



US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Program Financial Plan (Annual Update)

November 30, 2022

UPC	State Project No.
100519	0121-097-830,B651,B652,B653,C501,P101,R201
86416	0121-097-787,P101
100583	0121-097-831,C501,P101
102702	0121-025-761,P101
100521	0121-013-845,C501,P101,R201
100467	0121-013-843,P101
100550	0121-013-847
90076	0121-013-787,C501,P101
90096	0121-013-788,C501,P101
90282	0121-013-793,C501,P101,P102,R201
104094	0121-013-902,C501,P101,R201
90280	0121-013-791,P101
85126	0121-013-101,B601,B602,B603,B604,B605,P101
82033	TPOF-013-101
85914	0460-013-773,B628,B629,B630,B633,C501,R201
64144	0460-013-120,B621,B622,B625,B626,P101
100707	0460-013-849,C501,P101,R201
88140	0460-013-781,P101
100708	0460-013-848,C501,P101
100520	0121-013-846,C501,P101,R201
100468	0121-013-844,P101
117789	0460-013-989,P101
117807	0460-013-984,C501, P101
122015	0460-013-014,C501

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ATTACHMENTS:

Attachment 1a-2022 and 1b-2022	Schedules (2022)
Attachment 2a-2022 and 2b-2022	Costs by Phase (2022)
Attachment 3a-2022 and 3b-2022	Summary of Funding by Source (2022)
Attachment 4a-2022 and 4b-2022	Cash Flow Analysis (2022)

EXECUTIVE SUMMARY

The US Route 121 (Coalfields Expressway) is comprised of five sections that are currently unfunded.

The US Route 460 (Corridor Q) project is comprised of six sections. The 460 Connector Phase I section construction was completed in 2015, Right of Way is still ongoing. The 460 Connector Phase II, 121-Corridor Q Intersection, Hawks Nest, and Poplar Creek Phase A projects are funded and are under construction with the following schedules:

460 Connector Phase II

- Rough Grade Road – Construction completed 2020. The time extension has been approved due to Right of Way Issues (Condemnations).
- Paved Road (2-lane) – Construction began in Spring 2022.

121-Corridor Q Intersection

- Rough Grade – Construction completed 2020. There are ongoing Right of Way Issues.
- Paved Road (2-lane) - Began Fall 2021. Anticipated completion date Spring 2024.

Hawks Nest

- Rough Grade – Construction completed 2012.
- Paved Road (2-lane) – Began Fall 2021. Anticipated completion date Spring 2024.

Poplar Creek Phase A –

- Rough Grade and Paved Road (2-lane) - Construction start date August 2019; anticipated completion date Winter 2024.

References to Poplar Creek Phase B have been made since the project has its own independent Financial Plan.

1. PROJECT DESCRIPTION

The US Route 121 (Coalfields Expressway) and US Route 460 (Corridor Q) corridors are both regional transportation initiatives. The Project Map (Figure 1) below shows the alignment of both corridors. US Route 121 shares 6.6 miles of the US Route 460 alignment as shown on the map. Both routes have a shared purpose and need of regional connectivity, safety, and economic development.

US Route 121

US Route 121 is a planned, multi-state, limited access facility on new alignment. This corridor will provide a modern, safe and efficient highway through the Coalfields region of southwestern Virginia and is also expected to be an economic lifeline for a region experiencing high unemployment and a declining population.

US Route 121 extends from Pound, Virginia, 116 miles northeast to connect with I-77/I-64 in Beckley, West Virginia. As proposed, Virginia's portion of Route 121 extends approximately 50 miles through southwestern Virginia in Wise, Dickenson, and Buchanan counties. A portion of Corridor Q shares its alignment with Route 121 (121/460 Intersection, Hawks Nest and Poplar Creek).



Figure 1 – Project Map

This corridor is divided into multiple sections for environmental study under National Environmental Policy Act (NEPA) and construction. There are eight (8) construction segments along the US Route 121 alignment within the five (5) NEPA Environmental Study Sections. Figure 2 below depicts the NEPA Environmental Study Sections that were determined in coordination with FHWA. Three (3) of the construction sections share their alignment with Route 460 and are included in the US Route 460 section of this report.

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects
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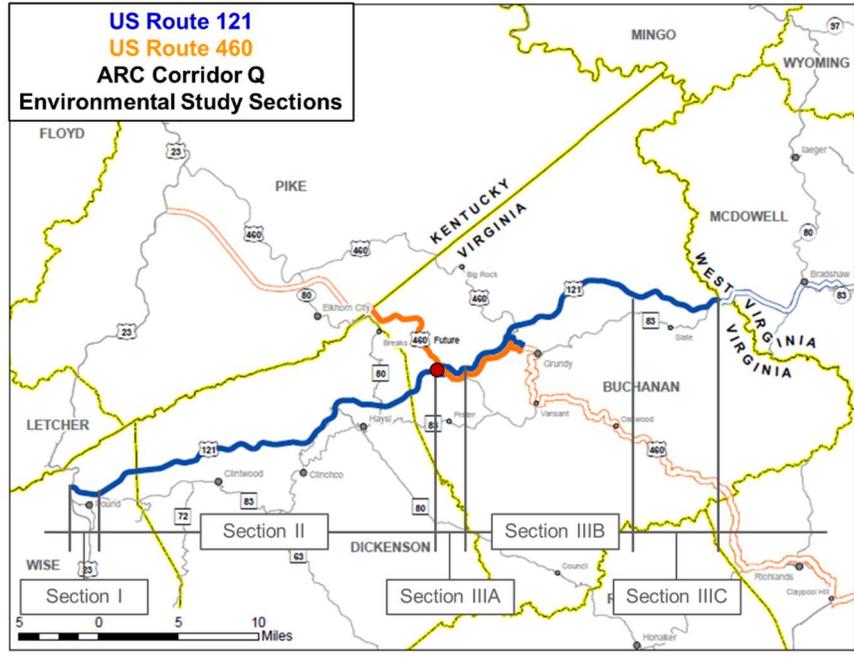


Figure 2 – Environmental Study Sections

Table 1 on the following page provides a list of all projects, UPCs, State Project Numbers, and the NEPA Section and Status for each US Route 121 project.

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects
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Table 1 – US Route 121

Project Section	UPC	State Project No.	Length (miles)	NEPA Section	NEPA Status
Pound Connector	100519	0121-097-830, B651, B652, B653, C501, P101, R201	7.1	NEPA Section I & II	<ul style="list-style-type: none"> ▪ January 8, 2009, Reevaluation completed and signed by FHWA. ▪ Located between Route 23 and Route 83 (connection at old high school.) ▪ Pound Phase II: Draft SEIS for NEPA Section II approved by FHWA on 06/06/2016 and will be provided for public comment once funding is available.
	86416	0121-097-787, P101			
	100583	0121-097-831, C501, P101			
Cranes Nest	102702	0121-025-761, P101	15.7	NEPA Section II	<ul style="list-style-type: none"> ▪ June 13, 2012, Environmental Assessment (EA) published/public hearings held. ▪ May 22, 2014, FHWA requires Supplemental Environmental Impact Statement. ▪ Draft SEIS for NEPA Section II approved by FHWA June 6, 2016 and will be provided for public comment once funding is available.
Doe Branch	100521	0121-013-845, C501, P101, R201	5.0		
	100467	0121-013-843, P101			
	100550	0121-013-847			
Elkins	n/a	n/a	10.9	NEPA Section IIIB	<ul style="list-style-type: none"> ▪ Includes Elkins and Poplar Creek Sections ▪ September 23, 2014 – Public Hearing for Environmental Studies Document ▪ Feb. 18, 2015 – CTB approved location of the Modified F1 Alignment for the Corridor Q section only (Poplar Creek). ▪ July 20, 2015 – FHWA concurred that a Supplemental Environmental Impact Statement (SEIS) was not necessary for the Modified F1 Alignment for the Poplar Creek Section. ▪ April 19, 2017 - NEPA reevaluation completed for Phase A to address change in scope to construct culvert in place of bridge. ▪ Additional NEPA documentation will be required prior to design.
Rockhouse	90280	0121-013-791, P101	5.2	NEPA Section IIIC	<ul style="list-style-type: none"> ▪ Reevaluation completed and signed by FHWA October 29, 2008. ▪ Located between State Route 643 and the West Virginia State line. Additional NEPA documentation will be required prior to design.
RTE 121-VDOT Alpha/Pioneer Oversight (FEDERAL)	85126	0121-013-101, B601, B602, B603, B604, B605, P101	57.0	n/a	<ul style="list-style-type: none"> • This UPC is for preliminary engineering, NEPA, and VDOT oversight only.

Additional information on the US Route 121 project can be found on VDOT's public website at:

- https://www.virginia.gov/projects/bristol/route_121.asp

US Route 460

Corridor Q, designated U.S. Route 460, of the Appalachian Development Highway System (ADHS) is located in Virginia and Kentucky. Virginia's portion of Corridor Q extends 127.5 miles northeast from the VA-KY state line near the Breaks Interstate Park to I-81 near Christiansburg, Virginia. Figure 3 below shows the Grassy Creek Bridge at the Kentucky State Line (Route 460 Connector Phase I).

There are approximately 13 miles of uncompleted Corridor Q in Virginia, as one mile was recently completed with the Route 460 Connector Phase I project. NEPA evaluation has been divided into six (6) construction sections. All sections are eligible for federal funding thru the Appalachian Regional Commission's (ARC) Appalachian Development Highway System (ADHS) and are funded in the FY2023-2028 SYIP adopted by the CTB June 21, 2022, as amended, and will remain in effect through June 21, 2023, or until such time as a new SYIP is adopted. The last 1.6 miles (Poplar Creek Phase B) has an independent financial plan.

Table 2 on the following page provides a list of all projects, UPCs, State Project Numbers, and the NEPA Section and Status for US Route 460. (Poplar Creek Phase B is shown in the table below but has its own independent financial plan and is for reference only.)



Figure 3 – Creek Bridge at KY State Line (Route 460 Connector Phase I)

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects
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Table 2 – US Route 460

Project Section	UPC	State Project No.	Length (miles)	NEPA Section	NEPA Status
Route 460 Connector Phase I	85914	0460-013-773, B628, B629, B630, B633, C501, R201	0.8	n/a	<ul style="list-style-type: none"> ▪ FHWA issued a FONSI in January 1999 for the Kentucky Route 460 Relocation project which included an approximate 1-mile section of Route 460 in Virginia. ▪ In July 2001, a draft Environmental Assessment was approved by FHWA for the Route 460 Connector project from Route 631 to the Coalfields Expressway. ▪ In March 2002, FHWA issued a FONSI for the Route 460 Connector project. ▪ In 2007 VDOT prepared a written reevaluation of both Environmental Assessments necessitated by changes in the location and design of the Route 460 Connector Phase I project. The re-evaluation found no significant environmental impacts and additional NEPA documentation was not warranted. FHWA concurred with findings on November 5, 2007. ▪ On September 9, 2010, VDOT prepared a written reevaluation to address changes that had occurred subsequent to the 2007 reevaluation. FHWA concurred no additional NEPA documentation was needed on September 24, 2010.
	64144	0460-013-120, B621, B622, B625, B626, P101			
Route 460 Connector Phase II	100707	0460-013-849, C501, P101, R201	6.2	n/a	<ul style="list-style-type: none"> ▪ Environmental Assessment was completed and FHWA issued a FONSI for the Route 460 Connector Phase II including the Route 121/460 intersection at Hawks Nest on January 26, 2010. ▪ October 31, 2014 – FHWA concurred with the written reevaluation. (Phase II) ▪ August 28, 2018 – FHWA concurred with the written reevaluation (Intersection) for design impacts outside the approved NEPA ▪ September 12, 2019 – FHWA concurred that no further NEPA studies are necessary for paving Phase II and the intersection
	88140	0460-013-781, P101			
	100708	0460-013-848, C501, P101			
Route 121/460 Intersection	100520	0460-013-846, C501, P101, R201	0.57		
	100468	0460-013-844, P101			
Hawks Nest	90076	0121-013-787, C501, P101	2.0	NEPA Section IIIA	<ul style="list-style-type: none"> ▪ Written reevaluation completed and signed by FHWA on March 26, 2008. ▪ August 16, 2011 – VDOT in cooperation with FHWA prepared a “project update” to evaluate the donation of additional right-of-way to VDOT from Alpha. ▪ March 2, 2016 – VDOT prepared a written reevaluation for the acquisition of Hawks Nest Parcel 011. FHWA concurred the previous NEPA decision documents remained valid on March 4, 2016. ▪ Located between the 121/460 intersection and State Route 614. ▪ FHWA concurred with a Categorical Exclusion on October 28, 2020, to support the paving project
	90096	0121-013-788, C501, P101			
Poplar Creek Phase A	90282	0121-013-793, C501, P101, P102, R201	2.9	NEPA Section IIIB Corridor Q Overlap	<ul style="list-style-type: none"> ▪ Includes Elkins and Poplar Creek Sections. ▪ September 23, 2014 – Public Hearing for Environmental Studies Document. ▪ Feb. 18, 2015 – CTB approved location of the Modified F1 Alignment for the 4.1-mile IIIB/ Corridor Q section only (Poplar Creek Phase A and B). ▪ July 20, 2015 – FHWA concurred that a SEIS was not necessary for the Modified F1 Alignment for the 4.1-mile IIIB/ Corridor Q section only Poplar Creek Section (A and B). ▪ April 17, 2017 – NEPA reevaluation for design modifications to Poplar Creek Phase A submitted to FHWA ▪ April 19, 2017 - FHWA concurs with the reevaluation that a SEIS is not warranted for the Poplar Creek Phase A section ▪ Feb 7, 2017 – Public Hearing to present information on proposed changes to Poplar Creek Phase A since it was last presented to the public on September 23, 2014 ▪ June 27, 2017 – Design Public Hearing (Poplar Creek Section Phase A). ▪ September 22, 2021 – FHWA concurred with the Environmental Assessment by issuing a FONSI on October 25, 2021.
	104094	0121-013-902, C501, P101, R201			
Poplar Creek Phase B	TBD		1.6		

Additional information on the US Route 460 projects can be found on VDOT’s public website at:

- https://www.virginiadot.org/projects/bristol/corridor_q_route_460-route_121_intersection_buchanan_county.asp
- https://www.virginiadot.org/projects/bristol/route_460_connector_-_phase_ii_new_construction_buchanan_county.asp
- https://www.virginiadot.org/projects/bristol/corridor_q_route_460-121_poplar_creek_phase_a_new_construction_buchanan_county.asp

2. SCHEDULE

US Route 121

The program schedule for the Initial Finance Plan completed in 2006 is shown in Table 3 below.

Table 3 - US Route 121 Program Schedule (Initial Finance Plan)

Activity	Initial Start Date	Initial Completion Date
Preliminary Development Activities	October 2006	June 2007
VDOT Evaluation	July 2007	August 2007
Agreement Development & Execution	September 2007	December 2007
Final Design & Construction	July 2008	December 2022

The proposed schedules for five (5) US Route 121 projects are contingent upon SMART SCALE prioritization, with the remaining three (3) already funded under the dually designated portions of Corridor Q. Due to the reduction in funding these five (5) projects have been closed unless they are dual purpose sections.

Preliminary engineering work continues for the NEPA process, and the preliminary engineering design work has been completed for Pound Connector and Doe Branch. Cranes Nest, Elkins and Rockhouse are in the Conceptual Design Stage. All parcels were acquired for the Hawks Nest section under the Alpha bankruptcy through settlement, negotiation, or donation.

The program schedule for this Annual Update is included as **Attachment 1a-2022**. Project specific NEPA work was completed under UPC 85126 which is for Admin of Route 121. There are UPCs set up for all, but one of the five projects and PE design has taken place on two of them. NEPA Section II the Draft SEIS documentation was approved by FHWA on June 6, 2016, enabling to projects to be eligible for SMART SCALE funding.

US Route 460

The program schedule for the Initial Finance Plan completed in 2006 is shown in Table 4 below.

Table 4 - US Route 460 Program Schedule (Initial Finance Plan)

Activity	Initial Start Date	Initial Completion Date
Preliminary Development Activities	October 2006	June 2007
VDOT Evaluation	July 2007	August 2007
Agreement Development & Execution	September 2007	December 2007
Final Design & Construction	July 2008	December 2012

There are five (5) project sections associated with US Route 460 outlined in this financial plan now that the Poplar Creek Phase B has an independent financial plan.

- US Route 460 Connector Phase I has been completed. Right of Way will continue until all the condemnations are complete. It is now open to traffic.
- US Route 460 Connector Phase II Rough Grade construction was completed. The contract is being kept open to finalize Right of Way. Paving contract began spring 2022.
- US Route 121/460 Intersection project will connect Route 460 with Route 121. Construction was completed in 2020. Paving contract began in fall 2021 including Hawk’s Nest Project.
- The Poplar Creek Phase A design-build contract was signed on July 6, 2016. NEPA reevaluation was completed April 19, 2017, for Phase A to address change in scope to construct culvert in place of bridge. Construction began in August 2019 with completion anticipated winter 2024.
- The Hawks Nest Section has been constructed to rough grade. All property has been acquired for Hawks Nest either through property negotiations, settlements, or donations. Paving contract began fall 2021 to include 121-460 Intersection project and will be completed in the Fall of 2023.

The program schedule for this Annual Update is shown in **Attachment 1b-2022**. The schedules for this program will be updated on an annual basis.

3. PROJECT COST

INITIAL FINANCE PLAN

The Initial Finance Plan combined two transportation initiatives. Table 5 below is the project costs included in the Initial Finance Plan.

Table 5a - Project Cost Estimate (Initial Finance Plan)

State Project Number	Engineering	Right of Way	Utilities	Construction	Total
Coalfields Expressway 0121-013-101 UPCs 64726, 64145, 14810, 80666	\$149,291,779	\$60,000,000	\$5,900,000	\$2,284,808,221	\$2,500,000,000
Route 460 Corridor Q	\$14,756,000	\$11,036,100	\$84,000	\$215,784,000	\$241,660,100

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The Coalfield Expressway original projects are on hold except for Hawk Nests paving and Poplar Creek Phase A. The amount remaining is for the general oversight to be used for the overlapping sections of 121 and 460. The worksheet reflects the amount shown on the data date of August 31, 2022. The current total cost to complete estimate of the remaining Route 460, Corridor Q is \$88,122,620 including the overlapping sections with Route 121.

The cost-to-complete estimates developed for the 121/460 program uses the most recent and detailed information available to develop costs for the design, construction management, and administration of each route of the program. These estimates include all costs necessary to perform the preliminary engineering, right-of-way, environmental mitigation, construction, project management, public outreach and costs of external third-party work such as utility.

The cost data has been normalized to reflect 2023 costs as the basis for the estimate in accordance with VDOT’s policy. The 2020 Annual Update Project Costs for Route 121 and Route 460 are included as **Attachment 2a-2022** Six Year Improvement Program **Attachment 2b-2022** respectively.

4. PROJECT FUNDS

US Route 121

The following projects are listed in the FY 23-28 Six Year Improvement Program.

- Route 121 VDOT General Oversight (UPC 85126)
- Pound Connector VDOT Oversight (UPC 864Y16)
- Pound Connector (UPC 100519)

A Summary of Project Funding by Source is included in **Attachment 3a-2022** for each of the US Route 121 projects and associated UPC.

US Route 460

The following projects are listed in the FY 23-28 Six Year Improvement Program:

- Route 460 Connector Phase I VDOT Oversight (UPC 64144)
- Route 460 Connector Phase I Design-Build (UPC 85914)
- Route 460 Connector Phase II VDOT Oversight (UPC 88140)
- Route 460 Connector Phase II Rough Grade Design-Build (UPC 100707)
- Route 121/460 Finish Grade (UPC 100708)
- Route 121/Corridor Q Intersection VDOT Oversight (UPC 100468)
- Route 121/Corridor Q Intersection Rough Grade Design-Build (UPC 100520)
- Hawks Nest VDOT Oversight (UPC 90096)
- Poplar Creek Phase A Design-Build (UPC 90282)
- Poplar Creek Phase A VDOT Oversight (UPC 104094)
- 121/460 Corridor Q Intersection/Hawk's Nest Finish Grade (UPC 117807)
- CFX 121/460 Corridor Q Intersection/Hawk's Nest Oversight (UPC 117789)

The table below demonstrates federal authorizations associated with this Financial Plan.

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects
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Project Federal Authorization Summary as of August 31, 2022						
Federal Project	UPC	Phase	Total Cost	Federal Funds	Advance Construction	Status in FMIS
APD-4601(005)	64144	PE	\$7,309,000	\$5,847,200	\$0	Active
		RW	\$234,000	\$187,200	\$0	
		CN	\$2,445,440	\$1,956,352	\$0	
	85914	PE	\$8,051,012	\$5,477,721	\$883,088	
		RW	\$8,718,150	\$6,664,020	\$310,500	
		CN	\$102,460,899	\$78,826,787	\$156,070	
NH-1211(020)	85126	PE	\$7,116,996	\$5,559,788	\$245,113	Active
HPD-0971(072)	86416	PE	\$1,943,168	\$1,553,144	\$0	Closed
APD-4601(008)	88140	PE	\$4,128,341	\$3,302,672	\$0	Active
		RW	\$1,629,608	\$1,629,608	\$0	
		CN	\$6,518,433	\$6,518,433	\$0	
NH-1211(022)	90096	PE	\$3,312,063	\$3,303,192	\$0	Closed
STP-0131(073)		RW	\$176,180	\$176,180	\$0	Closed
HPD-1211(024)	90280	PE	\$104,051	\$83,241	\$0	Closed
HPD-1211(023)	90282	PE	\$253	\$202	\$0	Closed
APD-0131(067)		PE	\$20,767,715	\$20,200,000	\$454,172	Active
		RW	\$19,446,247	\$8,134,130	\$9,049,694	
		CN	\$138,665,870	\$119,442,494	\$12,771,864	

US Route 121 (Coalfields Expressway) & US Route 460 (Corridor Q) Projects
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Project Federal Authorization Summary as of August 31, 2022						
Federal Project	UPC	Phase	Total Cost	Federal Funds	Advance Construction	Status in FMIS
STP-0131(058)	100467	PE	\$567,071	\$453,257	\$0	Closed
APD-0131(063)	100468	PE	\$800,000	\$800,000	\$0	Active
		RW	\$200,000	\$200,000	\$0	
		CN	\$1,000,000	\$800,000	\$160,000	
NH-0971(077)	100519	PE	\$2,446,375	\$1,784,422	\$0	Closed
NHPP-0131(066)	100520	PE	\$3,667,374	\$3,667,374	\$0	Active
		RW	\$1,537,500	\$1,537,500	\$0	
		CN	\$17,572,533	\$13,776,198	\$3,037,068	
STP-0131(059)	100521	PE	\$2,000,000	\$459,733	\$1,232,214	Active
APD-0131(068)	104094	PE	\$3,309,081	\$3,309,081	\$0	Active
		RW	\$12,400,000	\$12,400,000	\$0	
		CN	\$4,700,000	\$4,114,002	\$468,799	
APD-0131(069)	100707	PE	\$5,215,291	\$1,298,430	\$3,842,254	Active
		RW	\$7,244,726	\$4,705,451	\$1,362,912	
		CN	\$107,539,983	\$102,813,528	\$3,498,392	
STP-0131(083) STP-0131(087)	100708	PE CN	\$3,092,979 \$33,810,731	\$3,050,832 \$12,563,538	\$0 \$17,154,803	Active
STP-0131(085)	117807	PE	\$1,450,000	\$1,450,000	\$0	Active
		CN	\$11,511,432	\$6,256,563	\$5,254,869	
STP-0131(989)	117789	PE	\$431,919	\$431,919	\$0	Active
		CN	\$863,838	\$0	\$863,838	
Total	-	-	\$554,388,259	\$444,734,192	\$60,745,650	

A Summary of Project Funding by Source for FY23-28 is included in **Attachment 3b-2022** for each of the US Route 460 projects and associated UPC.

5. FINANCING ISSUES

US Route 121

There are no financing Issues.

US Route 460

There are no financing Issues.

6. CASH FLOW

US Route 121

Cash flow analysis for US Route 121 is included in **Attachment 4a-2022** and reflects the final estimate.

US Route 460

The Route 121/460 Intersection (UPCs 100520, 100468) construction has been completed to rough grade. Paving began in fall 2021 this includes the Hawks Nest section (UPCs: 117789 and 117807).

Cash flow analysis for US Route 460 is included in **Attachment 4b-2022** and reflects the final estimate.

7. P3 ASSESSMENT

The Comprehensive Agreement (CA) was executed on January 11, 2002, between KBR and the Department for the design, construction and maintenance of US Route 121. Negotiations to amend and restate the CA to incorporate the Coal Synergy approach were ongoing with Bizzack and Alpha until Alpha filed Chapter 11 Bankruptcy. However, on August 3, 2015, the Bankruptcy Court approved a purchase agreement for Contura Energy to purchase Alpha on June 7, 2016, which included Contura assuming the roles and responsibilities of Alpha under the CA. VDOT has been in close coordination with Contura regarding the Assumption by Contura of the CA. The Amended and Restated Comprehensive Agreement (ARCA) was executed on May 1, 2017. All remaining US Route 121 projects (three are dually designated US Route 460 Projects) will be developed under the ARCA using Coal Synergy to reduce the construction costs.

The ARCA executed on May 1, 2017, will provide for the following benefits:

1. **Assures no Liability for the Department**– Provides no obligatory requirements to enter into any contract.
 - a. Provides VDOT right to develop a Project Section with own personnel/separate contractor.
 - b. Provides Department the right to terminate for convenience at no cost to Department.

2. **Provides Contract Templates-** Provides models for phased development to facilitate future funding of Project Sections:
 - a. Preliminary Design and Engineering Services Agreement (“PDESA”)
 - b. Design Build Agreement (Rough Grade Roadbed)
 - c. Design Build Agreement (Paved Road)
3. **Facilitates Completion of US Route 460 (Corridor Q)** – Provides procurement and contract template
 - a. 121/460 Intersection and Paving Hawks Nest – Funded
4. **Separates Contura and Bizzack** – Provides rights to develop and negotiate without other entity
 - a. Provides transfer of rights for project sections between Contura and Bizzack

8. RISK AND RESPONSE STRATEGIES

US Route 121

In 2013 Bizzack Construction LLC assumed the Rapoca’s rights and responsibilities under the Assignment & Assumption Agreement. In addition, VDOT was in negotiations with Alpha and Bizzack to develop the Amended and Restated Comprehensive Agreement (ARCA) which would enable separate contract negotiations with each partner. Alpha filed Chapter 11 Bankruptcy August 3, 2015. The court approved a purchase agreement for Contura Energy to buy Alpha on June 7, 2016. VDOT has been in close coordination with Alpha and Contura regarding an Assumption by Contura of the CA. The ARCA was executed on May 1, 2017.

FHWA issued a determination on May 22, 2014, that a Supplemental Environmental Impact Statement is necessary for NEPA Section II impacting the Pound Connector, Cranes Nest and Doe Branch sections of US Route 121. The Route 121 Section II draft SEIS was signed on June 2016. The project was placed on hold due to funding constraints and has not advanced to public hearing or final approvals. The SEIS effort is not advancing until additional funding sources are identified.

As projects move forward and receive funding a Risk Assessment will be conducted.

US Route 460

Route 121/Corridor Q Intersection – Rough grade construction has been completed, and there are ongoing Right of Way items. Paving began in fall 2021 and includes the Hawk’s Nest section.

9. ANNUAL UPDATE CYCLE

The submission date of the Initial Financial Plan was November 30, 2006. Annual updates will be submitted by November 30 of that year, with a "data as of" date of August 31 of that year.

10. SUMMARY OF COST CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

US Route 121

Since the 2021 Annual Update Financial Plan, there have been no cost changes.

US Route 460

In comparing the 2022 Annual Update Costs with the prior 2021 Annual Update Costs, the following UPCs: 104094 and 90282 costs have been revised to align with expenditures as they approach completion.

11. COST AND FUNDING TRENDS SINCE INITIAL FINANCIAL PLAN

Advancement of the US Route 121 projects will be dependent upon selection through the VDOT's project selection and development processes. The initial and current cost for the Route 121 is \$2,500,000,000, which includes all sections of both Routes 121 and the overlapping sections of Route 460. However, the current total cost estimate for Coalfields Expressway (Route 121) is \$290,111,687, which reflects the cost estimates associated with the Route 121 sections and associated phases that are currently funded. The localities shall prepare requests for funding of individual sections through the SMART SCALE program, which includes both Routes 121 and the overlapping sections of Route 460. Poplar Creek Phase B was removed from this Financial Plan and has an independent plan.

12. SUMMARY OF SCHEDULE CHANGES SINCE LAST YEAR'S FINANCIAL PLAN

US Route 121

The proposed construction schedules for US Route 121 - no changes since last year's plan.

US Route 460

VDOT has developed a phased approach to the Poplar Creek project to provide a buildable section within the SYIP allocations.

- **Phase II:** Construction up to rough grade was completed in late 2020. There are still outstanding right of way issues. Final construction started on July 11, 2022 and will be complete in late 2023
- **Poplar Creek Phase A:** The design-build contract was signed on July 6, 2016. Construction began August 2019. The culvert has been produced and has been placed in the designated location.
- **Intersection:** The design-build contract was signed on November 1, 2017, for \$15.8 million. Construction began in March 2019 with and completed in late 2020 up to rough grade. The design-build contract was awarded on April 19, 2021. The rough grade construction has been completed; however, there is ongoing right of way items. Paving began in fall 2021.

13. SCHEDULE TRENDS SINCE INITIAL FINANCIAL PLAN

US Route 121

The construction phases of the projects have not started; therefore, there are no schedule trends at this time. Due to a reduction in funding these projects will be closed until funding becomes available. See US Route 460 for updates on US Route 121 overlap sections.

US Route 460

The ARCA negotiations are complete and a contract to pave the Intersection/Hawks Nest sections is in place. Paving for 460 Connector Phase II is not covered under the ARCA and has been procured as a Design Bid Build contract. Construction to rough grade for 460 Connector Phase II and the Intersection was completed in late 2020. Poplar Creek Phase A is under construction. Poplar Creek Phase B was removed from this Financial Plan and has an independent plan.

ATTACHMENT 2a-2022
COST BY PHASE
Expenditures as of August 31, 2022
US Route 121

		A	B	A-B	
UPC	Phase	Estimate	Current Expenditures	Balance to Complete	
Pound Connector	86416	PE	\$1,943,168	\$1,943,168	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$1,943,168	\$1,943,168	\$0
	100519	PE	\$2,446,375	\$2,446,375	(\$0)
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$2,446,375	\$2,446,375	(\$0)
	100583	PE	\$0	\$0	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$0	\$0	\$0
Cranes Nest	102702	PE	\$256,889	\$256,889	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$256,889	\$256,889	\$0
Doe Branch	100467	PE	\$567,071	\$567,071	(\$0)
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$567,071	\$567,071	(\$0)
	100521	PE	\$1,718,684	\$1,718,684	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$1,718,684	\$1,718,684	\$0
	100550	PE	\$0	\$0	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$0	\$0	\$0

ATTACHMENT 2a-2022
COST BY PHASE
Expenditures as of August 31, 2022
US Route 121

			A	B	A-B
	UPC	Phase	Estimate	Current Expenditures	Balance to Complete
Rockhouse	90280	PE	\$104,719	\$104,719	(\$0)
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$104,719	\$104,719	(\$0)
Elkins	n/a	PE	\$0	\$0	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$0	\$0	\$0
VDOT Admin	85126	PE	\$7,116,996	\$6,176,791	\$940,205
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$7,116,996	\$6,176,791	\$940,205
CFX Section A	64726	PE	\$32,255,549	\$32,255,549	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$32,255,549	\$32,255,549	\$0
VDOT Oversight	80666	PE	\$638,260	\$638,260	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$638,260	\$638,260	\$0
TPOF Aerial	82033	PE	\$1,772,534	\$1,772,534	\$0
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$1,772,534	\$1,772,534	\$0
Pre-Engineering Study	122015	PE	\$1,995,000	\$0	\$1,995,000
		RW	\$0	\$0	\$0
		CN	\$0	\$0	\$0
		TOTAL	\$1,995,000	\$0	\$1,995,000
GRAND TOTAL			\$48,820,245	\$47,880,039	\$2,935,206

ATTACHMENT 2b-2022
COST BY PHASE
2Expenditures as of August 31, 2022
US Route 460 Connector

			A	B	A-B
UPC	Phase	Estimate	Current Expenditures	Balance to Complete	
US Route 460 Connector Phase I	85914	PE	\$12,631,706	\$12,631,706	(\$0)
		RW	\$5,239,584	\$4,353,216	\$886,368
		CN	\$85,413,342	\$85,413,342	\$0
		TOTAL	\$103,284,632	\$102,398,264	\$886,368
	64144	PE	\$10,873,460	\$10,873,460	\$1
		RW	\$1,465,077	\$700,203	\$764,874
		CN	\$5,578,121	\$5,578,121	\$0
		TOTAL	\$17,916,658	\$17,151,783	\$764,875
US Route 460 Connector Phase II	100707	PE	\$11,215,291	\$10,981,697	\$233,595
		RW	\$7,244,726	\$6,139,795	\$1,104,931
		CN	\$101,539,983	\$99,912,899	\$1,627,084
		TOTAL	\$120,000,000	\$117,034,391	\$2,965,610
	88140	PE	\$4,728,341	\$4,490,669	\$237,672
		RW	\$1,629,608	\$1,274,396	\$355,212
		CN	\$6,224,929	\$4,182,001	\$2,042,928
		TOTAL	\$12,582,878	\$9,947,067	\$2,635,811
	100708	PE	\$3,092,979	\$791,140	\$2,301,839
		RW	\$0	\$0	\$0
		CN	\$32,497,009	\$2,643,998	\$29,853,011
		TOTAL	\$35,589,988	\$3,435,138	\$32,154,850
US Route 121/460 Intersection *	100520	PE	\$3,325,000	\$3,325,000	\$0
		RW	\$879,874	\$303,532	\$576,342
		CN	\$12,572,533	\$12,311,500	\$261,033
		TOTAL	\$16,777,407	\$15,940,032	\$837,375
	100468	PE	\$800,000	\$934,636	(\$134,636)
		RW	\$200,000	\$40,708	\$159,292
		CN	\$1,000,000	\$967,353	\$32,647
		TOTAL	\$2,000,000	\$1,942,697	\$57,303

ATTACHMENT 2b-2022
COST BY PHASE
Expenditures as of August 31, 2022
US Route 460

				A	B	A-B
UPC	Phase	Estimate	Current Expenditures	Balance to Complete		
Hawks Nest *	90076	PE	\$1,500,127	\$1,500,000	\$127	
		RW	\$0	\$0	\$0	
		CN	\$8,392,998	\$8,392,200	\$798	
		TOTAL	\$9,893,125	\$9,892,200	\$925	
	90096	PE	\$288,201	\$279,363	\$8,838	
		RW	\$176,181	\$176,181	\$1	
		CN	\$764,416	\$767,614	(\$3,198)	
		TOTAL	\$1,228,798	\$1,223,157	\$5,641	
Poplar Creek - Phase A	104094	PE	\$5,021,132	\$4,924,948	\$96,184	
		RW	\$11,900,000	\$9,168,202	\$2,731,798	
		CN	\$4,009,081	\$3,325,485	\$683,596	
		TOTAL	\$20,930,213	\$17,418,636	\$3,511,577	
	90282	PE	\$24,819,900	\$24,403,783	\$416,117	
		RW	\$2,839,750	\$2,885,394	(\$45,644)	
		CN	\$151,220,182	\$112,029,067	\$39,191,115	
		TOTAL	\$178,879,832	\$139,318,244	\$39,561,588	
Nawks Nest / Intersect Finished	117807	PE	\$1,450,000	\$1,577,000	(\$127,000)	
		RW	\$0	\$0	\$0	
		CN	\$11,511,432	\$7,268,430	\$4,243,002	
		TOTAL	\$12,961,432	\$8,845,430	\$4,116,002	
	117789	PE	\$431,919	\$252,494	\$179,425	
		RW	\$0	\$0	\$0	
		CN	\$863,838	\$418,566	\$445,272	
		TOTAL	\$1,295,757	\$671,060	\$624,697	
GRAND TOTAL		\$533,340,720	\$445,218,100	\$88,122,620		

* Note: Finish Grade work included in UPCs 117789 and 117807

ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
As of August 31, 2022
US Route 121 (Coalfields Expressway)

Pound Connector

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
86416	List all Federal									
	TEA-21 High Priority Funds	\$1,553,145	\$0	\$0	\$0	\$0	\$0	\$0	\$1,553,145	
	National Highway System Allocations: Non-Interstate NHS Primary	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$533	
	Subtotal	\$1,553,678	\$0	\$0	\$0	\$0	\$0	\$0	\$1,553,678	
	List all State									
	Primary Formula State	\$4,785	\$0	\$0	\$0	\$0	\$0	\$0	\$4,785	
	Other State Match	\$382,943	\$0	\$0	\$0	\$0	\$0	\$0	\$382,943	
	National Highway System Allocations: Non-Interstate NHS Match	\$133	\$0	\$0	\$0	\$0	\$0	\$0	\$133	
	Bond Proceeds Capital Projects Revenue	\$1,629	\$0	\$0	\$0	\$0	\$0	\$0	\$1,629	
	Subtotal	\$389,490	\$0	\$0	\$0	\$0	\$0	\$0	\$389,490	
	List all Other									
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	List all Debt Proceeds	\$1,629								\$1,629
	TOTAL	\$1,943,168	\$0	\$1,943,168						
100519	List all Federal									
	National Highway System Allocations: Non-Interstate NHS Primary	\$328,580	\$0	\$0	\$0	\$0	\$0	\$0	\$328,580	
	TEA-21 High Priority Funds	\$1,455,842	\$0	\$0	\$0	\$0	\$0	\$0	\$1,455,842	
	Subtotal	\$1,784,422	\$0	\$0	\$0	\$0	\$0	\$0	\$1,784,422	
	List all State									
	National Highway System Allocations: Non-Interstate NHS Match	\$82,145	\$0	\$0	\$0	\$0	\$0	\$0	\$82,145	
	Bond Proceeds Capital Projects Revenue	\$215,847	\$0	\$0	\$0	\$0	\$0	\$0	\$215,847	
Other State Match	\$363,961	\$0	\$0	\$0	\$0	\$0	\$0	\$363,961		

	Subtotal	\$661,953	\$0	\$0	\$0	\$0	\$0	\$0	\$661,953
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$2,446,375	\$0	\$0	\$0	\$0	\$0	\$0	\$2,446,375
100583	<i>List all Federal</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Other</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	GRAND TOTAL	\$4,389,543	\$0						

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 121 (Coalfields Expressway)**

Cranes Nest

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
102702	<i>List all Federal</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	Bond Proceeds Capital Projects Revenue	\$256,889	\$0	\$0	\$0	\$0	\$0	\$0	\$256,889
	Subtotal	\$256,889	\$0	\$0	\$0	\$0	\$0	\$0	\$256,889
	<i>List all Other</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL	\$256,889	\$0						
GRAND TOTAL	\$256,889	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$256,889

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 121 (Coalfields Expressway)**

Doe Branch

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
100521	<i>List all Federal</i>								
	Map21 NHPP: NHPP Statewide 80/20	\$100,294	\$0	\$0	\$0	\$0	\$0	\$0	\$100,294
	Map21 NHPP: NHPP Statewide 80/20 Soft	\$25,074	\$0	\$0	\$0	\$0	\$0	\$0	\$25,074
	Map21 STP: STP <5K	\$127,786	\$0	\$0	\$0	\$0	\$0	\$0	\$127,786
	Map21 STP: STP <5K Soft Match	\$31,947	\$0	\$0	\$0	\$0	\$0	\$0	\$31,947
	Subtotal	\$285,101	\$0	\$0	\$0	\$0	\$0	\$0	\$285,101
	<i>List all State</i>								
	Bond Proceeds Capital Projects Revenue	\$1,258,951	\$0	\$0	\$0	\$0	\$0	\$0	\$1,258,951
	Subtotal	\$1,258,951	\$0	\$0	\$0	\$0	\$0	\$0	\$1,258,951
	<i>List all Other: NHPP APD</i>	\$174,631	\$0	\$0	\$0	\$0	\$0	\$0	\$174,631
	Subtotal	\$174,631	\$0	\$0	\$0	\$0	\$0	\$0	\$174,631
	<i>List all Debt Proceeds</i>								
	TOTAL	\$1,718,683	\$0	\$0	\$0	\$0	\$0	\$0	\$1,718,683
100467	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS Primary	\$453,257	\$0	\$0	\$0	\$0	\$0	\$0	\$453,257
	Subtotal	\$453,257	\$0	\$0	\$0	\$0	\$0	\$0	\$453,257
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match Primary	\$113,314	\$0	\$0	\$0	\$0	\$0	\$0	\$113,314
	Bond Proceeds Capital Projects Revenue	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
	Subtotal	\$113,814	\$0	\$0	\$0	\$0	\$0	\$0	\$113,814
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
TOTAL	\$567,071	\$0	\$0	\$0	\$0	\$0	\$0	\$567,071	
<i>List all Federal</i>									

100550	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$2,285,754	\$0	\$2,285,754						

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 121 (Coalfields Expressway)**

Rockhouse

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
90280	List all Federal								
	National Highway System Allocations: Non-Interstate NHS - Primary	\$48,753	\$0	\$0	\$0	\$0	\$0	\$0	\$48,753
	TEA-21 High Priority Funds	\$34,488	\$0	\$0	\$0	\$0	\$0	\$0	\$34,488
	Subtotal	\$83,241	\$0	\$0	\$0	\$0	\$0	\$0	\$83,241
	List all State								
	National Highway System Allocations: Non-Interstate NHS Match - Primary	\$12,189	\$0	\$0	\$0	\$0	\$0	\$0	\$12,189
	Primary: Other State Match	\$8,623	\$0	\$0	\$0	\$0	\$0	\$0	\$8,623
	Primary: State	\$666							\$666
	Subtotal	\$21,478	\$0	\$0	\$0	\$0	\$0	\$0	\$21,478
	List all Other								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	List all Debt Proceeds								
	TOTAL	\$104,719	\$0	\$0	\$0	\$0	\$0	\$0	\$104,719
GRAND TOTAL	\$104,719	\$0	\$0	\$0	\$0	\$0	\$0	\$104,719	

Route 121 VDOT Oversight

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
	List all Federal								
	National Highway System Allocations: Non-Interstate NHS - Primary	\$3,263,017	\$0	\$0	\$0	\$0	\$0	\$0	\$3,263,017
	TEA-21 High Priority Funds	\$1,096,771	\$0	\$0	\$0	\$0	\$0	\$0	\$1,096,771
	Primary Formula STP	\$1,049,764	\$0	\$0	\$0	\$0	\$0	\$0	\$1,049,764

85126	Primary Formula - EB(MG)	\$111,304	\$0	\$0	\$0	\$0	\$0	\$0	\$111,304
	Primary Formula - IM to STP	\$38,932	\$0	\$0	\$0	\$0	\$0	\$0	\$38,932
	Subtotal	\$5,559,788	\$0	\$0	\$0	\$0	\$0	\$0	\$5,559,788
	<i>List all State</i>								
	National Highway System Allocations: Non-Interstate NHS Match - Primary	\$815,755	\$0	\$0	\$0	\$0	\$0	\$0	\$815,755
	Primary Formula Match - Bristol	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
	Primary Formula - State	\$167,261	\$0	\$0	\$0	\$0	\$0	\$0	\$167,261
	Primary: Other State Match	\$274,192	\$0	\$0	\$0	\$0	\$0	\$0	\$274,192
	Subtotal	\$1,557,208	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,208
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$7,116,996	\$0	\$0	\$0	\$0	\$0	\$0	\$7,116,996
	GRAND TOTAL	\$7,116,996	\$0	\$0	\$0	\$0	\$0	\$0	\$7,116,996

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 121 (Coalfields Expressway)**

TPOF Aerials

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
82033	<i>List all Federal</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	TPOF - Grant	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
	Subtotal	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
GRAND TOTAL	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	

CFX Section A

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
64726	<i>List all Federal</i>								
	Federal Demonstration Funds: Demo - Access	\$3,802,188	\$0	\$0	\$0	\$0	\$0	\$0	\$3,802,188
	Appalachian Funds: Federal Development	\$14,989,322	\$0	\$0	\$0	\$0	\$0	\$0	\$14,989,322
	Subtotal	\$18,791,510	\$0	\$0	\$0	\$0	\$0	\$0	\$18,791,510
	<i>List all State</i>								
	Primary Formula - State	\$3,626,114	\$0	\$0	\$0	\$0	\$0	\$0	\$3,626,114
	Primary FRANS	\$5,144,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,144,000
	Discretionary State Fund	\$2,734,867	\$0	\$0	\$0	\$0	\$0	\$0	\$2,734,867
	Primary Other State Match	\$1,959,058	\$0	\$0	\$0	\$0	\$0	\$0	\$1,959,058
	Subtotal	\$13,464,039	\$0	\$0	\$0	\$0	\$0	\$0	\$13,464,039

	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$32,255,549	\$0	\$0	\$0	\$0	\$0	\$0	\$32,255,549
GRAND TOTAL		\$32,255,549	\$0	\$0	\$0	\$0	\$0	\$0	\$32,255,549

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 121 (Coalfields Expressway)**

Coalfields Expressway Pre- Engineering Study

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
122015	<i>List all Federal</i>								
	Earmarks: HIP-Community Project Grants - Federal VA271 (CFG800)	\$1,995,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995,000
	Subtotal	\$1,995,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995,000
	<i>List all State</i>								
	None	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>List all Debt Proceeds</i>									
TOTAL	\$1,995,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995,000
GRAND TOTAL		\$1,995,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995,000

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Route 460 Connector Phase I

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
85914	List all Federal								
	Map21 NHPP: NHPP APD	\$2,462,414	\$0	\$0	\$0	\$0	\$0	\$0	\$2,462,414
	Appalachian Funds: Appalachian Federal Development - Primary	\$66,661,839	\$0	\$0	\$0	\$0	\$0	\$0	\$66,661,839
	Appalachian Funds: Federal Development	\$12,797,428	\$0	\$0	\$0	\$0	\$0	\$0	\$12,797,428
	Subtotal	\$81,921,681	\$0	\$0	\$0	\$0	\$0	\$0	\$81,921,681
	List all State								
	Appalachian Funds: State Match - APD	\$2,369,340	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,340
	Bond Match: Bond Match - Primary	\$14,296,120	\$0	\$0	\$0	\$0	\$0	\$0	\$14,296,120
	Priority Transportation Funds: Access PTF	\$1,986,117	\$0	\$0	\$0	\$0	\$0	\$0	\$1,986,117
	Formula - Primary: Other State Match	\$1,213,240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,213,240
	Map21 NHPP: NHPP APD State Match	\$615,604	\$0	\$0	\$0	\$0	\$0	\$0	\$615,604
	Subtotal	\$20,480,421	\$0	\$0	\$0	\$0	\$0	\$0	\$20,480,421
	List all Other								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
List all Debt Proceeds									
TOTAL	\$102,402,102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,402,102
144	List all Federal								
	Appalachian Funds: Appalachian Federal Development - Primary	\$6,335,522	\$0	\$0	\$0	\$0	\$0	\$0	\$6,335,522
	Appalachian Funds: Federal Development	\$7,499,039	\$0	\$0	\$0	\$0	\$0	\$0	\$7,499,039
	Subtotal	\$13,834,561	\$0	\$0	\$0	\$0	\$0	\$0	\$13,834,561
	List all State								
Bond Match: Bond Match - Primary	\$1,583,880	\$0	\$0	\$0	\$0	\$0	\$0	\$1,583,880	
Priority Transportation Funds: Access PTF	\$13,883	\$0	\$0	\$0	\$0	\$0	\$0	\$13,883	

64:	Formula - Primary: Primary Formula - State	\$609,574	\$0	\$0	\$0	\$0	\$0	\$0	\$609,574
	Formula - Primary: Other State Match	\$1,874,760	\$0	\$0	\$0	\$0	\$0	\$0	\$1,874,760
	Subtotal	\$4,082,097	\$0	\$0	\$0	\$0	\$0	\$0	\$4,082,097
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$17,916,658	\$0	\$0	\$0	\$0	\$0	\$0	\$17,916,658
GRAND TOTAL	\$120,318,760	\$0	\$0	\$0	\$0	\$0	\$0	\$120,318,760	

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Route 460 Connector Phase II

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
100707	List all Federal									
	Map21 NHPP: NHPP APD	\$27,411,057	\$0	\$0	\$0	\$0	\$0	\$0	\$27,411,057	
	Appalachian Funds: Appalachian Federal Development - Primary	\$46,600,020	\$0	\$0	\$0	\$0	\$0	\$0	\$46,600,020	
	Appalachian Funds: Federal Development	\$25,188,631	\$0	\$0	\$0	\$0	\$0	\$0	\$25,188,631	
	SAFETEA-LU Earmarks: HPP-F - Primary	\$9,824,500	\$0	\$0	\$0	\$0	\$0	\$0	\$9,824,500	
	Subtotal	\$109,024,208	\$0	\$0	\$0	\$0	\$0	\$0	\$109,024,208	
	List all State									
	SAFETEA-LU Earmarks: HPP-F - Bond Match Primary	\$1,394,155	\$0	\$0	\$0	\$0	\$0	\$0	\$1,394,155	
	SAFETEA-LU Earmarks: HPP-F Match -Primary	\$1,061,970	\$0	\$0	\$0	\$0	\$0	\$0	\$1,061,970	
	Formula - Primary: Other State Match	\$340,415	\$0	\$0	\$0	\$0	\$0	\$0	\$340,415	
	Map21 NHPP: NHPP APD State Match	\$8,179,252	\$0	\$0	\$0	\$0	\$0	\$0	\$8,179,252	
	Subtotal	\$10,975,792	\$0	\$0	\$0	\$0	\$0	\$0	\$10,975,792	
	List all Other									
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	List all Debt Proceeds									
	TOTAL	\$120,000,000	\$0	\$120,000,000						
	List all Federal									
Map21 NHPP: NHPP APD	\$246,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$246,846	
Appalachian Funds: Appalachian Federal Development - Primary	\$6,436,102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,436,102	
Appalachian Funds: Federal Development	\$4,077,742	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,077,742	
SAFETEA-LU Earmarks: HPP-F - Primary	\$922,258	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$922,258	

88140	Subtotal	\$11,682,948	\$0	\$0	\$0	\$0	\$0	\$0	\$11,682,948
	List all State								
	SAFETEA-LU Earmarks: HPP-F Match -Primary	\$230,565	\$0	\$0	\$0	\$0	\$0	\$0	\$230,565
	Formula - Primary: Other State Match	\$174,321	\$0	\$0	\$0	\$0	\$0	\$0	\$174,321
	Map21 NHPP: NHPP APD State Match	\$495,044	\$0	\$0	\$0	\$0	\$0	\$0	\$495,044
	Subtotal	\$899,930	\$0	\$0	\$0	\$0	\$0	\$0	\$899,930
	List all Other								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	List all Debt Proceeds								
	TOTAL	\$12,582,878	\$0	\$0	\$0	\$0	\$0	\$0	\$12,582,878

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Route 460 Connector Phase II (cont'd)

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
100708	<i>List all Federal</i>								
	Map21 NHPP: NHPP APD	\$2,882,243	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882,243
	MAP21 STP: STP <5k	\$17,992,888	\$0	\$0	\$0	\$0	\$0	\$0	\$17,992,888
	MAP21 STP: STP <5K Soft Match	\$4,498,220	\$0	\$0	\$0	\$0	\$0	\$0	\$4,498,220
	CTB Formula - PPTA STP Federal	\$2,895,321	\$0	\$0	\$0	\$0	\$0	\$0	\$2,895,321
	CTB Formula - PPTA STP Soft Match	\$723,830	\$0	\$0	\$0	\$0	\$0	\$0	\$723,830
	Appalachian Funds: Appalachian Federal Development - Primary	\$7,446	\$0	\$0	\$0	\$0	\$0	\$0	\$7,446
	Appalachian Funds: Federal Development	\$203,290	\$0	\$0	\$0	\$0	\$0	\$0	\$203,290
	Bonds Proceeds:	\$9,636,734	\$0	\$0	\$0	\$0	\$0	\$0	\$9,636,734
	Subtotal	\$38,839,972	\$0	\$0	\$0	\$0	\$0	\$0	\$38,839,972
	<i>List all State</i>								
	CTB Formula: CTB Formula High Priority State		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Formula - Primary: Other State Match	\$50,822	\$0	\$0	\$0	\$0	\$0	\$0	\$50,822
	Subtotal	\$50,822	\$0	\$0	\$0	\$0	\$0	\$0	\$50,822
	<i>List all Other</i>								
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<i>List all Debt Proceeds</i>									
TOTAL	\$38,890,794	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,890,794
GRAND TOTAL	\$171,473,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,473,672

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Route 121/460 Intersection

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
100520	<i>List all Federal</i>								
	Appalachian Funds: Appalachian Federal	\$16,615,432	\$0	\$0	\$0	\$0	\$0	\$0	\$16,615,432
	Appalachian Funds:Federal Development	\$161,975	\$0	\$0	\$0	\$0	\$0	\$0	\$161,975
	Subtotal	\$16,777,407	\$0	\$0	\$0	\$0	\$0	\$0	\$16,777,407
	<i>List all State</i>								
	Formula - Primary: Other State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Map21 NHPP: NHPP APD State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Appalachian Funds: State Match - APD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>List all Debt Proceeds</i>									
TOTAL	\$16,777,407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,777,407
100468	<i>List all Federal</i>								
	Appalachian Funds: Appalachian Federal Development - Primary	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
	Subtotal	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
	<i>List all State</i>								
	Map21 NHPP: NHPP APD State Match	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
	Subtotal	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>List all Debt Proceeds</i>									
TOTAL	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
GRAND TOTAL	\$18,777,407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,777,407

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Hawks Nest

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
90076	<i>List all Federal</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all State</i>								
	Transportation Partnership Opportunity Fund: TPOF Grant	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
	Subtotal	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	Subtotal								
TOTAL	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
90096	<i>List all Federal</i>								
	Map21 STP: STP 5-200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Map21 STP: STP 5-200K Soft Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Highway System Allocations: Non- Interstate NHS - Primary	\$35,483	\$0	\$0	\$0	\$0	\$0	\$0	\$35,483
	Appalachian Funds: Appalachian Federal Development - Primary	\$405,652	\$0	\$0	\$0	\$0	\$0	\$0	\$405,652
	Subtotal	\$441,135	\$0	\$0	\$0	\$0	\$0	\$0	\$441,135
	<i>List all State</i>								
	Formula - Primary: Primary Formula - State	\$778,792	\$0	\$0	\$0	\$0	\$0	\$0	\$778,792
	National Highway System Allocations: Non- Interstate NHS Match - Primary	\$8,871	\$0	\$0	\$0	\$0	\$0	\$0	\$8,871
	Appalachian Funds: State Match - APD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$787,663	\$0	\$0	\$0	\$0	\$0	\$0	\$787,663
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	<i>List all Debt Proceeds</i>								
	TOTAL	\$1,228,798	\$0	\$0	\$0	\$0	\$0	\$0	\$1,228,798
GRAND TOTAL		\$11,228,798	\$0	\$0	\$0	\$0	\$0	\$0	\$11,228,798

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Poplar Creek Phase A

Funding Source	Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
List all Federal								
CTB Formula: CTB Formula - PPTA Federal	\$386,647	\$0	\$0	\$0	\$0	\$0	\$0	\$386,647
Map21 NHPP: NHPP APD	\$58,882,601	\$0	\$0	\$0	\$0	\$0	\$0	\$58,882,601
Appalachian Federal Development - Primary	\$21,171,837	\$0	\$0	\$0	\$0	\$0	\$0	\$21,171,837
NHPP: NHPP Statewide 80/20	\$13,675,878	\$0	\$0	\$0	\$0	\$0	\$0	\$13,675,878
NHPP: NHPP Statewide Softmatch 80/20	\$3,418,969	\$0	\$0	\$0	\$0	\$0	\$0	\$3,418,969
Federal STP under 200K: Access: Federal STP Under 5K -Primary	\$3,109,957	\$0	\$0	\$0	\$0	\$0	\$0	\$3,109,957
Soft Match: STP Under 200K Soft Match - Primary	\$777,489	\$0	\$0	\$0	\$0	\$0	\$0	\$777,489
TEA-21 High Priority Funds	\$1,605,436	\$0	\$0	\$0	\$0	\$0	\$0	\$1,605,436
National Highway System Allocations: Non-Interstate NHS - Primary	\$3,852,679	\$0	\$0	\$0	\$0	\$0	\$0	\$3,852,679
CTB Formula: CTB Formula - PPTA Soft Match	\$96,662	\$0	\$0	\$0	\$0	\$0	\$0	\$96,662
Formula - Primary: Primary Formula - STP	\$1,226,417	\$0	\$0	\$0	\$0	\$0	\$0	\$1,226,417
Formula - Primary: Primary Formula - EB (MG)	\$94,557	\$0	\$0	\$0	\$0	\$0	\$0	\$94,557
Formula - Primary: Primary Formula - IM to STP	\$33,297	\$0	\$0	\$0	\$0	\$0	\$0	\$33,297
Map21 STP: STP Statewide 80/20	\$1,849,953	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849,953
Map21 STP: STP Statewide Soft Match 80/20	\$462,488	\$0	\$0	\$0	\$0	\$0	\$0	\$462,488
Appalachian Funds: Federal Development	\$5,196,065	\$0	\$0	\$0	\$0	\$0	\$0	\$5,196,065
Map21 STP: STP <5K	\$3,168,640	\$0	\$0	\$0	\$0	\$0	\$0	\$3,168,640
Map21 STP: STP <5K Soft Match	\$792,160	\$0	\$0	\$0	\$0	\$0	\$0	\$792,160
CTB Formula - PPTA STP Federal	\$16,777,146	\$0	\$0	\$0	\$0	\$0	\$0	\$16,777,146
CTB Formula - PPTA STP Soft Match	\$4,194,287	\$0	\$0	\$0	\$0	\$0	\$0	\$4,194,287
CTB Formula: CTB PPTA HIP <5k - Federal	\$7,846,118	\$0	\$0	\$0	\$0	\$0	\$0	\$7,846,118

90282

CTB Formula: CTB PPTA HIP <5k - Soft Match	\$1,961,529	\$0	\$0	\$0	\$0	\$0	\$0	\$1,961,529
Subtotal	\$150,580,812	\$0	\$0	\$0	\$0	\$0	\$0	\$150,580,812
List all State								
National Highway System Allocations: Non-Interstate NHS Match - Primary	\$483,842	\$0	\$0	\$0	\$0	\$0	\$0	\$483,842
Appalachian Funds: State Match - APD	\$4,669,964	\$0	\$0	\$0	\$0	\$0	\$0	\$4,669,964
Bond Match: Bond Match - Primary	\$4,292,607	\$0	\$0	\$0	\$0	\$0	\$0	\$4,292,607
Bond Proceeds: Bond Proceeds - Capital Projects Revenue	\$979,908	\$0	\$0	\$0	\$0	\$0	\$0	\$979,908
Formula - Primary: Primary Formula - Match	\$338,568	\$0	\$0	\$0	\$0	\$0	\$0	\$338,568
CTB Formula - PPTA State	\$14,135,504	\$0	\$0	\$0	\$0	\$0	\$0	\$14,135,504
Residue Parcel Revenue: Residue Parcel	\$76,745	\$0	\$0	\$0	\$0	\$0	\$0	\$76,745
Formula - Primary: Primary Formula - State	\$603,960	\$0	\$0	\$0	\$0	\$0	\$0	\$603,960
Formula - Primary: Other State Match	\$401,360	\$0	\$0	\$0	\$0	\$0	\$0	\$401,360
Map21 NHPP: NHPP APD State Match	\$2,316,562	\$0	\$0	\$0	\$0	\$0	\$0	\$2,316,562
Subtotal	\$28,299,020	\$0	\$0	\$0	\$0	\$0	\$0	\$28,299,020
List all Other								
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
List all Debt Proceeds								
TOTAL	\$178,879,832	\$0	\$0	\$0	\$0	\$0	\$0	\$178,879,832

**ATTACHMENT 3b-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Poplar Creek Phase A (cont'd)

104094	List all Federal								
	Map21 NHPP: NHPP APD	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
	Map21 STP: STP <5K	\$1,764,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,764,000
	Map21 STP: STP <5K Soft Match	\$441,000	\$0	\$0	\$0	\$0	\$0	\$0	\$441,000
	Appalachian Funds: Appalachian Federal Development - Primary	\$12,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,200,000
	Subtotal	\$16,905,000	\$0	\$0	\$0	\$0	\$0	\$0	\$16,905,000
	List all State								
	Bond Proceeds: Bond Proceeds - Capital Projects Revenue	\$771,485	\$0	\$0	\$0	\$0	\$0	\$0	\$771,485
	CTB Formula: CTB Formula - PPTA State	\$3,253,728	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253,728
	Subtotal	\$4,025,213	\$0	\$0	\$0	\$0	\$0	\$0	\$4,025,213
	List all Other								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	List all Debt Proceeds								
	TOTAL	\$20,930,213	\$0	\$0	\$0	\$0	\$0	\$0	\$20,930,213
Grand Total	\$199,810,045	\$0	\$0	\$0	\$0	\$0	\$0	\$199,810,045	

**ATTACHMENT 3a-2022
SUMMARY OF FUNDING BY SOURCE
US Route 460 (Corridor Q)**

Hawks Nest / Intersection Finished Grade

Funding Source		Previous	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
117807	<i>List all Federal</i>								
	MAP21 NHPP Statewide 80/20 (CF1100)	\$507,323	\$0	\$0	\$0	\$0	\$0	\$0	\$507,323
	MAP21 NHPP Statewide 80/20 S M (CF1101)	\$126,830	\$0	\$0	\$0	\$0	\$0	\$0	\$126,830
	MAP21 STP: STP <5K (CF2700)	\$1,870,506	\$0	\$0	\$0	\$0	\$0	\$0	\$1,870,506
	MAP21 STP: STP <5K Soft Match (CF2701)	\$467,627	\$0	\$0	\$0	\$0	\$0	\$0	\$467,627
	MAP21 STP: STP <5K Under 200K(CNF191))	\$27,754	\$0	\$0	\$0	\$0	\$0	\$0	\$27,754
	MAP21 STP: STP <5K Under 200K SM (CNF855)	\$6,939	\$0	\$0	\$0	\$0	\$0	\$0	\$6,939
	National Highway System Allocations: Non-Interstate NHS Match - Primary : Bristol (CNB044)	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$14
	Bond Proceeds: Bond Proceeds - Capital Projects Revenue (CNB267)	\$478,739	\$0	\$0	\$0	\$0	\$0	\$0	\$478,739
	National Highway System Allocations: Non-Interstate NHS - Primary : Bristol (CNF078)	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$56
	Appalachian Funds: Appalachian Federal Development - Primary : Bristol (CNF282)	\$4,699,584	\$0	\$0	\$0	\$0	\$0	\$0	\$4,699,584
	Subtotal	\$8,185,372	\$0	\$0	\$0	\$0	\$0	\$0	\$8,185,372
	<i>List all State</i>								
	Appalachian Funds: State Match - APD (CNS282)	\$2,893,383	\$0	\$0	\$0	\$0	\$0	\$0	\$2,893,383
	Formula - Primary: Primary Formula - State : Bristol (CNS472)	\$254,332	\$0	\$0	\$0	\$0	\$0	\$0	\$254,332
	MAP21 NHPP: NHPP APD State Match (CS1301)	\$444,159	\$0	\$0	\$0	\$0	\$0	\$0	\$444,159
	Formula - Primary: Other State Match - Bristol (CNS471)	\$1,184,186	\$0	\$0	\$0	\$0	\$0	\$0	\$1,184,186
Subtotal	\$4,776,060	\$0	\$0	\$0	\$0	\$0	\$0	\$4,776,060	
<i>List all Other</i>									

	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
	TOTAL	\$12,961,432	\$0	\$0	\$0	\$0	\$0	\$0	\$12,961,432
117789	<i>List all Federal</i>								
	National Highway System Allocations: Non-Interstate NHS Primary	\$36,848	\$0	\$0	\$0	\$0	\$0	\$0	\$36,848
	National Highway System Allocations: Non-Interstate NHS Primary	\$147,393	\$0	\$0	\$0	\$0	\$0	\$0	\$147,393
	Map 21 STP <5k (CF2700)	\$345,537	\$0	\$0	\$0	\$0	\$0	\$0	\$345,537
	Map 21 STP <5k Soft Match (CF2701)	\$86,382	\$0	\$0	\$0	\$0	\$0	\$0	\$86,382
	Appalachian Funds: Appalachian Federal Development - Primary	\$543,678	\$0	\$0	\$0	\$0	\$0	\$0	\$543,678
	Subtotal	\$1,159,838	\$0	\$0	\$0	\$0	\$0	\$0	\$1,159,838
	<i>List all State</i>								
	Appalachian Funds: State Match - APD	\$135,919	\$0	\$0	\$0	\$0	\$0	\$0	\$135,919
	Subtotal	\$135,919	\$0	\$0	\$0	\$0	\$0	\$0	\$135,919
	<i>List all Other</i>								
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>List all Debt Proceeds</i>								
TOTAL	\$1,295,757	\$0	\$0	\$0	\$0	\$0	\$0	\$1,295,757	
GRAND TOTAL	\$14,257,189	\$0	\$0	\$0	\$0	\$0	\$0	\$14,257,189	

**ATTACHMENT 4b-2022
CASH FLOW ANALYSIS
US Route 460**

Expenditures		Thru FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	Total
US Route 460 Connector Phase II	100707	PE	\$10,982	\$236	\$0	\$0	\$0	\$0	\$0	\$11,218
		RW	\$6,140	\$1,050	\$217	\$0	\$0	\$0	\$0	\$7,407
		CN	\$99,913	\$1,619	\$7	\$0	\$0	\$0	\$0	\$101,539
	88140	PE	\$4,491	\$100	\$100	\$70	\$10	\$0	\$0	\$4,771
		RW	\$1,274	\$28	\$9	\$8	\$0	\$0	\$0	\$1,319
		CN	\$4,182	\$500	\$885	\$337	\$144	\$0	\$0	\$6,048
	100708	PE	\$791	\$2,100	\$1,894	\$930	\$298	\$0	\$0	\$6,013
		RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CN	\$2,644	\$8,000	\$8,002	\$8,012	\$3,200	\$0	\$0	\$29,858
Cumulative Expenditures		\$130,417	\$144,050	\$155,164	\$164,521	\$168,173	\$168,173	\$168,173	\$168,173	\$168,173
Total Annual Allocations		\$168,172.87	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168,173
Cumulative Allocations		\$168,172.87	\$168,173	\$168,173	\$168,173	\$168,173	\$168,173	\$168,173	\$168,173	\$168,173
Cash Flow per Year		\$37,756	\$24,123	\$13,009	\$3,652	\$0	\$0	\$0	\$0	\$0.25

**ATTACHMENT 4b-2022
CASH FLOW ANALYSIS
US Route 460**

Expenditures		Thru FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	Total
Poplar Creek Phase A	104094	PE	\$4,925	\$24	\$7	\$5	\$0	\$0	\$0	\$4,961
		RW	\$9,056	\$100	\$500	\$400	\$0	\$0	\$0	\$10,056
		CN	\$3,325	\$350	\$300	\$205	\$500	\$0	\$0	\$4,680
	90282	PE	\$24,404	165	127	\$0	\$0	\$0	\$0	\$24,696
		RW	\$2,996	\$8	\$0	\$0	\$0	\$0	\$0	\$3,004
		CN	\$112,029	\$26,555	\$7,347	\$6,000	\$482	\$0	\$0	\$152,413
Cumulative Expenditures		\$156,735	\$183,937	\$192,218	\$198,828	\$199,810	\$199,810	\$199,810	\$199,810	\$199,810
Total Annual Allocations		\$199,810.05	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,810
Cumulative Allocations		\$199,810.05	\$199,810	\$199,810	\$199,810	\$199,810	\$199,810	\$199,810	\$199,810	\$199,810
GRAND TOTAL		\$43,075	\$15,873	\$7,592	\$982	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)

**ATTACHMENT 4b-2022
CASH FLOW ANALYSIS
US Route 460**

Expenditures		Thru FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	Total
HN / Intersect Finished	117789	PE	\$252	\$20	\$12	\$14	\$0	\$0	\$0	\$298
		RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CN	\$419	\$263	\$201	\$101	\$0	\$0	\$0	\$984
	117807	PE	\$1,577	50	\$100	\$80	\$0	\$0	\$0	\$1,807
		RW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CN	\$7,268	\$3,100	\$400	\$400	\$0	\$0	\$0	\$11,168
Cumulative Expenditures		\$9,516	\$12,949	\$13,662	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257
Total Annual Allocations		\$14,257	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,257
Cumulative Allocations		\$14,257	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257	\$14,257
GRAND TOTAL		\$4,741	\$1,308	\$595	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)

* Note: Finish Grade work included in UPCs 117789 and 117807