Certificate of the Project Manager/Project Engineer as to the performance of work.

Sincerely,

Recipient’s Authorized Representative
Title

Attachments

SCHEDULE 1
TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT

REQUISITION NUMBER: _____

RECIPIENT:

PROJECT NAME:

CERTIFYING SIGNATURE: _____

TITLE: _____

Cost Category	Amount Budgeted	Previous Disbursements	Expenditures This Period	Total Expenditures To Date	Net Balance Available
TOTALS					

Total Amount of Assistance
Previous Disbursements
Balance
This Request
Proceeds Remaining

**TRANSPORTATION PARTNERSHIP OPPORTUNITY FUND
CERTIFICATE OF THE PROJECT MANAGER/PROJECT ENGINEER
FORM TO ACCOMPANY REQUEST FOR DISBURSEMENT**

This Certificate is being executed and delivered in connection with Requisition Number __, dated __, 20__, submitted by the, (the “Recipient”), pursuant to the Directed Funds Agreement, dated as of __, between the Virginia Department of Transportation and the(recipient).

The undersigned consulting engineer for the Recipient hereby certifies that, insofar as the amounts covered by this requisition include payments for labor or to contractors, builders or materialmen, i) such work was actually performed or such materials, supplies and/or equipment were actually furnished to or installed for the Transportation Partnership Opportunity Fund Project as described in the Directed Funds Agreement and ii) expenditures for such work have not been submitted as a part of a previous requisition.

[Project Manager/Project Engineer Firm]

By: _____

Date: _____, 20__

Appendix D

GUIDELINES FOR THE COMMONWEALTH’S DEVELOPMENT OPPORTUNITY FUND PROGRAM

The Commonwealth’s Development Opportunity Fund (COF) is a “deal-closing” fund to be employed at the Governor’s discretion to secure a company location or expansion in Virginia. Administered by the Virginia Economic Development Partnership (VEDP), the COF serves as a final resource for Virginia in the face of serious competition from other states or countries.

The COF grant is a negotiated amount determined by the Secretary of Commerce and Trade, based on the recommendation of VEDP, and subject to approval of the Governor.

To find out more about the Commonwealth’s Development Opportunity Fund (COF): [Commonwealth’s Development Opportunity Fund \(COF\) | Virginia Economic Development Partnership \(vedp.org\)](https://www.vedp.org)

Appendix E

GUIDELINES FOR THE VIRGINIA INVESTMENT PERFORMANCE GRANT PROGRAM

The Virginia Investment Performance Grant (VIP) encourages continued capital investment by existing Virginia companies, resulting in added capacity, modernization, increased productivity, or the creation, development, and utilization of advanced technology. The program targets existing manufacturers or research and development services supporting manufacturing. There must be an active and realistic competition between Virginia and another state or country for attracting the project, and matching local financial participation is expected.

The amount of each VIP grant is determined by the Secretary of Commerce and Trade, based in part on the Virginia Economic Development Partnership's (VEDP) Return-on-Investment analysis and recommendation, and is subject to the approval of the Governor.

To find out more about the Virginia Investment Performance Grant (VIP): [Virginia Investment Performance Grant \(VIP\) | Virginia Economic Development Partnership \(vedp.org\)](https://www.vedp.org/vip)



BIDS FOR JULY CTB ACTION MEETING

| Kerry A. Bates, P.E.

July 22, 2026

Order No. N83 – LYNCHBURG – UPC 119384

SCOPE:	SGR/SMART SCALE – BRIDGE INTERCHANGE IMPROVEMENTS
LOCATION:	CITY OF LYNCHBURG
BIDS:	2
LOW BID:	\$42,202,405.77 (exceeds)
CONTRACTOR:	W.C. ENGLISH, INC. (LYNCHBURG,VA)

Order No. A31 – STAUNTON – UPC 108810,111053

SCOPE:	SMART SCALE – ROAD WIDENING & INTERSECTION REALIGNMENT
LOCATION:	ROCKINGHAM COUNTY
BIDS:	2
LOW BID:	\$18,343,932.08 (within)
CONTRACTOR:	A&J DEVELOPMENT AND EXCAVATION, INC. (MT. CRAWFORD,VA)

Order No. A40 – BRISTOL – UPC 115470

SCOPE:	SMART SCALE – SAFETY IMPROVEMENTS/ LANE ADDITIONS
LOCATION:	BLAND COUNTY
BIDS:	2
LOW BID:	\$6,177,185.16 (within)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE,VA)

Order No. A64 – STAUNTON – UPC 128696

SCOPE:	ON-CALL BRIDGE REPAIR AND PREVENTATIVE MAINTENANCE
LOCATION:	DISTRICT-WIDE
BIDS:	3
LOW BID:	\$10,115,777.00 (within)
CONTRACTOR:	LANFORD BROTHERS COMPANY INC. (ROANOKE,VA)

BENJAMIN HARRISON BRIDGE EMERGENCY BIDS FOR JULY CTB ACTION MEETING

| Dale R. Totten, P.E.

July 22, 2026

Order No. E82 – RICHMOND – UPC 129813

SCOPE:	DOLPHIN SYSTEM REPLACEMENT
LOCATION:	PRINCE GEORGE COUNTY
BIDS:	1
LOW BID:	\$25,937,487.10 (within range)
CONTRACTOR:	KOKOSING CONSTRUCTION COMPANY, INC. (WESTERVILLE, OH)



July 22, 2026 CTB Meeting

N83

U000-118-311, C501, B623

City of Lynchburg

This Lynchburg District project will improve safety and operations along US-501/US 29 BUS (“Lynchburg Expressway”) at the Lynchburg Expressway/Candlers Mountain Interchange by converting the existing cloverleaf interchange into a partial cloverleaf and replacing the existing structurally deficient bridge over the Lynchburg Expressway. Two loop ramps will be removed to improve weaving along the Lynchburg Expressway and extend acceleration and deceleration lanes on the Lynchburg Expressway. The new bridge will raise the grade along Candlers Mountain Road to meet current vertical clearance requirements and provide adequate horizontal clearances for the acceleration and deceleration lanes. The project also adds two new two-phase signalized intersections at the ramp terminals, and new bike and pedestrian facilities on Candlers Mountain Road.

The project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. VDOT acquired necessary right of way and responsible parties are relocating all impacted utilities.

Fixed Completion Date: August 13, 2029

A31

0011-082-869, M501; 0011-082-853, C501

Rockingham County

This Staunton District project will improve operations along US Route 11 by widening the corridor from two lanes to four lanes, beginning at the intersection of Route 11 (South Valley Pike) and Route 704 Westbound (Cecil Wampler Road). The widening will extend north along Route 11 and taper back to the existing two-lane section at Heritage Drive. In addition, a right turn lane will be added from Route 704 Eastbound (Oakwood Drive) to southbound Route 11 (South Valley Pike).

The project also includes the replacement and upgrade of the existing traffic signals at the intersections of Route 11 (South Valley Pike) with Route 704 Eastbound (Oakwood Drive) and with Route 704 Westbound (Cecil Wampler Road).

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. VDOT acquired right of way and adjusted impacted utilities.

Fixed Completion Date: August 8, 2028

A40

0052-010-832, C501

Bland County

This Bristol District project will improve safety and operations along US 52, in the vicinity of Route 666 and Grapefield Road by lengthening the existing southbound left-turn lane to provide 200 feet of storage, which will accommodate an increase in truck traffic at the intersection of US 52 and Route 666. US 52 will be widened along this section to accommodate a two-way left-turn lane (TWLTL), which will provide the storage length necessary for left-turning vehicles without impacting the through traffic lane. At the northernmost access driveway serving the site, a new southbound left-turn lane will add 150 feet of storage and a 100-foot taper, and revised vertical geometry will enhance sight distance. At the intersection of US 52 and Grapefield Road, a southbound right-turn lane will be added to provide 200 feet of storage and a 200-foot taper, which will mitigate the current horizontal and vertical sight distances issues. A northbound left-turn lane with 200 feet of storage and a 200-foot taper will be constructed into the existing US 52 median. Additional warning and advisory signs will be installed to the south of Grapefield Road, where US 52 has a small horizontal curve with steep side-slopes. Also, a pedestrian crosswalk and advance warning signs will be added across US 52 near the Wolf Creek Indian Village Museum and existing trails located near Commerce Drive.

This project is fully funded using a combination of SMART Scale funds and Highway Safety Improvement Program funds. The Environmental Division reviewed the project and obtained all required permits. VDOT acquired right of way and adjusted impacted utilities.

Fixed Completion Date: August 7, 2028

A64

BR8O-968-799, B692, N501 District-Wide

Staunton, District-Wide

This Staunton District contract will provide on-call bridge repair and preventative maintenance services for various structures throughout the district. The scope of work includes essential maintenance tasks, such as deck repairs, joint replacement, superstructure repairs, and structural steel maintenance to ensure continued safety and operational integrity of the bridge infrastructure.

This project is eligible for federal funding. The Environmental Division reviewed the project and confirmed all work will be performed within the existing right-of-way. Utility impacts will be addressed on a task-order basis as required.

Fixed Completion Date: July 10, 2027

Bid Amount: Greater Than 5 Million
Letting Date: 6/24/2026

CTB BALLOT

Report created on : 6/29/26

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N83	119384	FROM: 0.210 MI. W. OF RTE. 29 BUS. SBL	W. C. ENGLISH, INCORPORATED	2	\$42,202,405.77	\$38,297,976.28	Exceeds
	U000-118-311, C501	TO: 0.235 MI. E. OF RTE. 29 BUS. SBL	LYNCHBURG				
	NHPP-5118(346)	CITY OF LYNCHBURG	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SGR/SMART SCALE - BRIDGE & INTERCHANGE IMPROVEMENTS					

1 Recommended for AWARD \$42,202,405.77

Bid Amount: Greater Than 5 Million
Letting Date: 6/24/2026

CTB BALLOT

Report created on : 6/29/26

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
A31	108810, 111053	FROM: 0.024 MI. N. RTE. 704	A & J DEVELOPMENT AND EXCAVATION, INC.	2	\$18,343,932.08	\$24,743,652.39	Within
	0011-082-853, C501	TO: 0.040 MI. N. HERITAGE DR.	MT. CRAWFORD				
	STP-5115(209)	ROCKINGHAM	VA				
	Construction Funds	STAUNTON DISTRICT					
		SMART SCALE - ROAD WIDENING AND INT. REALIGNMENT					

1 Recommended for AWARD \$18,343,932.08

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 6/29/26

Letting Date: 6/24/2026

AWARD

RURAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
A40	115470	FROM: 0.168 MI. S. OF INT. RTE. 614	W-L CONSTRUCTION & PAVING, INC.	2	\$6,177,185.16	\$6,187,184.04	Within
	0052-010-832, C501	TO: 0.423 MI. N. OF INT. RTE. 614	CHILHOWIE				
	STP-010-1(047)	BLAND	VA				
	Construction Funds	BRISTOL DISTRICT					
		SMART SCALE - SAFETY IMPROVEMENTS / LANE ADDITIONS					
A64	128696	LOCATION; VARIOUS	LANFORD BROTHERS COMPANY, INCORPORATED	3	\$10,115,777.00	\$9,023,620.27	Within
	BR8O-968-799, B692, N501	DISTRICT-WIDE	ROANOKE				
	STP-PM08-(473)	STAUNTON	VA				
	Construction/Maintenance Funds	STAUNTON DISTRICT					
		ON-CALL BRIDGE REPAIR AND PREVENTATIVE MAINTENANCE					

2 Recommended for AWARD \$16,292,962.16

July 22, 2026 CTB Meeting

E82

0156-074-828, B624

Prince George County

This Richmond District emergency project will install six dolphins at the Benjamin Harrison Bridge to provide additional bridge pier protection from an errant vessel operating within the federal channel of the James River. Dolphin construction includes the installation of sheet piles, coarse aggregate backfill, reinforced concrete, and environmental protection at the northern pier.

The project is not eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. VDOT acquired necessary right of way and responsible parties are relocating all impacted utilities.

Fixed Completion Date: September 15, 2028

CTB BALLOT

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
E82	129813	FROM: 0.3 MI N JORDAN PKWY	KOKOSING CONSTRUCTION COMPANY, INC.	1	\$25,937,487.10	\$28,554,220.45	Within
	0156-074-828, B624	TO: 0.05 MI S HARRISON POINT DR.	WESTERVILLE				
		PRINCE GEORGE	OH				
	Maintenance Funds	RICHMOND DISTRICT					
		DOLPHIN SYSTEM INSTALLATION					