COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
November 10, 2025
10:00 a.m. or upon adjournment of the November 10, 2025, Workshop Meeting.

Public Comments:

Approval of Minutes:

INFRASTRUCTURE INVESTMENT DIVISION: ***Presenting: Kimberly Pryor, Division Director***

1. Action on FY2026-2031 Six-Year Improvement Program Transfers September 20, 2025 through October 17, 2025.

2. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2026-2031.

3. Action on SMART SCALE Project Budget Increase for Route 52 Safety Enhancements (UPC 115470) in Bland County located within the Bristol District.

4. Action on SMART SCALE Project Cancellation - Country Club Commons Connector Trail (UPC 119479) located with the Northern Virginia District.

GOVERNANCE AND LEGISLATIVE AFFAIRS:

Presenting: Jo Anne Maxwell, Director

5. Action on Approval of Amendments to the Rules and Regulations Governing Relocation Assistance (24VAC30-41) and Removal of Associated Guidance Document.

ANNUAL BUDGETS:

Presenting: Laura Farmer
VDOT Chief Financial Officer

6. Action on the Revised Fiscal Year 2026 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation; Action on the Allocation of Funds made available to the Priority Transportation Fund and the Priority Transportation Fund and GARVEE Bond Amounts available in the FY 2026 – 2031 SYIP.

RIGHT OF WAY AND UTILITIES DIVISION:

Presenting: Sean Nelson
Culpeper District Engineer

7. Action on Limited Access Control Change, Route 33 Bypass, Greene County located within the Culpeper District.

LOCAL ASSISTANCE DIVISION:

Presenting: Terry Short
Division Director

8. Action on Economic Development Access to Progress Park Project ECON-098-905; Wythe County located within the Bristol District.

9. Action on Revenue Sharing Program Guidelines Update.

OFFICE OF THE SECRETARY OF TRANSPORTATION:

Presenting: John Lawson
Deputy Secretary of Transportation

10. Action on Adoption of Policy on Use of Project Labor Agreements for Projects Funded with Allocations by the Board.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

11. Bids.

NEW BUSINESS:

ADJOURNMENT:

# # #

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By:_____ Seconded By:_____

Action:_____

Title: FY2026-2031 Six-Year Improvement Program Transfers
September 20, 2025 through October 17, 2025

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 2026-2031 Program on June 24, 2025; 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 2026 through 2031 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 2026 through 2031 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.

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

FY2026-2031 Six-Year Improvement Program Transfers
September 20, 2025 through October 17, 2025

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 24, 2025, 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 2026 through 2031 (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 September 20, 2025 through October 17, 2025 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.

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	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	Install 7 High Vis Crosswalks Various Locations	122926	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	$ 80,166	$ 315,918	$ 315,918	34.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
2	Bristol	#SGR Bristol - Local SGR Paving - Balance Entry	T9533	Bristol	#SGR25LP - PARK AVENUE- MILL, PAVE, STRIPE	125204	SGR - State (SS0100), SGR Formula Discretionary - State (CSSGR9)	$ 36,785	$ 103,159	$ 103,159	55.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
Subtotal Bristol District								**$ 116,951**				
3	Fredericksburg	2026 PLANT MIX - SECONDARY: TRENCH WIDENING - RTE 738	128179	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 1	128178	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 112,695	$ 249,204	$ 249,204	82.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
4	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 218, 2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 3, 2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 360, 2026 PLANT MIX - SECONDARY: TRENCH WIDENING - RTE 738	128173, 128175, 128177, 128179	Fredericksburg	FREDERICKSBURG DISTRICT - 2027 HSIP TRENCH WIDENING	T31013	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 1,084,140	$ 4,239,369	$ 4,239,369	34.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from scheduled projects to fund a scheduled project.
Subtotal Fredericksburg District								**$ 1,196,835**				
5	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Hampton Roads	#SGR19LB - Bridge Replacement - Paradise Creek Bridge	107287	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 6,178,293	$ 23,123,640	$ 23,123,640	36.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to fund a scheduled project.
6	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Hampton Roads	Pitchkettle Road Realignment	113126	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 3,822,516	$ 14,397,681	$ 14,397,681	36.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to fund a scheduled project.
7	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR26VB I-64 EB OVER VA BEACH BLVD AND KEMPSVILLE RD BRIDGE	128363	SGR Bridge State; Primary Formula - State : Discretionary (CNS472)	$ 1,999,627	$ 1,999,627	$ 1,999,627	100.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
8	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#SMART22 CAMP PARKWAY CGT	119218	HB1887 - DGP (1): DGP - STP <5K (GF2700); HB1887 - DGP (1): DGP - STP <5K Soft Match (GF2701); HB1887 - DGP (1): DGP - State (GS0100)	$ 993,345	$ 3,342,450	$ 3,342,450	42.3%	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 Hampton Roads District								**$ 12,993,781**				
9	Richmond	#SGR Richmond - Local SGR Paving - Balance Entry	T9633	Richmond	#SGR25LP - BOULEVARD	125371	SGR - State (SS0100)	$ 264,182	$ 1,375,928	$ 1,375,928	23.8%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
Subtotal Richmond District								**$ 264,182**				

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	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	#SMART18 - Summit View Regional Business Park Project	111362	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 3,248,060	$ 13,419,544	$ 13,419,543	31.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
11	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	Route 220 Superstreet - Intersection Improvement	T24740	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	$ 1,576,000	$ 2,500,000	$ 2,500,000	>100%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
12	Salem	Raonoke MPO regional STP (RSTP) Balance Entry	104126	Salem	ROUTE 11/460 - DOW HOLLOW ROAD - FALLBROOKE DRIVE SIGNALS	T31126	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	$ 1,700,000	$ 1,700,000	$ 1,700,000	100.0%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
13	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#SMART22 - Route 419 Streetscape Improvements, Phase 2	119462	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	$ 2,745,796	$ 27,231,443	$ 28,076,657	11.2%	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 Salem District								**$ 9,269,856**				
14	Statewide	STATEWIDE TAP BALANCE ENTRY-UNALLOCATED	70466	Staunton	US ROUTE 22O SIDEWALK ENHANCEMENT	121169	Accounts Receivable - Access (CNL222), Local Funds for Enhancement Projects (NPL206), TAP 5k-50K Federal (CF6500), TAP Statewide (CF6100)	$ 266,198	$ 989,856	$ 988,922	36.8%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to an underway project.
15	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON N. JEFFERSON ST. PRIMARY EXT. PAVE.	121204	SGR - State (SS0100)	$ 73,704	$ 316,468	$ 316,468	30.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund and underway project.
16	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON W. BEVERLY ST. 2 PRIMARY EXT. PAVE.	121205	SGR - State (SS0100)	$ 179,871	$ 789,928	$ 789,928	29.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund and underway project.
Subtotal Staunton District								**$ 519,773**				
17	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Statewide	#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING	119332	ITTF (HS7100)	$ 70,000	$ 370,000	$ 370,000	23.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to an underway project.
Subtotal Statewide District								**$ 70,000**				
Grand Total								**$ 24,431,378**				

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	Bristol	#SGR Bristol - Local SGR Paving - Balance Entry	T9533	Bristol	#SGR25LP - Park Avenue SW-mill, surface pave, pvmt.mkg.	120959	SGR - State (SS0100)	$ 86,994	$ 634,844	$ 634,844	15.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund an underway project
B	Bristol	#SGR Bristol - Local SGR Paving - Balance Entry	T9533	Bristol	#SGR25LP - PARK AVE (7th to Coeburn Ave) MILL, PAVE, STRIPE	125202	SGR - State (SS0100)	$ 27,685	$ 205,841	$ 205,841	15.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
C	Bristol	#SGR Bristol - Local SGR Paving - Balance Entry	T9533	Bristol	#SGR25LP - PARK AVE (11TH ST to 7TH ST)-MILL, PAVE, STRIPE	125203	SGR - State (SS0100)	$ 42,161	$ 305,686	$ 305,686	16.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
Subtotal Bristol District								**$ 156,840**				
D	Culpeper	#SGR Culpeper - VDOT SGR Bridge - Balance Entry	T13916	Culpeper	#SGR18VB - RT 601 SUPERSTRUCTURE REPLACE. STR. 6261	111776	SGR Bridge State (SSB700)	$ 11,068	$ 6,072,311	$ 6,071,926	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to an ongoing project.
E	Culpeper	#SGR Culpeper - VDOT SGR Bridge - Balance Entry	T13916	Culpeper	#SGR19VB - RT 707 REPLACE BRIDGE STR. 6003	112880	SGR Bridge Federal BROS (SFBR50), SGR Bridge Soft Match BROS (SFBR51)	$ 7,796	$ 5,242,434	$ 5,242,434	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund an underway project.
F	Northern Virginia	#ITTF25 - I-66 WMATA NOVA (NV01)	126277	Culpeper	#ITTF25 - CULPEPER CENTRAL FIBER COMMUNICATIONS (CU02)	126758	ITTF (HS7100)	$ 13,505	$ 266,585	$ 266,585	5.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to a scheduled project.
Subtotal Culpeper District								**$ 32,369**				
G	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR19VB - BRIDGE SUPERSTRUCTURE REPLACE. RT 3 W BURKE MILL	111391	SGR Formula Discretionary - State (CSSGR9)	$ 5,558	$ 5,966,948	$ 5,966,948	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to an ongoing project.
H	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Fredericksburg	#I95CIP - OLDE FORGE PARK AND RIDE LOT	120524	I-95 Corridor Funds - State (CS9195)	$ 101,952	$ 857,203	$ 857,203	13.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Corridor Improvement Plan Balance Entry line item to fund a cancelled project.

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
I	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR23VB RTE 658 OVER MONROE CREEK ID 19244 CULVERT REPLACE	121539	SGR Bridge State (SSB700)	$ 143,737	$ 2,598,171	$ 2,598,171	5.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a completed project.
J	Fredericksburg	FREDERICKSBURG DISTRICT CMAQ BALANCE ENTRY	70712	Fredericksburg	#SMART26 - RT 1 AND SOUTHPOINT QUAD ROAD INTERSECTION	123909	CMAQ : Fredericksburg (CF5MA0), CMAQ Match : Fredericksburg (CS5MA1)	$ 349,196	$ 62,516,082	$ 68,659,081	<1%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
K	Fredericksburg	2026 PLANT MIX - SECONDARY: TRENCH WIDENING - RTE 738	128179	Fredericksburg	ROUTE 3 TRENCH WIDENING	127221	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 1,899	$ 321,899	$ 321,899	<1%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
L	Fredericksburg	FREDERICKSBURG DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70713	Fredericksburg	RTE 208 / LEAVELLS RD INTERSECTION IMPROVEMENTS	T29483	RSTP : Fredericksburg (CF2MA0), RSTP Match : Fredericksburg (CS2MA1)	$ 75,715	$ 600,000	$ 10,000,000	14.4%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								**$ 678,057**				
M	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#HB2.FY17 Route 58/ Holland Road Corridor Improvements	100937	DGP - State (GS0100)	$ 1,903,367	$ 83,781,184	$ 83,781,184	2.3%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
N	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Main Street Pedestrian Improvements	102951	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31), Local Project Contributions - Secondary (NPL623)	$ 50,000	$ 1,929,944	$ 1,929,944	2.7%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund an underway project.
O	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR18VB - RT 692 over Champion Swamp (Fed 10445) REPLACE	111339	SGR Bridge State (SSB700)	$ 13,126	$ 2,405,592	$ 2,405,592	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund a completed project.
P	Hampton Roads	#SGR23LP 131 CITY OF CHESAPEAKE 1811 PORTSMOUTH BLVD	121031	Hampton Roads	#SGR23LP 131-CITY OF CHESAPEAKE 1806 PORTSMOUTH BLVD	121121	SGR - State (SS0100)	$ 18,000	$ 231,341	$ 231,341	8.4%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to fund a completed project.
Q	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - RTE 614 OVER SEACOCK SWAMP REPLACEMENT (FED ID 17781)	121531	Bridge Formula - Off System Allocation-Federal (CFB750), Bridge Formula - Off System Allocation-Soft Match (CFB751)	$ 582,501	$ 7,282,302	$ 7,282,302	8.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
Subtotal Hampton District								**$ 2,566,994**				

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
R	Lynchburg	#SGR Lynchburg - Local SGR Paving - Balance Entry	T9603	Lynchburg	#SGR25LP RTE 501 SBL - PLANT MIX REHAB (11241)	125661	SGR - State (SS0100)	$ 2,253	$ 95,133	$ 95,133	2.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
S	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	TLRR25 DISTRICTWIDE FY27 SELECT TREE REMOVAL	125991	VA Safety State - State (CS3SS0)	$ 265,769	$ 2,565,000	$ 2,565,000	11.6%	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 Lynchburg District								**$ 268,022**				
T	Northern Virginia	#SGR Northern Virginia-Local SGR Paving-Balance Entry	T9618	Northern Virginia	#SGR23 LOCAL PAVING - LEESBURG BYPASS RTE 15 MILL & OVERLAY	121553	SGR - State (SS0100)	$ 54	$ 235,904	$ 235,904	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to and underway project.
U	Northern Virginia	CLEAN AIR PARTNERS - FY22 TO FY24	118800	Northern Virginia	CLEAN AIR PARTNERS FY'25-FY'27	125002	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	$ 10,288	$ 715,643	$ 715,643	1.5%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
V	Northern Virginia	VRE-GAINESVILLE TO HAYMARKET EXTENSION	85373	Northern Virginia	VRE BROAD RUN EXPANSION	T8523	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	$ 1,000,000	$ 30,342,717	$ 137,230,000	3.4%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund an underway project.
Subtotal Northern Virginia District								**$ 1,010,342**				
W	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt. 54 - Upgrade Existing Flashing Lights and Gates	110977	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	$ 40,377	$ 593,792	$ 552,399	7.3%	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.
X	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	College Ave. - Upgrade Existing Flashing Lights and Gates	110992	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	$ 68,104	$ 616,965	$ 519,788	12.4%	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.
Y	Statewide, Richmond	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY, SYSTEMIC IMPROVEMENTS - SIGNAL CONTROLLED INTERSECTIONS	70700, 125536	Richmond	HVSB SYSTEMIC IMPROVEMENTS - SIGNAL CONTROLLED INTERSECTIONS	123019	VA Safety State - State (CS3SS0)	$ 12	$ 6,144,078	$ 6,144,078	<1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item and a cancelled project to fund a completed project.
Subtotal Richmond District								**$ 108,493**				

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
Z	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR21VB - RTE 666 OVER ELK CREEK (STR. 2781) - TOTAL REHAB	117017	SGR Bridge State (SSB700)	$ 6,995	$ 5,023,947	$ 5,023,947	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to an underway project.
AA	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR21VB - RTE. 1460 OVER BR BVR DAM CR (STR. 24893) - REHAB	117018	SGR Bridge State (SSB700)	$ 5,169	$ 784,140	$ 784,140	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry Line item to an underway project.
AB	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	I-581-Exit 2 (PETERS CREEK RD) INTERCHANGE IMPROVEMENTS PH 1	123136	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	$ 6,564	$ 3,740,050	$ 3,740,050	<1%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to an underway project.
AC	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR25VP - PAVING PRIMARY ROUTES IN GILES & CARROLL COUNTIES	125707	SGR Paving State (SSP700)	$ 248,456	$ 2,924,067	$ 2,924,067	9.3%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to an underway project.
AD	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR25VP - PAVING PRIMARY ROUTES IN SALEM RESIDENCY COUNTIES	125708	SGR Paving State (SSP700)	$ 408,598	$ 3,100,387	$ 3,100,387	15.2%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to a completed project.
Subtotal Salem District								**$ 675,782**				
AE	Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry	T13915	Staunton	#SGR17VB - RT 703 Over Eidson Creek VA Str. 6100	90178	SGR Formula Discretionary - State (CSSGR9)	$ 538	$ 2,005,168	$ 2,003,822	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a completed project.
AF	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	#SGR17VB - Br Replacemnt (Fed 20408 Smithland Rd / I-81)	97112	CTB Formula - Bridge State (CS0110)	$ 5,793	$ 8,387,905	$ 8,387,905	<1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a completed project.
AG	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR21LP New Street (Formerly Sunnyside)	116962	SGR - State (SS0100)	$ 642	$ 393,842	$ 393,842	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Bridge Balance Entry line item to fund an underway project.

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
AH	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON NEW HOPE RD. PRIMARY EXT. PAVE.	121201	SGR - State (SS0100)	$ 70,438	$ 476,948	$ 476,948	17.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund and underway project.
AI	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON W. BEVERLY ST. PRIMARY EXT. PAVE.	121203	SGR - State (SS0100)	$ 22,625	$ 911,206	$ 911,206	2.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund and underway project.
AJ	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	RTE 7 - SHOULDER WIDENING, RUMBLE STRIPS, GUARDRAIL	123847	VA Safety State - State (CS3SS0)	$ 10,000	$ 1,601,478	$ 1,601,478	<1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
Subtotal Staunton District								**$ 110,036**				
Grand Total								**$ 5,606,935**				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 8

CTB Member Concurrence: Stant, Hampton Roads District

Project Information	**Original Application**	**Current**
District	Hampton Roads	
Project Description	UPC 119218 #SMART22 CAMP PARKWAY CGT	
Organization	Southampton County	
SMART SCALE Round	4	
Scope	Reconfigure intersection of US 58 (Southampton Parkway) and BUS US 58 (Camp Parkway) to Contiguous Green-T (CGT).	
Benefits	Safety, Environment	
Score	7.52	
Rank	17/24	
SMART SCALE Budget	$2,349,105 (DGP)	$2,349,105 (DGP)
Other Funds	$0	$0
Total Allocations	$2,349,105	$2,349,105
Total Cost	$2,349,105	$3,342,450

Project Information	Original Application	Current
Shortfall		$993,345
Expenditures		$469,172
Status		Project is VDOT administered and is ready for Advertisement.
Justification		Funding shortfall due to inflation and updated unit prices, as well as higher than anticipated maintenance of traffic costs.
Proposed SMART SCALE Budget Increase		Increase of $993,345 (DGP) for a total revised SMART SCALE DGP budget of $3,342,450. Revised score of 5.29 and a reduction in rank to 22/24.

Line Item on Threshold Report: 13

CTB Member Concurrence: Smoot, Salem District

Project Information	Original Application	Current
District	Salem	
Project Description	UPC 119462 #SMART22 - Route 419 Streetscape Improvements, Phase 2	
Organization	Roanoke County	
SMART SCALE Round	4	
Scope	Extend improvements on Route 419/Electric Road between Ogden Road and Starkey Road, including conversion of the NB and SB shoulders to shared through/right turn lanes, sidewalks, and bike lanes, and installation of a thru-cut with pedestrian signals and crosswalks at the Starkey Road intersection.	
Benefits	Congestion, Safety, Accessibility, Economic Development, Environment, Land Use	
Score	5.42	
Rank	19/29	
SMART SCALE Budget	$14,122,332 (DGP)	$20,138,497 (DGP) $1,420,427 within threshold DGP transfer processed $4,595,738 beyond threshold transfer approved
Other Funds	$4,347,150 (RSTP)	$4,347,150 (RSTP)
Total Allocations	$18,469,482	$24,485,647
Total Cost	$18,469,482	$28,076,657
Shortfall		$3,591,010
Expenditures		$1,633,609

Project Information	Original Application	Current
Status		Project is VDOT administered and is ready for Right-of way.
Justification		Funding shortfall due to inflation and updated quantities and unit prices.
Proposed SMART SCALE Budget Increase		Increase of $2,745,796 (DGP) for a total revised SMART SCALE DGP budget of $22,884,293. Revised score of 3.34 and a reduction in rank to 26/29. Remaining shortfall of $845,214 is expected to be funded with RSTP from the TPO.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026-2031

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 2026-2031 Program on June 24, 2025; 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 2026 through 2031 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 2026 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 2026 – 2031

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 24, 2025, after due consideration, the CTB adopted FY 2026-2031 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2026–2031.

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 2026–2031 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 2026-2031. 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 2026 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 FY2026-2031 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
11	T31126	Salem	Roanoke County	0011	Route 11/460 - Dow Hollow Road - Fallbrooke Drive Signals	$1,700,000	$1,700,000	$0	RSTP	Yes
Total						**$1,700,000**	**$1,700,000**	**$0**		

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By:_____ Seconded By:_____

Action:_____

Title: SMART SCALE Project Budget Increase for Route 52 Safety Enhancements (UPC 115470) in Bland County

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 Route 52 Safety Enhancements (UPC 115470) project (the Project) was submitted for consideration by Bland County and selected for $4,491,045 in funding through the High Priority Projects Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, at application, the Project had a total cost of $4,491,045; and

WHEREAS, the Project demonstrated benefits related to economic development and environment and received a score of 3.45 resulting in a rank of 8 out of 10 projects selected for funding in the Bristol District;

WHEREAS, the Project is being administered by the Virginia Department of Transportation (VDOT), has thus far incurred expenditures of approximately $1,630,746, and is ready for advertisement; and

WHEREAS, since the Project was selected for funding through SMART SCALE, estimated Project costs have increased due to extended right of way negotiations, increased drainage items, full depth asphalt, inflation, and updated unit prices; and

WHEREAS, since application, safety funds have been added to the project and in May 2023, a within threshold High Priority Projects Program budget increase was processed; and

WHEREAS, the Project's cost estimate is currently $8,871,106, resulting in a shortfall of $1,192,926; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of $1,192,926 using surplus High Priority Projects Program funds (UPC -21770); and

WHEREAS, taking into consideration the previously approved within threshold budget increase as well as the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 2.36 and a reduction in rank from 8/10 to 10/10.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase for the Project of $1,192,926 using surplus High Priority Projects Program funds (UPC -21770), is approved.

####

CTB Decision Brief
SMART SCALE Project Budget Increase for the Route 52 Safety Enhancements (UPC 115470) in Bland County

Issue: The Route 52 Safety Enhancement Project (UPC 115470) (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 Route 52 Safety Enhancement Project (UPC 115470) (the Project) was submitted for consideration by Bland County $4,491,045 in funding through the High Priority Projects Program in the third round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process.

The Project demonstrated benefits related economic development and environment and received a score of 3.45 resulting in a rank of 8 out of 10 projects selected for funding in the Bristol District.

The Project is administered by the Virginia Department of Transportation (VDOT) and is ready for advertisement. Thus far, the Project has incurred an estimated $1,630,746 in expenditures.

Since the Project was selected for funding through SMART SCALE, estimated Project costs have increased due to extended right of way negotiations, increased drainage items, full depth asphalt, inflation, and updated unit prices.

Additional safety funds were added to the project and in May 2023, a within threshold High Priority Projects Program budget increase was processed. The Project's cost estimate is currently $8,871,106, resulting in a shortfall of $1,192,926.

Taking into consideration the previously approved within threshold budget increase as well as the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 2.36 and a reduction in rank from 8/10 to 10/10.

On October 14, 2025, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of $1,192,926 using surplus High Priority Projects Program funds (UPC -21770).

Recommendation: Approval of a SMART SCALE budget increase of $1,192,926 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

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: **Seconded By:**

Action:

Title: SMART SCALE Project Cancellation - Country Club Commons Connector Trail (UPC 119479) – Northern Virginia 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 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 statewide High Priority Projects Program 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 in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the City of Fairfax submitted the Country Club Commons Connector Trail (UPC 119479) for consideration and it was selected for $5,142,624 in funding through the Highway Construction District Grant Program in the fourth round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, the Project is locally administered; and

WHEREAS, after selection, environmental and other concerns were raised by the community; and

WHEREAS, the City of Fairfax voted to cancel the project on April 22, 2025; and

WHEREAS, at its meeting on October 14, 2025, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant funds allocated to the Project to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Country Club Commons Connector Trail (UPC 119479) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant funds allocated to the Project be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

####

CTB Decision Brief
SMART SCALE Project Cancellation
Country Club Commons Connector Trail (UPC 119479)

Issue: The Country Club Commons Connector Trail (UPC 119479) (the "Project") was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in April 2025, the City of Fairfax 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 City of Fairfax submitted the Country Club Commons Connector Trail (UPC 119479) for consideration, and it was selected for $5,142,624 in funding through the Highway Construction District Grant Program in the fourth round of the SMART SCALE prioritization process. The Project consisted of construction of an off-road trail between Spring Lake Terrace and Fairfax Boulevard. The Project is locally administered.

After selection, environmental and other concerns were raised by the community. Specifically, they were concerned about tree loss and the perceived security/safety issues of having a new access point into an otherwise secluded neighborhood. On April 22, 2025, the City of Fairfax voted to cancel the project. The Board was briefed on the proposed cancellation at its meeting on October 14, 2025.

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. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to Va. Code § 33.2-214, to reimburse the Department for all state and federal funds expended on the project.

The Board's Policy states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, the Prioritization Process 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.

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, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all Highway Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all Highway Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all Highway Construction District Grant funds allocated to the Project will be transferred to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: Seconded By:

Action:

Title: Approval of Amendments to the Rules and Regulations Governing Relocation Assistance (24VAC30-41) and Removal of Associated Guidance Document

WHEREAS, in order to acquire the rights of way necessary for the construction, reconstruction, alteration, maintenance and repair of the public highways of the Commonwealth, it is often necessary for individuals, families, businesses, farms, and nonprofit organizations (collectively "persons") and their personal property to be displaced; and

WHEREAS, 24VAC30-41, the Rules and Regulations Governing Relocation Assistance, provides for relocation of displaced persons and personal property in a timely manner to meet the needs of those persons and to achieve project schedules, and is required to implement the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC § 4601 et seq.), as amended, in order for the Virginia Department of Transportation (VDOT) to receive federal financial assistance for highway projects; and

WHEREAS, 24VAC30-41 was promulgated by the Commonwealth Transportation Board (CTB) pursuant to the authority provided in § 25.1-402 of the *Code of Virginia*, which provides assurances to the Federal Highway Administration that VDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC § 4601 et seq.), as amended, as required by 49 CFR § 24.4 in order for projects to receive federal financial assistance, and pursuant to § 33.2-221, which provides authority for the CTB to comply fully with the provisions of federal aid acts; and

WHEREAS, 24VAC30-41 contains a document incorporated by reference (DIBR), entitled *Guidance Document for Determination of Certain Financial Benefits for Displacees*, effective October 1, 2014, which is an outdated guidance document (Guidance Document) posted on the Virginia Regulatory Town Hall (Town Hall) originally intended to outline procedures for VDOT staff, but which is no longer utilized; and

WHEREAS, 24VAC30-41 must be amended to remove the outdated DIBR and the references to the document within the regulatory text, and the Guidance Document must also be removed from the official list of guidance documents of the CTB and VDOT on Town Hall; and

WHEREAS, VDOT developed amendments to 24VAC30-41 (Attachment A) to remove the DIBR and the references to the document within the regulatory text, which VDOT advises is not likely to be controversial, and has completed an Agency Background Document (Attachment B) to be filed on Town Hall in conjunction with the recommended fast-track action to amend these regulations.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby readopts 24VAC30-41, Rules and Regulations Governing Relocation Assistance, with the inclusion of the proposed amendments to remove the outdated and unnecessary DIBR and all references thereto (Attachment A).

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board requests that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the amendment of 24VAC30-41, including posting the associated Agency Background Document (Attachment B) to Town Hall.

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board requests that the Commissioner of Highways, or his designees, take all necessary actions to remove the Guidance Document from the official list of guidance documents of the CTB and VDOT on Town Hall.

####

Commonwealth Transportation Board (CTB) Decision Brief

Approval of Amendments to the Rules and Regulations Governing Relocation Assistance (24VAC30-41) and Removal of Associated Guidance Document

Issue: The Rules and Regulations Governing Relocation Assistance (24VAC30-41 or Regulation) contains a document incorporated by reference (DIBR), entitled *Guidance Document for Determination of Certain Financial Benefits for Displacees*, effective October 1, 2014, which is a guidance document (Guidance Document) posted on the Virginia Regulatory Town Hall (Town Hall). The Guidance Document is no longer used and is outdated. The regulation must be amended to remove the DIBR and all references to the document within the text of the regulation, and the document must also be removed from the list of guidance documents of the Commonwealth Transportation Board (CTB) and the Virginia Department of Transportation (VDOT) on Town Hall. Approval by the Commonwealth Transportation Board (CTB) is required to move forward with the actions noted above relating to this Guidance Document and DIBR.

Facts: In order to acquire the rights of way necessary for the construction, reconstruction, alteration, maintenance and repair of the public highways of the Commonwealth, it is often necessary for individuals, families, businesses, farms, and nonprofit organizations (collectively "persons") and their personal property to be displaced. The Rules and Regulations Governing Relocation Assistance, 24VAC30-41, provides for relocation of such displaced persons and personal property in a timely manner to meet the needs of those persons and to achieve project schedules.

The Regulation was promulgated by the CTB to implement the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC § 4601 et seq.), as amended and pursuant to the authority provided in § 25.1-402 of the *Code of Virginia.* The Regulation provides assurances to the Federal Highway Administration that VDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which is required by 49 CFR § 24.4 in order for projects to receive federal financial assistance. Finally, the Regulation is consistent with § 33.2-221, which provides authority for the CTB to comply fully with the provisions of federal aid acts.

An outdated guidance document (*Guidance Document for Determination of Certain Financial Benefits for Displacees*, effective October 1, 2014) is included in 24VAC30-41 as a DIBR. This Guidance Document was originally intended to be an internal resource for relocation agents in the field, but it is no longer used by VDOT and is not needed as a DIBR or as a guidance document. The document has not been updated to reflect the latest standards and statutory limits and largely duplicates information contained in the regulatory text. Other resources are now available for agents regarding relocation assistance, but it is not necessary to reference these documents within 24VAC30-41, nor do they need to be listed as guidance documents.

The regulation must be amended to remove the outdated DIBR and the references to the document within the regulatory text, and the Guidance Document must also be removed from the official list of guidance documents of the CTB and VDOT on Town Hall. VDOT developed amendments to 24VAC30-41 (Attachment A) to remove the DIBR and the references to the document within the regulatory text, amendments which VDOT believe are not controversial, and has completed an Agency Background Document (Attachment B) to be filed on Town Hall in conjunction with the recommended fast-track action to amend these regulations.

Recommendations: VDOT recommends readoption of 24VAC30-41, with the inclusion of the proposed regulatory amendments to remove the DIBR and associated references from 24VAC30-41, and approval of the Agency Background Document to accompany the action to amend the regulation. VDOT also recommends the CTB authorize the removal of the Guidance Document from the official list of guidance documents of the CTB and VDOT on Town Hall.

Action Required by CTB: A resolution will be presented for the CTB to (i) readopt 24VAC30-41, with the inclusion of the proposed amendments to remove the outdated and unnecessary DIBR and all references thereto, (ii) authorize/request the Commissioner of Highways or his designees to take all actions necessary to effectuate the adoption of the regulatory amendments, including posting the associated Agency Background Document to Town Hall, and (iii) authorize/request the Commissioner of Highways or his designees to take all actions necessary to remove the Guidance Document from the official list of guidance documents of the CTB and VDOT on Town Hall.

Result, if Approved: VDOT staff will take all necessary actions to effectuate the readoption of 24VAC30-41 with the inclusion of the proposed amendments and to remove the Guidance Document from Town Hall.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Public comment will be received for 30 days upon publication of the actions to amend the regulation and to remove the Guidance Document in the *Virginia Register of Regulations*.

Project 8360 - Fast-Track

Department of Transportation

Amend Rules and Regulations Governing Relocation Assistance

24VAC30-41-220. Moving expense schedule.

A. In lieu of a payment for actual costs, a displaced person or family who occupies the acquired dwelling may choose to be reimbursed for moving costs based on a moving expense schedule established by VDOT based on a room count. The schedule is revised periodically, based on a survey of movers, to reflect current costs. The schedule is used by all acquiring agencies throughout the state by agreement coordinated by the Federal Highway Administration.

The room count used will include occupied rooms within the dwelling unit plus personal property located in attics, unfinished basements, garages and outbuildings, or significant outdoor storage. Spaces included in the count must contain sufficient personal property as to constitute a room.

B. A person with minimal personal possessions who is in occupancy of a dormitory style room shared by two or more other unrelated persons, or if the move is performed by VDOT at no cost to the person, shall be limited to $50.

C. The cost to move a retained dwelling, any other structure, or any item determined to be real estate prior to the move, is not a reimbursable moving cost. However, if an owner-occupant retains the dwelling, including a mobile home, and chooses to use it as a means of moving personal belongings and furnishings, the owner-occupant may receive a moving cost payment based upon the moving expense schedule.

~~D. A discussion of residential move reimbursement options is contained in the "Guidance Document for Determination of Certain Financial Benefits to Displacees," effective October 1, 2014.~~

24VAC30-41-290. Actual direct losses of tangible personal property.

A. Actual, direct losses of tangible personal property are allowed when a person who is displaced from a business, farm or nonprofit organization is entitled to relocate such property but elects not to do so. This may occur if an item of equipment is bulky and expensive to move, but is obsolete and the owner desires to replace it with a new item that performs the same function. Payments for actual, direct losses can be made only after an effort has been made by the owner to sell the item involved. When the item is sold, payment

will be determined in accordance with subsection B or C of this section. If the item cannot be sold, the owner will be compensated in accordance with subsection D of this section. The sales prices and the cost of advertising and conducting the sale, must be supported by copies of bills, receipts, advertisements, offers to sell, auction records and other data supporting the bona fide nature of the sale.

B. If an item of personal property which is used in connection with the business is not moved but is replaced with a comparable item at the new location, the payment will be the lesser of:

1. The replacement cost minus the net proceeds of the sale. Trade-in value may be substituted for net proceeds of sale where applicable; or

2. The estimated cost of moving the item to the replacement site but not to exceed 50 miles.

C. If the item is not to be replaced in the reestablished business, the payment will be the lesser of:

1. The difference between the market value of the item in place for continued use at its location prior to displacement less its net proceeds of the sale; or

2. The estimated cost of moving the item to the replacement site but not to exceed 50 miles. ~~(See "Guidance Document for Determination of Certain Financial Benefits for Displacees," effective October 1, 2014, for example.)~~

D. If a sale is not effected under subsection B or C of this section because no offer is received for the property and the property is abandoned, payment for the actual direct loss of that item may not be more than the fair market value of the item for continued use at its location prior to displacement or the estimated cost of moving the item 50 miles, whichever is less, plus the cost of the attempted sale, irrespective of the cost to VDOT of removing the item.

E. The owner will not be entitled to moving expenses or losses for the items involved if the property is abandoned with no effort being made to dispose of it by sale, or by removal at no cost. The district manager may allow exceptions to this requirement for good cause.

F. The cost of removal of personal property by VDOT will not be considered as an offsetting charge against other payments to the displaced person.

24VAC30-41-300. Searching expenses.

A. A displaced business, farm operation, or nonprofit organization is entitled to reimbursement for actual expenses, not to exceed $2,500, as VDOT determines to be reasonable, which are incurred in searching

for a replacement location, and includes expenses for:

1. Transportation. A mileage rate determined by VDOT will apply to the use of an automobile;

2. Meals and lodging away from home;

3. Time spent searching, based on reasonable salary or earnings;

4. Fees paid to a real estate agent or broker to locate a replacement site, exclusive of any fees or commissions related to the purchase of such site;

5. Time spent in obtaining permits and attending zoning hearings; and

6. Time spent negotiating the purchase of a replacement site based on a reasonable salary or earnings.

B. Documentation for a move search claim will include expense receipts and logs of times, dates and locations related to the search. ~~(See "Guidance Document for Determination of Certain Financial Benefits for Displacees," effective October 1, 2014, for example).~~

24VAC30-41-310. Reestablishment expenses.

A. A small business, farm or nonprofit organization may be eligible to receive a payment, not to exceed $25,000, for expenses actually incurred in reestablishing operations at a replacement site. A small business, farm or nonprofit organization that elects a fixed payment in lieu of actual moving expenses is not eligible for a reestablishment expense payment.

B. Eligible expenses. Reestablishment expenses must be reasonable and actually incurred. They may include the following items:

1. Repairs or improvements to the replacement real property as required by federal, state or local law, code or ordinance;

2. Modifications to the replacement property to accommodate the business operation or make replacement structures suitable for conducting the business;

3. Construction and installation costs for exterior signing to advertise the business;

4. Redecoration or replacement of soiled or worn surfaces at the replacement site, such as paint, paneling, or carpeting;

5. Licenses, fees and permits when not paid as part of moving expenses;

6. Advertisement of replacement location;

7. Increased costs of operation during the first two years at the replacement site for such items as:

a. Lease or rental charges;

b. Personal or real property taxes;

c. Insurance premiums; and

d. Utility charges, excluding impact fees; and

8. Other items that VDOT considers essential to the reestablishment of the business.

~~A discussion of business reestablishment costs is contained in the "Guidance Document for the Determination of Certain Financial Benefits to Displacees," effective October 1, 2014.~~

C. Ineligible expenses. The following is a nonexclusive listing of ineligible reestablishment expenditures:

1. Purchase of capital assets, such as office furniture, filing cabinets, machinery or trade fixtures;

2. Purchase of manufacturing materials, production supplies, product inventory or other items used in the normal course of the business operation;

3. Interest on money borrowed to make the move or purchase the replacement property; and

4. Payment to a part-time business in the home that does not contribute materially to the household income.

24VAC30-41-320. Fixed payment in lieu of actual costs.

A. A displaced business, farm or nonprofit organization, meeting eligibility criteria may receive a fixed payment in lieu of a payment for actual moving and related expenses. The amount of this payment is equal to its average annual net earnings as computed in accordance with subsection E of this section, but not less than $1,000 nor more than $75,000.

B. Criteria for eligibility. For an owner of a displaced business to be entitled to a payment in lieu of actual moving expenses, the district office must determine that:

1. The business owns or rents personal property that must be moved in connection with such displacement and for which an expense would be incurred in such move, and it vacates or relocates from its displacement site.

2. The displaced business cannot be relocated without a substantial loss of its existing patronage

(clientele or net earnings). A business is assumed to meet this test unless VDOT determines, for a stated reason, that it will not suffer a substantial loss of its existing patronage.

3. The business is not part of a commercial enterprise having more than three other entities that are not being acquired by VDOT and that are under the same ownership and engaged in the same or similar business activities. (For purposes of this rule, any remaining business facility that did not contribute materially to the income of the displaced person during the two taxable years prior to displacement shall not be considered "other entity.")

4. The business is not operated at displacement dwelling or site solely for the purpose of renting such dwelling or site to others.

5. The business contributed materially to the income of the displaced person during the two taxable years prior to displacement. However, VDOT may waive this test for good cause. A part-time individual or family occupation in the home that does not contribute materially to the displaced owner is not eligible.

C. In determining whether two or more displaced legal entities constitute a single business, which is entitled to only one fixed payment, all pertinent factors shall be considered, including the extent to which:

1. The same premises and equipment are shared;

2. Substantially identical or interrelated business functions are carried out and business and financial affairs are co-mingled;

3. The entities are held out to the public and to those customarily dealing with them, as one business; and

4. The same person, or closely related persons own, control, or manage the affairs of the entities.

The district office will make a decision after consideration of all the above items and so advise the displacee.

D. A displaced farm operation may choose a fixed payment in lieu of the payments for actual moving and related expenses in an amount equal to its average annual net earnings as computed in accordance with subsection E of this section, but not less than $1,000 nor more than $75,000. In the case of a partial acquisition of land, which was a farm operation before the acquisition, the fixed payment shall be made only if VDOT determines that:

1. The acquisition of part of the land caused the operator to be displaced from the farm operation on the remaining land; or

2. The partial acquisition caused a substantial change in the nature of the farm operation.

A displaced nonprofit organization may choose a fixed payment of $1,000 to $75,000 in lieu of the payments for actual moving and related expenses if VDOT determines that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). A nonprofit organization is assumed to meet this test unless VDOT demonstrates otherwise. Any payment in excess of $1,000 must be supported with financial statements for the two 12-month periods prior to the acquisition. The amount to be used for the payment is the average of two years annual gross revenues less administrative expenses.

Gross revenues for a nonprofit organization include membership fees, class fees, cash donations, tithes, receipts from sales or other forms of fund collection that enables the nonprofit organization to operate. Administrative expenses are for administrative support, such as rent, utilities, salaries, advertising and other like items, as well as fund raising expenses. Operating expenses are not included in administrative expenses.

E. Payment determination. The term "average annual net earnings" means one-half of all net earnings of the business or farm before federal, state and local income taxes, during the two tax years immediately preceding the tax year in which the business or farm is relocated. If the two years immediately preceding displacement are not representative, VDOT may use a period that would be more representative. For instance, proposed construction may have caused recent outflow of business customers, resulting in a decline in net income for the business.

The term "average annual net earnings" include any compensation paid by the business to the owner, spouse, or dependents during the two-year period. In the case of a corporate owner of a business, earnings shall include any compensation paid to the spouse or dependents of the owner of a majority interest in the corporation. For the purpose of determining majority ownership, stock held by a husband, his wife and their children shall be treated as one unit.

If the business, farm or nonprofit organization was not in operation for the full two taxable years prior to displacement, net earnings shall be based on the actual period of operation at the displacement site during the two taxable years prior to displacement, projected to an annual rate.

F. Information to be provided by owner. For the owner of a business, farm or nonprofit organization to

be entitled to this payment, the owner must provide information to support the net earnings of the business, farm or nonprofit organization. State or federal tax returns for the tax years in question are the best source of this information. However, certified financial statements can be accepted as evidence of earnings. The tax returns furnished must either be signed and dated or accompanied by a certification from the business owner that the returns being furnished reflect the actual income of the business as reported to the Internal Revenue Service or the State Department of Taxation for the periods in question. The owner's statement alone would not be sufficient if the amount claimed exceeded the minimum payment of $1,000.

~~A more complete discussion of this benefit is contained in the "Guidance Document for Determination of Certain Financial Benefits for Displacees," effective October 1, 2014.~~

24VAC30-41-430. Purchase supplement payment computation.

A. Method.

1. The probable selling price of a comparable dwelling will be determined by the district office by analyzing at least three dwellings from the inventory of available housing, Library Form RW-69B, which are available on the private market and which meet the criteria of a comparable replacement dwelling. Less than three comparables may be used for this determination when fewer comparable dwellings are available. The relocation agent performing the determination must provide a full explanation supporting the determination, including a discussion of efforts to locate more than one comparable. One comparable, from among those evaluated and considered, will be selected as the basis for the purchase supplement determination. The selection will be made by careful consideration of all factors in the dwellings being considered which affect the needs of the displacee with reference to the elements in the definition of comparable replacement housing.

~~Refer to the "Guidance Document for Determination of Certain Financial Benefits for Displacees," effective October 1, 2014, for a step-by-step summary of the determination process, and an example of the purchase supplement payment computation.~~

2. If comparable decent, safe and sanitary housing cannot be located, after a diligent search of the market, available non-decent, safe and sanitary replacement dwellings may be used as the basis for the maximum amount of the purchase supplement. In these cases, the maximum payment will be established by obtaining cost estimates from persons qualified to correct the decent, safe and sanitary deficiencies and adding this amount to the probable selling price of the available

replacement housing.

A displacee will not be required to vacate the displacement dwelling until decent, safe and sanitary housing has been made available.

B. Major exterior attributes. When the dwelling selected in computing the payment is similar, except it lacks major exterior attributes present at the displacement property such as a garage, outbuilding, swimming pool, etc., the appraised value of such items will be deducted from the acquisition cost of the acquired dwelling for purposes of computing the payment. No exterior attributes are to be added to the comparable. However, the added cost of actually building an exterior attribute at the replacement property occupied, may be added to the acquisition cost provided major exterior attributes having the same function are found in the displacement property and in the comparable used to determine the maximum payment.

The following calculation shows how a purchase supplement is determined when a major exterior attribute is present:

Example
Major Exterior Attribute (swimming pool)

The appraiser assigned $5,000 contributing value for the pool, and a total property value of $100,000. A comparable house, not having a pool, is listed for sale at $105,000. After a 3.0% adjustment, a probable selling price of $101,850 is determined for the comparable property. The purchase supplement amount is computed below:

Comparable Dwelling (adjusted)	$101,850
Less:	
Displacement property value	$100,000
Less value of the pool	$5,000
Adjusted displacement property value	$95,000
Purchase Supplement Amount	$6,850

C. Comparable housing not available.

1. In the absence of available comparable housing upon which to compute the maximum replacement housing payment, the district office may establish the estimated selling price of a new comparable decent, safe and sanitary dwelling on a typical home site. To accomplish this, the district office will contact at least two reputable home builders for the purpose of obtaining firm commitments for the cost of building a comparable dwelling on a typical home site.

2. If the only housing available greatly exceeds comparable standards, a payment determination may be based on estimated construction cost of a new dwelling that meets, but does not exceed,

comparable standards.

24VAC30-41-520. General.

A. A residential tenant who was in occupancy at the displacement dwelling for 90 days or more before the initiation of negotiations for the property is eligible to receive a rent supplement to provide for relocation to comparable replacement housing.

B. A tenant eligible under this category can receive a replacement housing payment not to exceed $7,200 to rent a decent, safe and sanitary replacement dwelling. A tenant may be eligible for a down payment supplement up to $7,200. The monetary limit of $7,200 for a rental replacement housing payment, or a down payment supplement, does not apply if provisions of last resort housing are applicable (see Part XI (24VAC30-41-650 et seq.)).

~~C. A discussion of rent supplement determination is found in the "Guidance Document for the Determination of Certain Financial Benefits to Displacees," effective October 1, 2014.~~

24VAC30-41-650. General.

A. No displaced persons will be required to move until a comparable replacement dwelling is made available within their financial means. Comparable replacement housing may not be available on the private market or does not meet specific requirements or special needs of a particular displaced family. Also, housing may be available on the market, but the cost exceeds the benefit limits for tenants and owners of $7,200 and $31,000, respectively. If housing is not available to a displacee and the transportation project would thereby be prevented from proceeding in a timely manner, VDOT is authorized to take a broad range of measures to make housing available. These measures, which are outside normal relocation benefit limits, are called collectively last resort housing.

B. It is the responsibility of VDOT to provide a replacement dwelling, which enables the displacee to relocate to the same ownership or tenancy status as prior to displacement. The displacee may voluntarily relocate to a different status. The district office may also provide a dwelling, which changes a status of the displacee with their concurrence, if a comparable replacement dwelling of the same status is not available.

~~A more complete discussion of last resort housing appears in the "Guidance Document for Determination of Certain Financial Benefits for Displacees," effective October 1, 2014.~~

~~DOCUMENTS INCORPORATED BY REFERENCE (24VAC30-41)~~(Repealed)

Guidance Document for Determination of Certain Financial Benefits for Displacees, eff. October 1, 2014, Right of Way and Utilities Division, Virginia Department of Transportation

townhall.virginia.gov

Fast-Track Regulation
Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-41
VAC Chapter title(s)	Rules and Regulations Governing Relocation Assistance
Action title	Removal of Document Incorporated by Reference
Date this document prepared	____, 2025

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code.*

Brief Summary

Provide a brief summary (preferably no more than 2 or 3 paragraphs) of this regulatory change (i.e., new regulation, amendments to an existing regulation, or repeal of an existing regulation). Alert the reader to all substantive matters. If applicable, generally describe the existing regulation.

The Rules and Regulations Governing Relocation Assistance, 24VAC30-41, is required to implement the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 4601 et seq.) in order for the Virginia Department of Transportation (VDOT) to receive federal financial assistance for highway projects. The regulation provides for relocation of displaced persons and personal property in a timely manner to meet the needs of those persons and to achieve project schedules.

The Commonwealth Transportation Board (CTB) proposes to amend the regulation to remove the Document Incorporated by Reference (DIBR) ("Guidance Document for Determination of Certain Financial Benefits to Displacees," effective October 1, 2014") and all references to the DIBR within the regulatory text. The DIBR is not necessary for this regulation and does not provide relevant information to the public about available relocation benefits. The document is no longer used by VDOT and only outlines procedures for internal agency staff.

Acronyms and Definitions

Define all acronyms used in this form, and any technical terms that are not also defined in the "Definitions" section of the regulation.

CFR – Code of Federal Regulations
CTB – Commonwealth Transportation Board
DIBR – Document Incorporated by Reference
USC – United States Code
VDOT – Virginia Department of Transportation

Statement of Final Agency Action

Provide a statement of the final action taken by the agency including: 1) the date the action was taken; 2) that the agency has "adopted final amendments" to the regulation; 3) the name of the agency taking the action; and 4) the title of the regulation. A suggested statement is, "On [insert date] the Board/Department of [insert name] adopted final amendments to the [title of regulation(s)]."

On ____, 2025, the CTB adopted final amendments to 24VAC30-41, Rules and Regulations Governing Relocation Assistance.

Mandate and Impetus

Identify the mandate for this regulatory change and any other impetus that specifically prompted its initiation (e.g., new or modified mandate, petition for rulemaking, periodic review, or board decision). For purposes of executive branch review, "mandate" has the same meaning as defined in the ORM procedures, "a directive from the General Assembly, the federal government, or a court that requires that a regulation be promulgated, amended, or repealed in whole or part."

Consistent with Virginia Code § 2.2-4012.1, also explain why this rulemaking is expected to be noncontroversial and therefore appropriate for the fast-track rulemaking process.

In accordance with Executive Order 19 (2022) and the procedures of the Office of Regulatory Management, the CTB has undertaken this rulemaking in an effort to streamline the regulation and remove unnecessary text and information which may be confusing to the public. Removing the DIBR from this regulation will correspond to the removal of the document from VDOT's official guidance documents list. The document is no longer used by VDOT and only provides procedures for internal agency staff and as such does not meet the definition of a guidance document.

This rulemaking is expected to be noncontroversial and appropriate for the fast-track rulemaking process consistent with § 2.2-4012.1 as the DIBR does not provide relevant information for the public and is no longer used by VDOT.

Legal Basis

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia and Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the

promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

This regulation was promulgated by the Commonwealth Transportation Board (CTB) as authorized by § 25.1-402 of the Code of Virginia, which provides assurances to the Federal Highway Administration that the Virginia Department of Transportation will comply with the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (42 USC § 4601 et seq.), as amended, and as required in 49 CFR § 24.4 in order to receive federal financial assistance. The CTB is authorized to comply fully with the provisions of federal aid acts pursuant to § 33.2-221 of the Code of Virginia.

Purpose

Explain the need for the regulatory change, including a description of: (1) the rationale or justification, (2) the specific reasons the regulatory change is essential to protect the health, safety or welfare of citizens, and (3) the goals of the regulatory change and the problems it is intended to solve.

The regulatory amendments will remove unnecessary text from the regulation. These amendments will protect the health, safety, and welfare of citizens by reducing potential confusion for the public about the information contained in the regulatory text. The goals of the regulatory change are to streamline the regulation and ensure only relevant information is contained in the regulatory text.

Substance

Briefly identify and explain the new substantive provisions, the substantive changes to existing sections, or both. A more detailed discussion is provided in the "Detail of Changes" section below.

The proposed amendments will remove the DIBR from the regulation. The amendments will also remove all references to the DIBR within the regulatory text.

Issues

Identify the issues associated with the regulatory change, including: 1) the primary advantages and disadvantages to the public, such as individual private citizens or businesses, of implementing the new or amended provisions; 2) the primary advantages and disadvantages to the agency or the Commonwealth; and 3) other pertinent matters of interest to the regulated community, government officials, and the public. If there are no disadvantages to the public or the Commonwealth, include a specific statement to that effect.

The primary benefit to the public from removing the DIBR is the elimination of unnecessary text, which will make the regulation easier to read and understand. These changes are not anticipated to present a disadvantage to the public, and they will not present an advantage or disadvantage to the Commonwealth.

Requirements More Restrictive than Federal

Identify and describe any requirement of the regulatory change which is more restrictive than applicable federal requirements. Include a specific citation for each applicable federal requirement, and a rationale for the need for the more restrictive requirements. If there are no applicable federal requirements, or no requirements that exceed applicable federal requirements, include a specific statement to that effect.

There are no requirements of the regulatory change which exceed applicable federal requirements.

Agencies, Localities, and Other Entities Particularly Affected

Consistent with § 2.2-4007.04 of the Code of Virginia, identify any other state agencies, localities, or other entities particularly affected by the regulatory change. Other entities could include local partners such as tribal governments, school boards, community services boards, and similar regional organizations. "Particularly affected" are those that are likely to bear any identified disproportionate material impact which would not be experienced by other agencies, localities, or entities. "Locality" can refer to either local governments or the locations in the Commonwealth where the activities relevant to the regulation or regulatory change are most likely to occur. If no agency, locality, or entity is particularly affected, include a specific statement to that effect.

Other State Agencies Particularly Affected

No state agency is expected to be particularly affected by the regulatory change.

Localities Particularly Affected

No locality is expected to be particularly affected by the regulatory change.

Other Entities Particularly Affected

No other entities are expected to be particularly affected by the regulatory change.

Economic Impact

Consistent with § 2.2-4007.04 of the Code of Virginia, identify all specific economic impacts (costs and/or benefits), anticipated to result from the regulatory change. When describing a particular economic impact, specify which new requirement or change in requirement creates the anticipated economic impact. Keep in mind that this is the proposed change versus the status quo.

Impact on State Agencies

For your agency: projected costs, savings, fees or revenues resulting from the regulatory change, including: a) fund source / fund detail; b) delineation of one-time versus on-going expenditures; and c) whether any costs or revenue loss can be absorbed within existing resources	There are no projected costs, savings, fees or revenues for VDOT or the CTB resulting from the regulatory change.
For other state agencies: projected costs, savings, fees or revenues resulting from the regulatory change, including a delineation of one-time versus on-going expenditures.	There are no projected costs, savings, fees or revenues for other state agencies resulting from the regulatory change.
For all agencies: Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is improved clarity of the regulatory text.

Impact on Localities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a or 2) on which it was reported. Information provided on that form need not be repeated here.

Projected costs, savings, fees or revenues resulting from the regulatory change.	There are no projected costs, savings, fees or revenues for localities resulting from the regulatory change.
Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is improved clarity of the regulatory text.

Impact on Other Entities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a, 3, or 4) on which it was reported. Information provided on that form need not be repeated here.

Description of the individuals, businesses, or other entities likely to be affected by the regulatory change. If no other entities will be affected, include a specific statement to that effect.	No other entities are expected to be particularly affected by the regulatory change.
Agency's best estimate of the number of such entities that will be affected. Include an estimate of the number of small businesses affected. Small business means a business entity, including its affiliates, that: a) is independently owned and operated and; b) employs fewer than 500 full-time employees or has gross annual sales of less than $6 million.	N/A
All projected costs for affected individuals, businesses, or other entities resulting from the regulatory change. Be specific and include all costs including, but not limited to: a) projected reporting, recordkeeping, and other administrative costs required for compliance by small businesses; b) specify any costs related to the development of real estate for commercial or residential purposes that are a consequence of the regulatory change; c) fees; d) purchases of equipment or services; and e) time required to comply with the requirements.	N/A
Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is improved clarity of the regulatory text.

Alternatives to Regulation

Describe any viable alternatives to the regulatory change that were considered, and the rationale used by the agency to select the least burdensome or intrusive alternative that meets the essential purpose of the regulatory change. Also, include discussion of less intrusive or less costly alternatives for small businesses, as defined in § 2.2-4007.1 of the Code of Virginia, of achieving the purpose of the regulatory change.

No alternatives to the regulatory change were considered. The regulatory change will remove unnecessary language from the regulation and reduce the burden on the public in reading and understanding the regulatory text.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

Regulatory Flexibility Analysis

Consistent with § 2.2-4007.1 B of the Code of Virginia, describe the agency's analysis of alternative regulatory methods, consistent with health, safety, environmental, and economic welfare, that will accomplish the objectives of applicable law while minimizing the adverse impact on small business. Alternative regulatory methods include, at a minimum: 1) establishing less stringent compliance or reporting requirements; 2) establishing less stringent schedules or deadlines for compliance or reporting requirements; 3) consolidation or simplification of compliance or reporting requirements; 4) establishing performance standards for small businesses to replace design or operational standards required in the proposed regulation; and 5) the exemption of small businesses from all or any part of the requirements contained in the regulatory change.

No alternative regulatory methods are applicable nor were alternative regulatory methods considered.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

Public Participation

Indicate how the public should contact the agency to submit comments on this regulation, and whether a public hearing will be held, by completing the text below.

Consistent with § 2.2-4011 of the Code of Virginia, if an objection to the use of the fast-track process is received within the 30-day public comment period from 10 or more persons, any member of the applicable standing committee of either house of the General Assembly or of the Joint Commission on Administrative Rules, the agency shall: 1) file notice of the objections with the Registrar of Regulations for publication in the Virginia Register and 2) proceed with the normal promulgation process with the initial publication of the fast-track regulation serving as the Notice of Intended Regulatory Action.

If you are objecting to the use of the fast-track process as the means of promulgating this regulation, please clearly indicate your objection in your comment. Please also indicate the nature of, and reason for, your objection to using this process.

The Commonwealth Transportation Board is providing an opportunity for comments on this regulatory proposal, including but not limited to (i) the costs and benefits of the regulatory proposal and any alternative approaches, (ii) the potential impacts of the regulation, and (iii) the agency's regulatory flexibility analysis stated in this background document.

Anyone wishing to submit written comments for the public comment file may do so through the Public Comment Forums feature of the Virginia Regulatory Town Hall web site at: https://townhall.virginia.gov. Comments may also be submitted by mail, email or fax to Jo Anne Maxwell, Agency Regulatory Coordinator, 1401 E. Broad St. Richmond, VA 23219, telephone (804) 786-1830, fax (804) 225-4700,

JoAnne.Maxwell@VDOT.Virginia.gov. In order to be considered, comments must be received by 11:59 pm on the last day of the public comment period.

Detail of Changes

List all regulatory changes and the consequences of the changes. Explain the new requirements and what they mean rather than merely quoting the text of the regulation. For example, describe the intent of the language and the expected impact. Describe the difference between existing requirement(s) and/or agency practice(s) and what is being proposed in this regulatory change. Use all tables that apply, but delete inapplicable tables.

If an existing VAC Chapter(s) is being amended or repealed, use Table 1 to describe the changes between existing VAC Chapter(s) and the proposed regulation. If existing VAC Chapter(s) or sections are being repealed and replaced, ensure Table 1 clearly shows both the current number and the new number for each repealed section and the replacement section.

Table 1: Changes to Existing VAC Chapter(s)

Current chapter-section number	New chapter-section number, if applicable	Current requirements in VAC	Change, intent, rationale, and likely impact of new requirements
41-220		This section provides information on the moving expense schedule.	Subsection D which references the DIBR will be repealed as it is no longer needed.
41-290		This section discusses the allowance for payments for actual, direct losses of tangible personal property.	The reference to the DIBR in subsection C(2) will be removed as it is no longer needed.
41-300		This section provides information on searching expenses.	The reference to the DIBR in subsection B will be removed as it is no longer needed.
41-310		This section provides information on reestablishment expenses.	The reference to the DIBR in subsection B will be removed as it is no longer needed.
41-320		This section describes the requirements for receiving a fixed payment in lieu of a payment for actual moving and related expenses.	The reference to the DIBR in subsection F will be removed as it is no longer needed.
41-430		This section describes the purchase supplement payment computation.	The reference to the DIBR in subsection A(1) will be removed as it is no longer needed.
41-520		This section provides general information regarding replacement housing benefits for tenants.	Subsection C, which references the DIBR, will be removed as it is no longer needed.
41-650		This section provides general information regarding last resort housing.	The reference to the DIBR in subsection B will be removed as it is no longer needed.
41-DIBR		This section contains the document incorporated by reference for the regulation.	This section will be repealed as the DIBR is no longer needed.

If a new VAC Chapter(s) is being promulgated and is not replacing an existing Chapter(s), use Table 2.

Table 2: Promulgating New VAC Chapter(s) without Repeal and Replace

New chapter-section number	New requirements	Other regulations and law that apply	Intent and likely impact of new requirements

*If the regulatory change is replacing an **emergency regulation**, and the proposed regulation is identical to the emergency regulation, complete Table 1 and/or Table 2, as described above.*

*If the regulatory change is replacing an **emergency regulation**, but changes have been made since the emergency regulation became effective, also complete Table 3 to describe the changes made since the emergency regulation.*

Table 3: Changes to the Emergency Regulation

Emergency chapter-section number	New chapter-section number, if applicable	Current emergency requirement	Change, intent, rationale, and likely impact of new or changed requirements since emergency stage

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: Seconded By:

Action:

Title: Action on the Revised Fiscal Year 2026 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation; Action on the Allocation of Funds made available to the Priority Transportation Fund and the Priority Transportation Fund and GARVEE Bond Amounts available in the FY 2026 – 2031 SYIP

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; and

WHEREAS, the Board approved the Commonwealth Transportation Fund Budget and the Virginia Department of Transportation Budget for Fiscal Year 2026 on June 24, 2025; and

WHEREAS, Commonwealth Transportation Fund revenue collections for fiscal year 2025 are $103.5 million above the official forecast; and

WHEREAS, §33.2-1527 of the Code of Virginia establishes the Priority Transportation Fund and directs among other things, that all revenues that exceed the official forecast, pursuant to §2.2-1503, for (i) the allocation to the Highway Maintenance and Operating Fund established in §33.2-1530 as set forth in §33.2-1524 and (ii) the allocation to highway and mass transit improvement projects as set forth in §33.2-1524.1, but not including any amounts that are allocated to the Commonwealth Port Fund and the Commonwealth Aviation Fund under such section, be credited to the Priority Transportation Fund; and

WHEREAS, §33.2-1527 states that the Board shall first use funds in the Priority Transportation Fund for debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed and further that Board shall use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth; and

WHEREAS, in the June 23, 2021 resolution of the Board adopting the Six-Year Improvement Program (SYIP) and Rail and Public Transportation Allocations For Fiscal Years 2022 – 2027 and in applicable SYIP Resolutions adopted since 2021, the Board expressed its desire that priority in the allocation of any remaining funds in the Priority Transportation Fund, after meeting debt service requirements and then after existing project commitments, be provided to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4; and

WHEREAS, a proposed plan to utilize Priority Transportation Fund and GARVEE Bond unallocated amounts available in the FY 2026 – 2031 SYIP in addition to the $103.5 million in revenue collections above the official forecast, provided to the Priority Transportation Fund, was presented to the Board on October 15, 2025 to advance certain priority projects; and

WHEREAS, the proposed allocations for advancement of the specified priority projects are outlined in Attachment A.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that, notwithstanding the Board's previously stated desire that remaining funds in the Priority Transportation Fund be provided to the Transforming Rail in Virginia Initiative, the recommended Revised Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation reflecting the revenues and allocations related to the available Priority Transportation Fund, as well as the additional $103.5 million in revenue collections above the official forecast, are approved.

BE IT FURTHER RESOLVED, that the Board finds that the proposed allocations to priority projects as outlined in Attachment A are the approach to be used in allocating the $103.5 million in revenue collections above the official forecast.

BE IT FURTHER RESOLVED, that the Board finds that the proposed allocations of GARVEE Bonds amounts and Priority Transportation Funds available in the FY 2026 – 2031 SYIP to priority projects as outlined in Attachment A are approved.

BE IT FURTHER RESOLVED, that the Board finds that the proposed amendment of the FY 2026 – 2031 SYIP to include the priority projects identified in Attachment A to is approved.

####

CTB Decision Brief

Action on the Revised Fiscal Year 2026 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation; Action on the Allocation of Funds made available to the Priority Transportation Fund and Priority Transportation Fund and GARVEE Bond Amounts available in the FY 2026 – 2031 SYIP

Issue: Approval of the Commonwealth Transportation Board (CTB) is sought for: (i) annual budget amendments reflecting the revenues and allocations related to newly available Priority Transportation Funds attributable to $103.5 million in revenues exceeding official forecasts; (ii) proposed allocations of the $103.5 million in revenue collections above the official forecast to certain priority projects; (iii) proposed allocations of GARVEE Bond amounts and Priority Transportation Funds available in the FY 2026-2031 Six-Year Improvement Program to certain priority projects; and (iv) amendment of the Final FY 2026-2031 Six-Year Improvement Program to include the priority projects.

Facts: Commonwealth Transportation Fund Revenue collections for fiscal year 2024 were $103.5 million above the official forecast.

Section 33.2-1527 of the Code of Virginia establishes the Priority Transportation Fund and directs, among other things, that all revenues that exceed the official forecast, pursuant to §2.2-1503, for (i) the allocation to the Highway Maintenance and Operating Fund established in §33.2-1530 as set forth in §33.2-1524 and (ii) the allocation to highway and mass transit improvement projects as set forth in §33.2-1524.1, but not including any amounts that are allocated to the Commonwealth Port Fund and the Commonwealth Aviation Fund under such section, be credited to the Priority Transportation Fund.

Section 33.2-1527 also states that the Board shall first use funds in the Priority Transportation Fund for debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed and states further, that Board shall use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth.

It is noted that, in the June 23, 2021 resolution of the Board adopting the Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2022 – 2027, and in all SYIP resolutions since that date, the Board expressed its desire that priority in the allocation of any remaining funds in the Priority Transportation Fund, after meeting debt service requirements and then after existing project commitments, be provided to the Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4.

A proposed plan to utilize Priority Transportation Fund and GARVEE Bond unallocated amounts available in the FY 2026 – 2031 SYIP in addition to the $103.5 million in revenue collections above the official forecast, provided to the Priority Transportation Fund, was presented to the Board on October 15, 2025, to advance certain priority projects as shown in Attachment A.

The CTB approved the Commonwealth Transportation Fund Budget and the Virginia Department of Transportation Budget for Fiscal Year 2026 on June 24, 2025, and amendments are needed to the budget to reflect the additional Priority Transportation Funds now available and related allocations and to the FY 2026-2031 Six-Year Improvement Program to reflect the specified priority projects and allocations.

Recommendations: It is recommended that the CTB approve: (i) annual budget amendments reflecting the revenues and allocations related to the newly available Priority Transportation Funds, notwithstanding that the allocations will be provided to projects other than the Transforming Rail in Virginia Initiative; (ii) proposed allocations to priority projects as outlined in Attachment A to be used in allocating $103.5 million in revenue collections above the official forecast; (iii) proposed allocations of GARVEE Bond amounts and Priority Transportation Funds available in the FY 2026-2031 Six-Year Improvement Program to certain priority projects as shown in Attachment A; and (iv) amendment of the Final FY 2026-2031 Six-Year Improvement Program to include the priority projects .

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

Result if Approved: A new budget reflecting the revenues and allocations related to the newly available Priority Transportation Funds will be established with allocations to priority projects outlined in Attachment A being made and added to the Final FY 2026-2031 Six-Year Improvement Program.

Options: Approve**,** Deny, or Defer.

Public Comments/Reactions: N/A

Attachment A

UPC	Project	District	Locality	Fund Type	FY26 PTF	Additional PTF	GARVEES	Total
-31150	Business 17 (Lee Highway) Corridor Safety Improvement	Culpeper	Warrenton	PTF	3,162,502	17,284,702	-	20,447,204
-31146	Route 288 Southbound Hard Shoulder Running Lane	Richmond	Goochland County	GARVEES	-	-	66,995,546	66,995,546
-31142	Route 294 (Prince William Parkway) Corridor Improvements	Northern Virginia	Prince William County	PTF	5,049,520	16,344,418	-	21,393,938
-31158	I395 Shirlington Rotary &S Glebe Rd Interchange Improvements	Northern Virginia	Arlington County/City of Alexandria	GARVEES	-	-	31,462,633	31,462,633
-31143	Short Pump Area Improvements - I-64/Gayton Road Diverging Diamond Interchange	Richmond	Henrico County	PTF	11,000,000	23,215,000	-	34,215,000
-31144	E. Parham Road Improvements - I-95 to Cleveland St	Richmond	Henrico County	PTF	-	10,358,053	-	10,358,053
-31145	B Port of Virginia Interchange / Commerce Road Streetscape	Richmond	City of Richmond	PTF	1,500,000	14,563,089	-	16,063,089
-31141	US 11 (Main Street) Corridor Improvements	Bristol	Town of Abingdon	PTF	2,697,912	14,515,309	-	17,213,221
121686, 121687	Falmouth Bridge replacements (UPC 121686/121687) RTE 1 RAPPAHANNOCK RIVER BRIDGE REHAB	Fredericksburg	City of Fredericksburg	PTF	5,000,000	68,770,313	-	73,770,313
-31151	Intersection of Route 220 and Route 87 (Morehead Avenue)	Salem	Henry County	PTF	-	35,000,000	-	35,000,000
-31152	Route 220 Section 5 - Improvements from just south of Marrowbone Circle to theUS-58 Westbound Ramps (0.71m)	Salem	Henry County	PTF	-	55,000,000	-	55,000,000
-31157	Long Bridge - Financing from I-66 Inside the Beltway	Northern Virginia		PTF	30,000,000	10,000,000	-	40,000,000
-31147	Meadowville Bridge / Intersection	Richmond	Chesterfield County	PTF	-	24,261,177	-	24,261,177
-31153	I-81 S Curves - Realignment between Exit 166 and Exit 168	Salem	Botetourt County	PTF	45,109,754	3,890,246	-	49,000,000
				GARVEES	-	-	220,000,000	220,000,000
Total					**103,519,688**	**293,202,307**	**318,458,179**	**715,180,174**

VDOT Virginia Department of Transportation





FY 2026

Commonwealth Transportation Fund Budget
November 2025
Revised

VDOT | Virginia Department of Aviation | DRPT Virginia Department of Rail and Public Transportation | The Port of Virginia | DMV Virginia Department of Motor Vehicles | Virginia Spaceport Authority

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/

Table of Contents

Commonwealth Transportation Fund Revenues 4

Commonwealth Transportation Fund Recommended Distributions 8

Summary of Revenues 12

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.

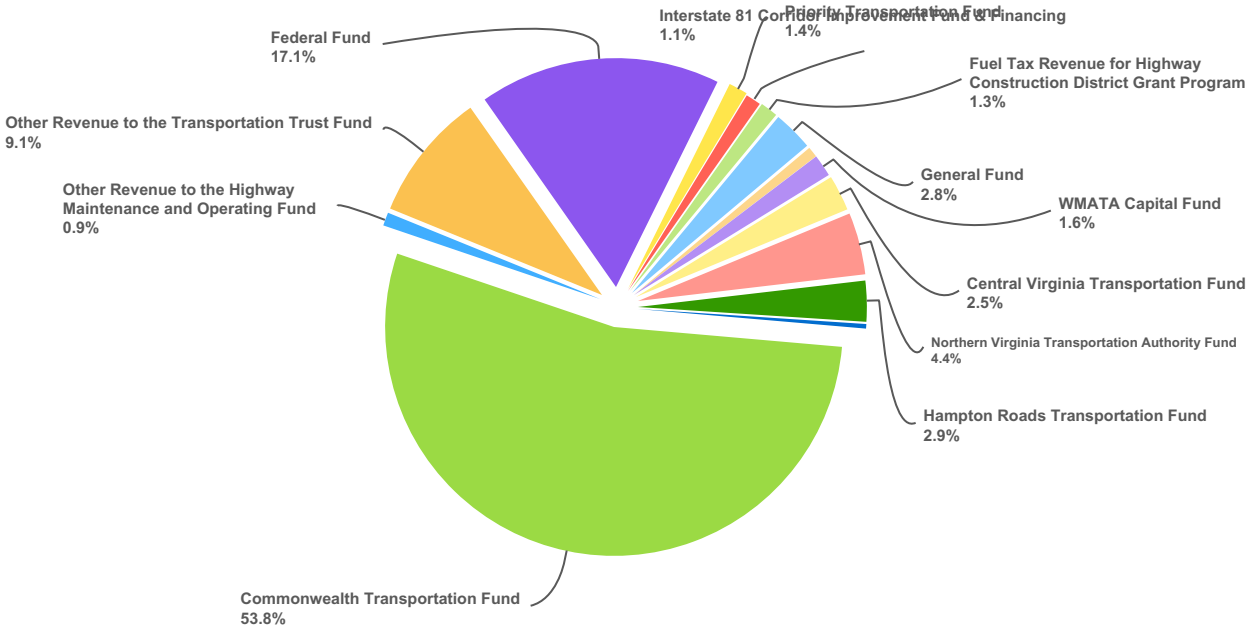
Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the Commonwealth Transportation Fund and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends, 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 2026 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 2024 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2026 CTF Revised Budget totals $9,715,666,057.

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.

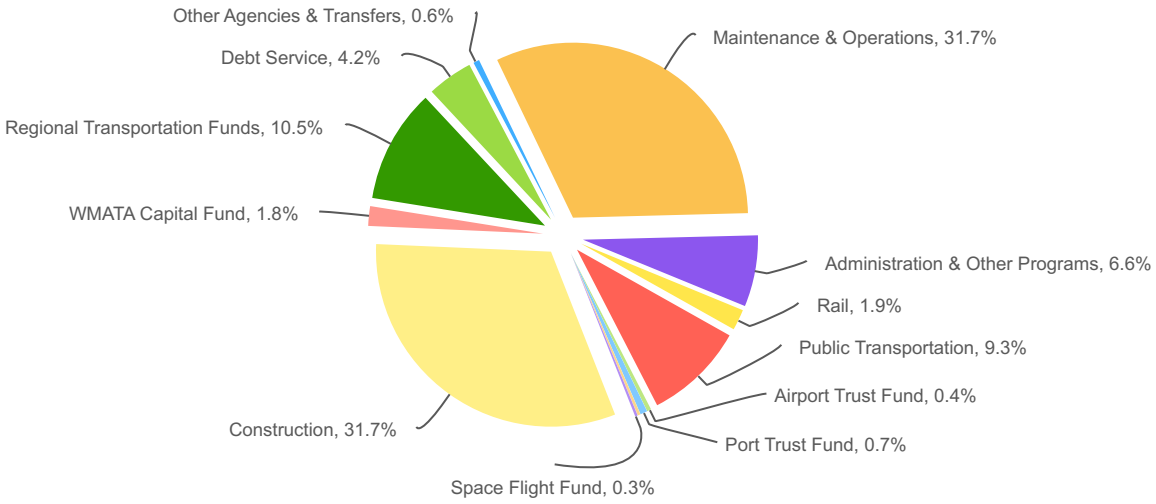
Commonwealth Transportation Fund Total Revenues



Commonwealth Transportation Fund	$5,229,850,000
Other Revenue to the Highway Maintenance and Operating Fund	92,294,823
Other Revenue to the Transportation Trust Fund	884,269,737
Federal Fund	1,657,154,492
Priority Transportation Fund	132,519,688
Interstate 81 Corridor Improvement Fund & Financing	106,532,050
Fuel Tax Revenue for Highway Construction District Grant Program	122,275,267
General Fund	275,700,000
Bonds	74,200,000
Total Operating Revenues	**$8,574,796,057**
Pass Through Revenues	
WMATA Capital Fund	154,370,000
Central Virginia Transportation Fund	245,400,000
Northern Virginia Transportation Authority Fund	426,400,000
Hampton Roads Transportation Fund	281,000,000
Hampton Roads Regional Transit Fund	33,700,000
Subtotal	**1,140,870,000**
TOTAL	**$9,715,666,057**

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	**$405,795,729**
Other Agencies & Transfers	**54,106,351**
Maintenance & Operations	**3,036,425,601**
Administration & Other Programs	**632,195,252**
Toll Facility Operations	**149,545,336**
Public Transportation	**889,124,494**
Rail	**185,289,710**
Airport Trust Fund	**38,625,942**
Port Trust Fund	**64,009,903**
Department of Motor Vehicles	**24,683,961**
Space Flight Fund	**24,703,961**
Construction	**3,030,289,817**
Total Operating Programs	**$8,534,796,057**
Pass Through Programs	
WMATA Capital Fund	**174,370,000**
Regional Transportation Funds	**1,006,500,000**
TOTAL RECOMMENDED DISTRIBUTIONS	**$9,715,666,057**

STATE REVENUE SOURCES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
Commonwealth Transportation Fund	$ 5,229,850,000	$ 5,229,850,000	$ —	
Highway Maintenance & Operating Fund (HMOF)	92,294,823	92,294,823	—	
General Fund	275,700,000	275,700,000	—	
Transportation Trust Fund (TTF) and Other State Revenue				
Interest Earnings	121,230,000	121,230,000	—	
Toll Facilities	68,445,336	68,445,336	—	
Local Revenue Sources	480,076,262	480,076,262	—	
Project Participation - Regional Entities	74,883,137	74,883,137	—	
GARVEE Bonds/ Interest Earnings	—	—	—	
Route 58 Bonds/ Interest Earnings	74,200,000	74,200,000	—	
I-66 Outside the Beltway Concession Fee Payment/Interest	23,094,194	23,094,194	—	
Interstate 81 Corridor Improvement Fund	106,532,050	106,532,050	—	
Special Fund Account for the Highway Construction District Grant Program	122,275,267	122,275,267	—	
Other Trust Fund Revenue	116,540,808	116,540,808	—	
Total TTF and Other Revenue	1,187,277,054	1,187,277,054	—	
Priority Transportation Fund (PTF)				
State Revenue	29,000,000	132,519,688	103,519,688	1
Total PTF	29,000,000	132,519,688	103,519,688	
Pass Through Revenues				
Revenue Dedicated to WMATA Capital Fund	154,370,000	154,370,000	—	
State Revenue for Regional Entities	986,500,000	986,500,000	—	
Total Pass Through Revenues	1,140,870,000	1,140,870,000	—	
TOTAL STATE REVENUES	**7,954,991,877**	**8,058,511,565**	**103,519,688**	
Federal Funding Sources				
Federal Highway Administration (FHWA)	1,581,554,069	1,581,554,069	—	
Federal Transit Administration (FTA)	75,600,423	75,600,423	—	
Total Federal Funding	**1,657,154,492**	**1,657,154,492**	**—**	
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	**$ 9,612,146,369**	**$ 9,715,666,057**	**$ 103,519,688**	

DISTRIBUTION OF REVENUE SOURCES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	$ 7,565,400	$ 7,565,400	$ —
Route 28	8,105,000	8,105,000	—
Route 58	38,172,200	38,172,200	—
Interstate 81	12,728,104	12,728,104	—
GARVEE Bonds	143,036,800	143,036,800	—
CPR Bonds	196,188,225	196,188,225	—
Total Debt Service	405,795,729	405,795,729	—
Other Agencies & Transfers			
Trust Fund Management	3,161,015	3,161,015	—
Support to Other State Agencies (excludes DRPT)	44,483,012	44,483,012	—
Indirect Costs	6,462,324	6,462,324	—
Total State Agencies	54,106,351	54,106,351	—
Maintenance & Operations			
Highway System Maintenance	2,398,346,423	2,398,346,423	—
Financial Assist. to Localities for Ground Transportation - Cities	543,678,359	543,678,359	—
Financial Assist. to Localities for Ground Transportation - Counties	94,400,819	94,400,819	—
Total Maintenance & Operations	3,036,425,601	3,036,425,601	—
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	108,559,623	108,559,623	—
Environmental Monitoring & Compliance	32,001,781	32,001,781	—
Administrative and Support Services	383,669,470	383,669,470	—
Program Management and Direction	67,964,378	67,964,378	—
Toll Facilities Operations	68,445,336	68,445,336	—
Toll Facility Revolving Account	81,100,000	81,100,000	—
Capital Outlay	40,000,000	40,000,000	—
Total Tolls, Administration & Other Programs	781,740,588	781,740,588	—

DISTRIBUTION OF REVENUE SOURCES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
Transit and Rail Funds				
Share of TTF Distribution for Transit	$ 568,458,144	$ 568,458,144	$ —	
Transit - Share of administrative costs	(727,033)	(727,033)	—	
Other Revenue dedicated to Transit	17,395,401	17,395,401	—	
Share of TTF Distribution for Rail	185,366,786	185,366,786	—	
Rail - Share of administrative costs	(237,076)	(237,076)	—	
Federal Transit Authority (FTA)	75,417,800	75,417,800	—	
CMAQ (without State Match)	31,906,021	31,906,021	—	
Carbon (without State Match)	182,623	182,623	—	
STP Regional (without State Match)	8,703,226	8,703,226	—	
Interest Earnings	3,160,000	3,160,000	—	
Mass Transit Fund-Support from Construction	10,152,312	10,152,312	—	
Rail Fund - Support from Construction	4,000,000	4,000,000	—	
Priority Transportation	52,000,000	82,000,000	30,000,000	2
General Fund for WMATA	76,700,000	76,700,000	—	
Other	11,936,000	11,936,000	—	
Subtotal Transit and Rail Funds	1,044,414,204	1,074,414,204	30,000,000	
Pass Through Revenue for WMATA Capital				
Dedicated Revenue for WMATA Capital Fund	154,370,000	154,370,000	—	
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—	
Subtotal WMATA Capital Fund	174,370,000	174,370,000	—	
Airports - Share of TTF Distribution	37,073,357	37,073,357	—	
Airports - Share of administrative costs	(47,415)	(47,415)	—	
Airports - Interest Earnings	1,600,000	1,600,000	—	
Total Airport Trust Fund	38,625,942	38,625,942	—	
Ports - Share of TTF Distribution	61,788,929	61,788,929	—	
Ports - Share of administrative costs	(79,026)	(79,026)	—	
Ports - Interest Earnings	2,300,000	2,300,000	—	
Total Port Trust Fund	64,009,903	64,009,903	—	
Department of Motor Vehicles - Share of TTF Distribution	24,715,571	24,715,571	—	
DMV - Share of administrative costs	(31,610)	(31,610)	—	
Total DMV	24,683,961	24,683,961	—	
Virginia Commercial Space Flight Authority - Share of TTF Distribution	24,715,571	24,715,571	—	
Space Flight Authority - Share of administrative costs	(31,610)	(31,610)	—	
Space - Interest Earnings	20,000	20,000	—	
Total Space Flight Authority	24,703,961	24,703,961	—	

DISTRIBUTION OF REVENUE SOURCES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
Pass Through Revenue Allocations				
Central Virginia Transportation Authority Fund	$ 245,400,000	$ 245,400,000	$ —	
Northern Virginia Transportation Authority Fund	465,625,944	465,625,944	—	
Hampton Roads Transportation Fund	281,000,000	281,000,000	—	
Hampton Roads Regional Transit Fund	33,700,000	33,700,000	—	
Total Regional Transportation Programs	1,025,725,944	1,025,725,944	—	
Construction				
Financial Assistance to Localities for Ground Transportation	18,526,939	18,526,939	—	
State of Good Repair Program	341,000,223	341,000,223	—	
High Priority Projects Program	220,987,865	220,987,865	—	
Construction District Grant Programs	343,263,132	343,263,132	—	
Specialized State and Federal Programs	1,342,750,405	1,416,270,093	73,519,688	3
Virginia Highway Safety Improvement Program	110,493,932	110,493,932	—	
Interstate Operations and Enhancement Program	470,565,867	470,565,867	—	
Total Construction	2,847,588,363	2,921,108,051	73,519,688	
Special Structures	89,955,822	89,955,822	—	
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS	**$ 9,612,146,369**	**$ 9,715,666,057**	**$ 103,519,688**	
Agency Funding Summary:				
VDOT	$ 8,327,490,710	$ 8,431,010,398	$ 103,519,688	
Less Support to DRPT/VPRA	(86,152,312)	(116,152,312)	(30,000,000)	
VDOT (Net)	8,241,338,398	8,314,858,086	73,519,688	3
DRPT/VPRA	1,218,784,204	1,248,784,204	30,000,000	2
Ports	64,009,903	64,009,903	—	
Aviation	38,625,942	38,625,942	—	
DMV	24,683,961	24,683,961	—	
Space Flight Authority	24,703,961	24,703,961	—	
Grand Total	**$ 9,612,146,369**	**$ 9,715,666,057**	**$ 103,519,688**	

CTF State Revenue Details

STATE REVENUE SOURCES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
State Tax on Motor Fuels	$1,555,900,000	$1,555,900,000	$—
Road Tax	82,300,000	82,300,000	—
Retail Sales & Use Tax	1,477,000,000	1,477,000,000	—
Motor Vehicle Sales and Use Tax	1,240,200,000	1,240,200,000	—
International Registration Plan	115,900,000	115,900,000	—
Motor Vehicle Licenses	222,400,000	222,400,000	—
Miscellaneous Revenues	18,900,000	18,900,000	—
Motor Vehicle Rental Tax	43,500,000	43,500,000	—
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	104,700,000	104,700,000	—
Insurance Premium	240,400,000	240,400,000	—
Recordation Tax	63,600,000	63,600,000	—
Total	**$5,166,800,000**	**$5,166,800,000**	**$0**

Endnotes

Endnote Number	Description
1	Provides adjustment for the FY 2025 excess revenue transferred to the Priority Transportation Fund from the Highway Maintenance and Operating Fund, the VDOT Construction Fund, and the Mass Transit Fund.
2	Allocation provided to Virginia Passenger Rail Authority. These funds will partially address the estimated deficit in the latest assumptions for financing available from the I-66 Inside the Beltway toll facility.
3	Provides adjustment for the FY 2025 excess revenue available for priority projects.

VDOT Virginia Department of Transportation



FY 2026

VDOT Annual Budget
November 2025
Revised



Table of Contents

Overview 3

Highway Maintenance and Operating Fund Revenues 6

Commonwealth Transportation Fund & Transportation Trust Fund 7

Other Funds Revenues 8

VDOT Allocations 9

Environmental Monitoring and Evaluation 11

Ground Transportation Planning and Research 12

Highway Construction Programs 13

- State of Good Repair Program 14
- High Priority Projects Program 14
- Construction District Grant Programs 14
- Specialized State and Federal Programs 15
- VHSIP, IOEP, & Highway Construction Program Management 17

Highway System Maintenance 18

Commonwealth Toll Facilities 19

Financial Assistance to Localities 20

Non-Toll Supported Transportation Debt Service 21

Special Structures 22

Administrative and Support Services 23

VDOT Capital Outlay 24

Support to Other State Agencies 25

VDOT Budget Schedule 27

Appendix I - Powhite Parkway Extension 29

Appendix I - Coleman Bridge 30

Appendix I - I-66 Inside the Beltway 31

Appendix I - I-64 Express Lanes 32

Index: Acronyms and Terminology 33

Endnotes 34

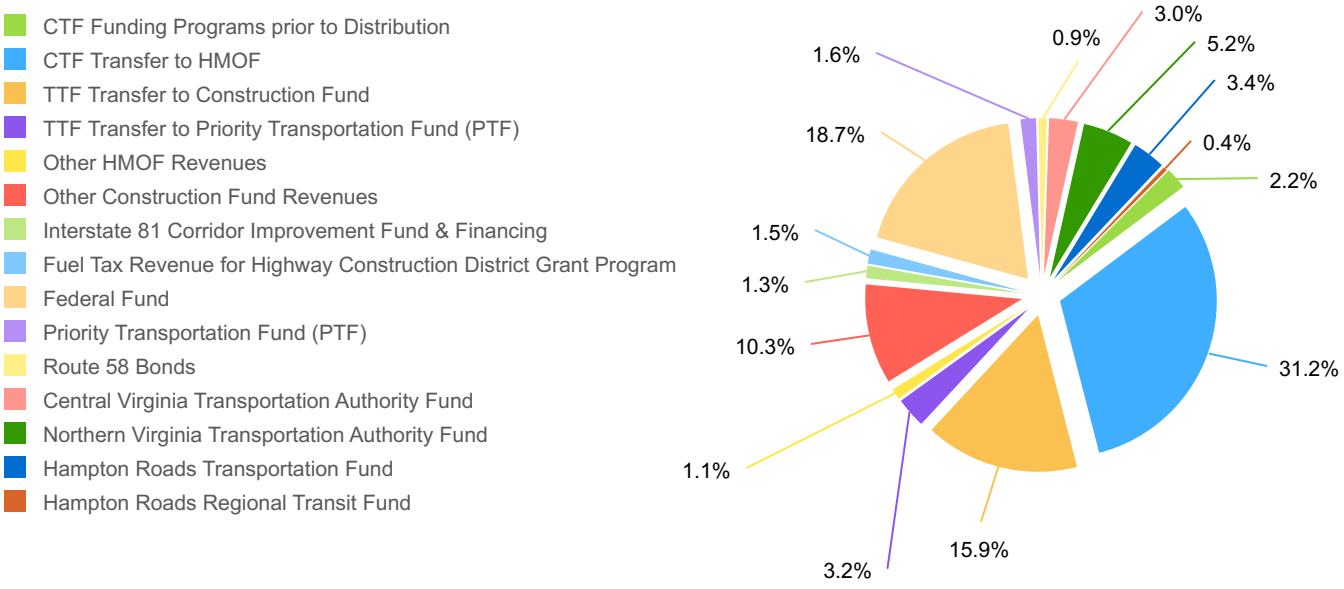
Overview

The Fiscal Year 2026 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2024 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The Revised VDOT Budget for FY 2026 totals $8,431,010,398 a 1.2% increase over the FY 2026 VDOT Budget of $8,327,490,710.

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

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

Source of Transportation Funds



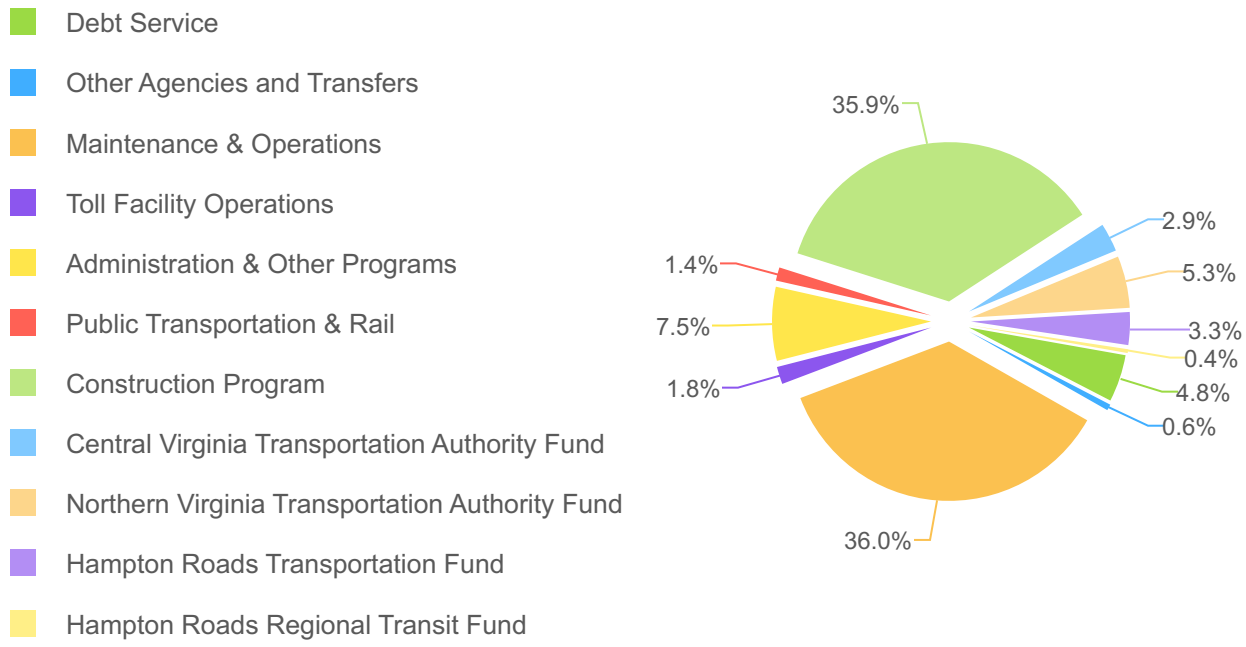
Detailed Sources of Transportation Funds

CTF Funding Programs prior to Distribution	$	184,955,822
CTF Transfer to HMOF		2,572,437,031
TTF Transfer to Construction Fund		1,309,925,289
TTF Transfer to Priority Transportation Fund (PTF)		259,513,500
Other HMOF Revenues		92,294,823
Other Construction Fund Revenues		849,912,106
Interstate 81 Corridor Improvement Fund & Financing		106,532,050
Fuel Tax Revenue for Highway Construction District Grant Program		122,275,267
Federal Fund		1,540,944,822
Priority Transportation Fund (PTF)		132,519,688
General Funds		199,000,000
Route 58 Bonds		74,200,000
Subtotal	**$**	**7,444,510,398**
Pass Through Revenues		
Central Virginia Transportation Authority Fund		245,400,000
Northern Virginia Transportation Authority Fund		426,400,000
Hampton Roads Transportation Fund		281,000,000
Hampton Roads Regional Transit Fund		33,700,000
TOTAL	**$**	**8,431,010,398**

Overview

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

Allocations	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
Debt Service	$ 405,795,729	$ 405,795,729	$ —	
Other Agencies and Transfers	54,106,351	54,106,351	—	
Maintenance & Operations	3,036,425,601	3,036,425,601	—	
Toll Facility Operations	149,545,336	149,545,336	—	
Administration & Other Programs	632,195,252	632,195,252	—	
Public Transportation & Rail	86,152,312	116,152,312	30,000,000	2
Construction Program	2,956,770,129	3,030,289,817	73,519,688	3
Subtotal	**$7,320,990,710**	**$7,424,510,398**	**$103,519,688**	
Pass Through Revenues				
Central Virginia Transportation Authority Fund	245,400,000	245,400,000	—	
Northern Virginia Transportation Authority Fund	446,400,000	446,400,000	—	
Hampton Roads Transportation Fund	281,000,000	281,000,000	—	
Hampton Roads Regional Transit Fund	33,700,000	33,700,000	—	
TOTAL	**$8,327,490,710**	**$8,431,010,398**	**$ 103,519,688**	



Highway Maintenance & Operating Fund

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

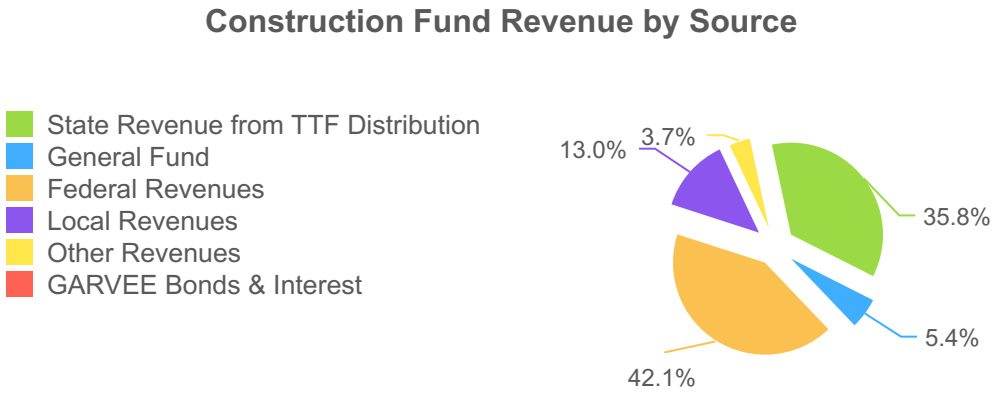
HMOF Revenue Sources	FY 2026	FY 2026 Revised	Difference
CTF Transfer to HMOF	$ 2,572,437,031	$ 2,572,437,031	$ —
Miscellaneous Revenues	18,900,000	18,900,000	—
Other Revenue	73,394,823	73,394,823	—
Subtotal	**$ 2,664,731,854**	**$ 2,664,731,854**	**$ —**
Transfer from Construction	532,638,958	532,638,958	—
Total	**$ 3,197,370,812**	**$ 3,197,370,812**	**$ —**

Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) $40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) $40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) $80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. The following table provides details on revised distributions for Fiscal Year 2026.

Construction Fund Revenue Sources	FY 2026	FY 2026 Revised	Difference
Distributed to Route 58 Corridor Fund	$ 40,000,000	$ 40,000,000	$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to TTF for Support	900,000	900,000	—
Distributed to Special Structures	89,955,822	89,955,822	—
Total	**$ 170,855,822**	**$ 170,855,822**	**$ —**

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

Construction Fund Revenue Sources	FY 2026	FY 2026 Revised	Difference
State Revenue from TTF Distribution	$ 1,309,925,289	$ 1,309,925,289	$ —
General Fund	199,000,000	199,000,000	—
Federal Revenues	1,540,944,822	1,540,944,822	—
Local Revenues	476,166,088	476,166,088	—
Other Revenues	134,503,199	134,503,199	—
Total	**$ 3,660,539,398**	**$ 3,660,539,398**	**$ —**



Other Fund Revenues

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

Other Fund Revenues	FY 2026	FY 2026 Revised	Difference	
Regional Transportation Funds	$ 986,500,000	$ 986,500,000	$ —	
Interstate 81 Corridor Improvement Fund	106,532,050	106,532,050	—	
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	122,275,267	122,275,267	—	
Powhite Parkway Extension Toll Revenue	11,675,600	11,675,600	—	
Coleman Bridge Toll Revenue	3,155,990	3,155,990	—	
I-66 Inside the Beltway Toll Revenue	45,113,746	45,113,746	—	
I-64 Express Lanes Toll Revenue	8,500,000	8,500,000	—	
Northern VA Transportation District (NVTD)	5,689,920	5,689,920	—	
Priority Transportation Fund (PTF)	259,513,500	333,033,188	73,519,688	1
Transportation Partnership Opportunity Fund	36,660,000	36,660,000	—	
Route 58	74,200,000	74,200,000	—	
Route 28	8,105,000	8,105,000	—	
Other	134,590,000	134,590,000	—	
Total	**$ 1,802,511,073**	**$ 1,876,030,761**	**$ 73,519,688**	

Total Construction Major Sources (page 7)	3,660,539,398	3,660,539,398	—
Transfer to HMOF	(532,638,958)	(532,638,958)	—
Total Construction Fund	**$ 4,930,411,513**	**$ 5,003,931,201**	**$ 73,519,688**

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

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

	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
Environmental Monitoring and Evaluation (514)	$ 32,001,781	$ 32,001,781	$ —	
Ground Transportation Planning and Research (602)	108,559,623	108,559,623	—	
Highway Construction Programs (603)	2,897,025,802	2,970,545,490	73,519,688	3
Highway System Maintenance (604)	2,398,346,423	2,398,346,423	—	
Commonwealth Toll Facilities (606)	149,545,336	149,545,336	—	
Financial Assistance to Localities (607)	1,682,332,061	1,682,332,061	—	
Non-Toll Supported Transportation Debt Service (612)	405,795,729	405,795,729	—	
Special Structures (614)	89,955,822	89,955,822	—	
Administrative and Support Services (699)	383,669,470	383,669,470	—	
VDOT Capital Outlay (998)	40,000,000	40,000,000	—	
Support to Other State Agencies	54,106,351	54,106,351	—	
Support to DRPT/VPRA Programs	86,152,312	116,152,312	30,000,000	2
Total	**$ 8,327,490,710**	**$ 8,431,010,398**	**$ 103,519,688**	

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	$ 18,850,096	$ 18,850,096	$ —
Environmental Monitoring Program Management (514009)	4,762,749	4,762,749	—
Municipal Separate Storm Sewer System Compliance Activities (514010)	8,388,936	8,388,936	—
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	**$ 32,001,781**	**$ 32,001,781**	**$ —**
TTF	32,001,781	32,001,781	—

Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

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

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

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

PLANNING & RESEARCH (602)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	$ 94,802,639	$ 94,802,639	$ —
Ground Transportation System Research (602002)	8,530,116	8,530,116	—
Ground Transportation Program Management (602004)	5,226,868	5,226,868	—
TOTAL PLANNING & RESEARCH	**$ 108,559,623**	**$ 108,559,623**	**$ —**
HMOF	12,946,263	12,946,263	—
CONSTRUCTION	69,656,885	69,656,885	—
FEDERAL	25,956,475	25,956,475	—

Highway Construction Programs (603)

For Fiscal Year 2026, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. The following table provides details on distributions for Fiscal Year 2026.

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

CONSTRUCTION (603)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
State of Good Repair Program (603020)	$ 341,000,223	$ 341,000,223	$ —	
High Priority Projects Program(603021)	220,987,865	220,987,865	—	
Construction District Grant Programs (603022)	343,263,132	343,263,132	—	
Specialized State and Federal Programs (603023)	1,344,571,099	1,418,090,787	73,519,688	3
Virginia Highway Safety Improvement Program (603017)	134,783,478	110,493,932	—	
Interstate Operations and Enhancement Program (603018)	274,702,353	468,745,173	—	
Construction Management (603015)	67,964,378	67,964,378	—	
TOTAL CONSTRUCTION	**$2,897,025,802**	**$2,970,545,490**	**$ 73,519,688**	
CONSTRUCTION	1,151,289,823	1,151,289,823	—	
FEDERAL	1,077,417,253	1,077,417,253	—	
I-81 CORRIDOR IMPROVEMENT FUND	93,803,946	93,803,946	—	
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	122,275,267	122,275,267	—	
PTF	39,993,368	113,513,056	73,519,688	1
TPOF	51,634,151	51,634,151	—	
VTIB	77,490,000	77,490,000	—	
NVTD	—	—	—	
CONCESSION FEE FUND	12,094,194	12,094,194	—	
GENERAL FUND	175,000,000	175,000,000	—	
ROUTE 58	96,027,800	96,027,800	—	

STATE OF GOOD REPAIR PROGRAM (603020)

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

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	**$ 341,000,223**	**$ 341,000,223**	**$ —**
CONSTRUCTION	118,588,768	118,588,768	—
FEDERAL	222,411,455	222,411,455	—

HIGH PRIORITY PROJECTS PROGRAM (603021)

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

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	**$ 220,987,865**	**$ 220,987,865**	**$ —**
CONSTRUCTION	71,148,274	71,148,274	—
FEDERAL	149,839,591	149,839,591	—
GARVEE	—	—	—

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	**$ 343,263,132**	**$ 343,263,132**	**$ —**
CONSTRUCTION	113,567,513	113,567,513	—
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	122,275,267	122,275,267	—
FEDERAL	107,420,352	107,420,352	—
GARVEE	—	—	—

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

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

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
CMAQ & State Match	$ 35,424,518	$ 35,424,518	$ —	
Participating Project Costs	60,000,000	60,000,000	—	
Project Participation from CVTA	22,305,893	22,305,893	—	
Project Participation from HRTAC	330,984,748	330,984,748	—	
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	—	—	—	
Project Participation from NVTA	14,883,137	14,883,137	—	
Revenue Sharing	200,000,000	200,000,000	—	
STP Set-aside	35,272,146	35,272,146	—	
STP Regional & State Match	121,218,145	121,218,145	—	
Tele Fees	7,291,310	7,291,310	—	
PTF for Multimodal Improvements	—	—	—	
PTF for Construction Projects	29,935,368	29,935,368	—	
Carbon Reduction Program and State Match	32,545,509	32,545,509	—	
PROTECT	37,214,231	37,214,231	—	
Bridge	98,252,567	98,252,567	—	
Bridge - Off System	17,338,688	17,338,688	—	
Electric Vehicles	22,657,935	22,657,935	—	
Route 58 Bonds	74,200,000	74,200,000	—	
HIP - Community Project Grants	10,058,000	10,058,000	—	
PTF Excess Revenue Allocation	—	73,519,688	73,519,688	1
Other	182,894,710	182,894,710	—	
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	**$ 1,344,571,099**	**$ 1,418,090,787**	**$ 73,519,688**	

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)	
CONSTRUCTION	667,494,622	667,494,622	—	
FEDERAL	398,016,270	398,016,270	—	
GENERAL FUND	—	—	—	
PTF	39,993,368	113,513,056	73,519,688	1
CONCESSION FEE FUND	12,094,194	12,094,194	—	
I-81 CORRIDOR IMPROVEMENT FUND	1,820,694	1,820,694	—	
OTHER BOND PROGRAMS/FUNDS	96,027,800	96,027,800	—	
NVTD	—	—	—	
VTIB	77,490,000	77,490,000	—	
GARVEE BOND PROCEEDS	—	—	—	
TPOF	51,634,151	51,634,151	—	
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	**$ 1,344,571,099**	**$ 1,418,090,787**	**$ 73,519,688**	

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)

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

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL VHSIP	**$ 110,493,932**	**$110,493,932**	**$ —**
TTF	1,921,498	1,921,498	—
FEDERAL	108,572,434	108,572,434	—

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)

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

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL IOEP	**$ 468,745,173**	**$ 468,745,173**	**$ —**
TTF	110,604,770	110,604,770	—
FEDERAL	91,157,151	91,157,151	—
General Fund	175,000,000	175,000,000	—
I-81	91,983,252	91,983,252	—

CONSTRUCTION MANAGEMENT (603015)

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

CONSTRUCTION MANAGEMENT (603015)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	**$ 67,964,378**	**$ 67,964,378**	**$ —**
TTF	67,964,378	67,964,378	—

Highway System Maintenance (604)

The maintenance program consists of:

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

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

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

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

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

HIGHWAY SYSTEM MAINTENANCE (604)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Interstate Maintenance (604001)	$ 484,098,515	$ 484,098,515	$ —
Primary Maintenance (604002)	648,176,255	648,176,255	—
Secondary Maintenance (604003)	664,423,848	664,423,848	—
Transportation Operations Services (604004)	362,029,227	362,029,227	—
Highway Maintenance Program Management & Direction (604005)	94,520,584	94,520,584	—
TOTAL HIGHWAY SYSTEM MAINTENANCE	**$2,398,346,423**	**$2,398,346,423**	**$ —**
HMOF	2,114,108,297	2,114,108,297	—
FEDERAL	284,238,126	284,238,126	—

Commonwealth Toll Facilities (606)

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

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

Toll Facility Debt Service (606002) -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. Both the George P. Coleman Bridge and the Powhite Parkway Extension have completed paying off bonds sold to finance the construction of the facilities. The remaining debt owed by both facilities is to Toll Facility Revolving Account.

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

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

COMMONWEALTH TOLL FACILITIES (606)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Acquisition & Construction (606001)	$ —	$ —	$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	68,445,336	68,445,336	—
Toll Facilities Revolving (606004)	81,100,000	81,100,000	—
TOTAL TOLL FACILITIES	**$ 149,545,336**	**$ 149,545,336**	**$ —**
POWHITE	11,675,600	11,675,600	—
COLEMAN	3,155,990	3,155,990	—
I-66 INSIDE THE BELTWAY	45,113,746	45,113,746	—
I-64 EXPRESS LANES	8,500,000	8,500,000	—
GENERAL FUND	24,000,000	24,000,000	—
TOLL FACILTIES REVOLVING	57,100,000	57,100,000	—

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	$ 543,678,359	$ 543,678,359	$ —
Financial Assistance for County Road Maintenance (607002)	94,400,819	94,400,819	—
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	18,526,939	18,526,939	—
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	465,625,944	465,625,944	—
Distribution of Hampton Roads Transportation Fund Revenues (607007)	314,700,000	314,700,000	—
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	245,400,000	245,400,000	—
TOTAL FINANCIAL ASSISTANCE TO LOCALITIES	**$1,682,332,061**	**$1,682,332,061**	**$ —**
HMOF	638,079,178	638,079,178	—
CONSTRUCTION	27,506,715	27,506,715	—
FEDERAL	10,246,168	10,246,168	—
CENTRAL VIRGINIA TRANSPORTATION FUND	245,400,000	245,400,000	—
NORTHERN VIRGINIA TRANSPORTATION FUND	446,400,000	446,400,000	—
HAMPTON ROADS TRANSPORTATION FUND	281,000,000	281,000,000	—
HAMPTON ROADS REGIONAL TRANSIT FUND	33,700,000	33,700,000	—

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

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

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

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

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

Non-Toll Supported Transportation Debt Service (612)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	$ 8,105,000	$ 8,105,000	$ —
Designated Highway Corridor Debt Service (612002)	45,737,600	45,737,600	—
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	196,188,225	196,188,225	—
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	143,036,800	143,036,800	—
Interstate 81 Corridor Improvement Program Debt Service (612006)	12,728,104	12,728,104	—
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	**$ 405,795,729**	**$ 405,795,729**	**$ —**
NVTD	7,565,400	7,565,400	—
ROUTE 28	8,105,000	8,105,000	—
CPR BONDS	196,188,225	196,188,225	—
ROUTE 58	38,172,200	38,172,200	—
I-81	12,728,104	12,728,104	—
FEDERAL	143,036,800	143,036,800	—

Special Structures (614)

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

VDOT SPECIAL STRUCTURES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL VDOT SPECIAL STRUCTURES	**$ 89,955,822**	**$ 89,955,822**	**$ —**
SPECIAL STRUCTURES	89,955,822	89,955,822	—

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
General Management & Direction (699001)	$ 207,062,298	$ 207,062,298	$ —
Information Technology Services (699002)	138,442,094	138,442,094	—
Facilities and Grounds Management Services (699015)	25,350,204	25,350,204	—
Employee Training & Development (699024)	12,814,874	12,814,874	—
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	**$ 383,669,470**	**$ 383,669,470**	**$ —**
HMOF	382,769,470	382,769,470	—
CTF	900,000	900,000	—

VDOT Capital Outlay (998)

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

VDOT CAPITAL OUTLAY (998)	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	**$ 40,000,000**	**$ 40,000,000**	**$ —**
CONSTRUCTION	40,000,000	40,000,000	—

Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES	FY 2026	FY 2026 Revised	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	$ 301,676	$ 301,676	$ —
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	1,068,986	1,068,986	—
Department of State Police	9,179,045	9,179,045	—
Department of Minority Business Enterprise	1,800,567	1,800,567	—
Department of Historic Resources	226,807	226,807	—
Department of Emergency Management	1,360,549	1,360,549	—
Department of Motor Vehicles	15,791,689	15,791,689	—
Department of Treasury	185,187	185,187	—
Virginia Liaison Office	199,891	199,891	—
Office of the State Inspector General	2,254,194	2,254,194	—
SUBTOTAL	32,682,359	32,682,359	—
Transfers to the General Fund			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	6,462,324	6,462,324	—
Department of Taxation	2,975,828	2,975,828	—
SUBTOTAL	19,923,992	19,923,992	—
Transfers to Other Agencies			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
TOTAL SUPPORT TO OTHER STATE AGENCIES	**$ 54,106,351**	**$ 54,106,351**	**$ —**
HMOF	49,517,604	49,517,604	—
CONSTRUCTION	3,077,221	3,077,221	—
TPOF	25,849	25,849	—
DMV	31,610	31,610	—
RAIL	237,076	237,076	—
PTF	331,907	331,907	—
PORTS	79,026	79,026	—
AIRPORTS	47,415	47,415	—
DRPT	727,033	727,033	—
SPACE	31,610	31,610	—

Program Allocations by Fund

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

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	$ —	$ 32,001,781	$ —	$ —	$ —	**$ 32,001,781**
Ground Transportation Planning & Research (602)	12,946,263	69,656,885	25,956,475	—	—	**108,559,623**
Highway Construction Programs (603)	—	1,161,347,823	1,077,417,253	—	731,780,414	**2,970,545,490**
Highway System Maintenance (604)	2,114,108,297	—	284,238,126	—	—	**2,398,346,423**
Commonwealth Toll Facilities (606)	—	—	—	—	149,545,336	**149,545,336**
Financial Assistance to Localities (607)	638,079,178	8,280,771	10,246,168	—	1,025,725,944	**1,682,332,061**
Non-Toll Supported Transportation Debt Service (612)	—	—	143,036,800	—	262,758,929	**405,795,729**
Special Structures (614)	—	89,955,822	—	—	—	**89,955,822**
Administrative and Support Services (699)	382,769,470	—	—	—	900,000	**383,669,470**
VDOT Capital Outlay (998)	—	40,000,000	—	—	—	**40,000,000**
Support to Other State Agencies	49,517,604	3,077,221	—	—	1,511,526	**54,106,351**
Support to DRPT Programs	—	14,152,312	—	—	102,000,000	**116,152,312**
TOTAL	**$3,197,420,812**	**$ 1,418,472,615**	**$ 1,540,894,822**	**$ —**	**$2,274,222,149**	**$8,431,010,398**

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

Budget Comparison Schedule for FY 2026

Revenues

Revenue provided by the General Fund of the Commonwealth	$ 199,000,000
Taxes	1,174,875,267
Rights and privileges	25,024,398
Sale of property and commodities	—
Interest, dividends, and rents	160,493,158
Fines, forfeitures, court fees	—
Penalties and escheats	17,100,000
Receipts from localities and private sector	537,820,778
Federal grants and contracts	1,540,944,822
Toll revenues	108,445,336
Other	229,389,177
Total Revenues	**3,993,092,936**

Other Financing Sources

Other financing sources	89,853,770
Bond proceeds	21,232,050
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	4,326,831,642
Total Other Financing Sources	**4,437,917,462**
Total Revenues and Other Sources	**$8,431,010,398**

Budget Comparison Schedule for FY 2026

Expenditures	
Administrative and support services	$ 383,669,470
Ground transportation system planning and research	108,559,623
Highway system acquisition and construction	2,963,102,644
Highway system maintenance	2,398,346,423
Financial assistance to localities	1,682,332,061
Environmental monitoring and compliance	32,001,781
Toll facility operations and construction	156,988,182
Special Structures	89,955,822
Capital Outlay	40,000,000
Debt Service	405,795,729
Total Expenditures	**8,260,751,735**

Other Financing Uses	
Other financing uses	—
Transfers to other state agencies and General Fund	170,258,663
Transfers out	—
Total Other Financing Uses	**170,258,663**
Total Expenditures and Other Uses	**$8,431,010,398**
Revenues and Other Sources Over (Under) Expenditures and	**$ —**

Appendix I - Powhite Parkway Extension (0436) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	$ 11,675,600
TOTAL ESTIMATED REVENUES	$ 11,675,600
Toll Facility Revolving Account Loan Repayment	2,377,719
TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES	$ 9,297,881

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	6,297,881
Maintenance Replacement Fund	3,000,000
TOTAL ESTIMATED EXPENDITURES	$ 9,297,881

Details of Operating Expenditures	**ALLOCATION FY 2026**	**RECOMMENDED FY 2026**	**INCREASE (DECREASE)**
Personal Services	1,702,376	1,534,229	-168,147
Contractual Services	1,448,349	2,097,300	648,951
Supplies and Materials	62,427	46,550	(15,877)
Transfer Payments	2,400,000	2,438,372	38,372
Continuous Charges	135,577	153,229	17,652
Property and Improvements	—	—	—
Equipment	30,600	28,200	(2,400)
Obligations			—
TOTAL - Operating Expenditures	**$ 5,779,329**	**$ 6,297,880**	**$ 518,551**

Appendix I - Coleman Bridge (0437) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	$	758,775
Plus: Cash Transfer From Coleman Bridge Maintenance Replacement Fund	$	2,397,215
TOTAL ESTIMATED REVENUE AVAILABLE	$	3,155,990
Toll Facility Revolving Account Loan Repayment		—
TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES	$	3,155,990

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,155,990
Maintenance Replacement Fund	—
TOTAL ESTIMATED EXPENDITURES	$ 3,155,990

Details of Operating Expenditures	**ALLOCATION FY 2026**	**RECOMMENDED FY 2026**	**INCREASE (DECREASE)**
Personal Services	704,521	383,701	(320,820)
Contractual Services	1,596,400	2,698,764	1,102,364
Supplies and Materials	55,107	8,694	(46,413)
Transfer Payments	440,000	55,000	(385,000)
Continuous Charges	82,686	9,832	(72,854)
Property and Improvements	—	—	—
Equipment	346,657	—	(346,657)
Obligations	—	—	—
TOTAL - Operating Expenditures	**$ 3,225,371**	**$ 3,155,990**	**$ (69,381)**

Appendix I - I-66 Inside the Beltway (0446) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	$	39,788,273
Court Payments		200,000
FY 2024 Carryover		5,125,473
TOTAL ESTIMATED REVENUES	$	45,113,746

FY 2026 EXPENDITURE BUDGET

Revenue Fund		
Operations	$	42,013,746
Maintenance Replacement Fund		3,100,000
TOTAL ESTIMATED EXPENDITURES	$	45,113,746

Details of Operating Expenditures	**ALLOCATION FY 2026**	**RECOMMENDED FY 2026**	**INCREASE (DECREASE)**
Personal Services	$683,000	$ 637,661	-$45,339
Contractual Services	10,400,000	7,883,300	(2,516,700)
Supplies and Materials	25,100	5,800	(19,300)
Transfer Payments	21,831,900	33,474,973	11,643,073
Continuous Charges	—	7,012	7,012
Property and Improvements	—	—	—
Equipment	—	5,000	5,000
Obligations	10,000	—	(10,000.00)
TOTAL - Operating Expenditures	32,950,000	**$ 42,013,746**	**$ 9,063,746**

Memorandum of Agreement Waterfall Budget

Tolling Operation and Maintenance	$	12,838,773
Debt Service on Rail Component Debt		—
NVTC Payment		11,314,082
Pay go for Rail Components		13,444,778
Toll Facilities Revolving Account (TFRA) Repayment		2,390,640
Debt Service on NVTC Debt		—
Additional Repayments to TFRA		—
Remaining to Components selected by NVTC/ Approved by CTB		—
	$	**39,988,273**
FY 2024 Carryover for NVTC	$	5,125,473
Total	**$**	**45,113,746**

Appendix I - I-64 Express Lanes (0447) FY 2026

FY 2026 ESTIMATED REVENUE

Toll Revenues	$ 8,500,000
TOTAL ESTIMATED REVENUES FOR EXPENDITURES	$ 8,500,000
TOTAL ESTIMATED REVENUE AVAILABLE	$ 8,500,000

FY 2026 EXPENDITURE BUDGET

Revenue Fund	
Operations	8,000,000
Maintenance Replacement Fund	500,000
TOTAL ESTIMATED EXPENDITURES	$ 8,500,000

Details of Operating Expenditures	**ALLOCATION FY 2026**	**RECOMMENDED FY 2026**	**INCREASE (DECREASE)**
Personal Services	509,578	605,986	96,408
Contractual Services	3,659,864	7,087,196	3,427,332
Supplies and Materials	258	200	(58)
Transfer Payments	220,000	300,000	80,000
Continuous Charges	300	6,618	6,318
Property and Improvements	—	—	—
Equipment	10,000	—	(10,000)
Obligations	—	—	—
TOTAL - Operating Expenditures	**$ 4,400,000**	**$ 8,000,000**	**$ 3,600,000**

Index: Acronyms and Terminology

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

Endnotes

Endnote Number	Description
1	Provides adjustment for the FY 2025 excess revenue transferred to the Priority Transportation Fund from the Highway Maintenance and Operating Fund, the VDOT Construction Fund, and the Mass Transit Fund.
2	Allocation provided to Virginia Passenger Rail Authority. These funds will partially address the estimated deficit in the latest assumptions for financing available from the I-66 Inside the Beltway toll facility.
3	Provides adjustment for the FY 2025 excess revenue available for priority projects.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: Seconded By:

Action:

Limited Access Control Change, Route 33 Bypass, Greene County

WHEREAS, Route 33 Bypass was designated as a Limited Access Highway by the State Highway Commission, predecessor to Commonwealth Transportation Board (CTB), on March 15, 1973; and

WHEREAS, in connection with State Highway Project 6033-039-101, RW-203, the Commonwealth acquired a certain limited access control easement from George A. Cason *et al.*, by Certificate dated February 20, 1974, recorded in Deed Book 73, Page 112, and concluded by order dated September 15, 1975, recorded in Deed Book 88, Page 302, being recorded in the Office of the Clerk of Circuit Court of the County of Greene; and

WHEREAS, Steven L. Peters, an adjacent property owner, has requested a break in limited access control along Route 33 Bypass to support the by-right development of their adjacent property; and

WHEREAS, the proposed limited access control change (LACC), shown on Sheet 6 of State Highway Project 6033-039-101, RW-203, is 175 feet long, beginning at a point 96.50 feet opposite approximate Station 992+50 (Route 33 Bypass Ult. WBL construction centerline) to a point 87.05 feet opposite Station 994+25 (Route 33 Bypass Ult. WBL construction centerline); and

WHEREAS, the County of Greene, by resolution dated July 25, 2023, does not endorse the proposed LACC. However, a letter dated September 9, 2025, by the Greene County Board of

Supervisor Chairman acknowledges, confirms, and supports that VDOT is authorized by Chapter 2, Title 33.2 of the Code of Virginia to perform all acts necessary or convenient for constructing, improving, maintaining and preserving the efficient operation of the roads comprising the state system of highways; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Culpeper District has determined, with the Chief Engineer concurring, that the proposed LACC along Route 33 Bypass, which provides for a right-in/right-out entrance with a turn lane taper and full storage to support the new public road connecting Route 33 Bypass westbound to Route 33 Business, will have minimal impact on the operation of Route 33 Bypass and is appropriate from a design, safety and traffic control standpoint; and

WHEREAS, VDOT's Culpeper District has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality and that there will be no adverse environmental impacts; and

WHEREAS, public notices to receive comments were posted in *The Daily Progress* and *The Greene County Record* on both December 5, 2024, and December 12, 2024; and

WHEREAS, compensation shall be paid by the requestor in consideration of the LACC and the related easement to be conveyed, as determined by the Commissioner of Highways or his designee; and

WHEREAS, the requestor has borne all the appropriate costs in accordance with 24 VAC 30-401-20; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and

WHEREAS, all costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor; and

WHEREAS, the requestor will be required to obtain a land use permit prior to any activity within the Route 33 Bypass limited access right of way; and

WHEREAS, VDOT has reviewed the requested LACC and determined that it is in compliance with Va. Code § 33.2-401 and, pursuant to 24 VAC 30-401-20, the absence of support from the locality does not require the Chief Engineer to deny the request; and

WHEREAS, VDOT recommends approval of the proposed LACC as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-20 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that Route 33 By-pass continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits and subject to the conditions mentioned herein.

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.

####

CTB Decision Brief
Limited Access Control Change
Route# 33 Bypass, Greene County

Issue: Steven L Peters, a property owner adjacent to Route 33 Bypass, has requested a break in limited access control to support the by-right development of their adjacent parcel. The break in limited access control will create a right-in/right-out entrance with a right turn lane taper and full storage to support the new public road connecting Route 33 Bypass westbound to Route 33 Business. This limited access control change (LACC) requires approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-20.

Facts:

- Route 33 Bypass was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB, on March 15, 1973.
- In connection with State Highway Project 6033-039-101, RW-203, the Commonwealth acquired a certain limited access control easement from George A. Cason *et al.*, by Certificate dated February 20, 1974, recorded in Deed Book 73, Page 112, and concluded by order dated September 15, 1975, recorded in Deed Book 88, Page 302, being recorded in the Office of the Clerk of Circuit Court of the County of Greene.
- The proposed LACC, shown on Sheet 6 of State Highway Project 6033-039-101, RW-203, is 175 feet long, beginning at a point 96.50 feet opposite approximate Station 992+50 (Route 33 Bypass Ult WBL construction centerline) to a point 87.05 feet opposite approximate Station 994+25 (Route 33 Bypass Ult. WBL construction centerline).
- The Greene County Board of Supervisors, by resolution dated July 25, 2023, does not endorse the proposed LACC. However, a letter dated September 9, 2025, by the Greene County Board of Supervisor Chairman acknowledges, confirms and supports that VDOT is authorized by Chapter 2, Title 33.2 of the Code of Virginia to perform all acts necessary or convenient for constructing, improving, maintaining and preserving the efficient operation of the roads comprising the state system of highways.
- Pursuant to 24 VAC 30-401-20, the absence of support from the locality does not require the Chief Engineer to deny the request for a proposed LACC.
- VDOT's Culpeper District has reviewed and approved the global traffic study dated November 13, 2024, prepared by Shimp Engineering, and found that it adequately addresses the impacts from the proposed LACC.
- VDOT's Culpeper District has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality and that there will be no adverse environmental impacts.
- Public notices to receive comments were posted in *The Daily Progress* and *The Greene County* Record on both December 5, 2024, and December 12, 2024.

- Compensation shall be paid by the requestor in consideration of the LACC and the related easement to be conveyed, as determined by the Commissioner of Highways or his designee.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor.
- The requestor will be required to obtain a land use permit prior to any activity within the Route 33 Bypass limited access right of way.
- VDOT has reviewed the requested LACC and determined that it is in compliance with Va. Code § 33.2-401 and that the requirements of 24 VAC 30-401-20 have been met.

Recommendations: VDOT recommends the approval of the proposed LACC. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

Action Required by CTB: Va. Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: One comment was received in support of the LACC.

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

March 15, 1973

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on March 15, 1973, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Fitzpatrick, Glass, Hall, Janney, Landes and Roos.

Absent: Mr. Eakin.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, minutes of the meeting of February 15, 1973, were approved.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, permits issued from February 15, 1973, to March 14, 1973, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Glass, that cancellation of permits from February 15, 1973, to March 14, 1973, inclusive, as shown by records of the Department, be approved. Motion carried.

Mr. Blundon advised that, at a meeting on February 15, 1973, the Albemarle County Board of Supervisors had appointed a committee to study the problem of Albemarle County arranging for their park authority to take over the operation and maintenance of the Warren and Hatton Ferries (which the Highway Commission had proposed discontinuing), or as an alternate that Albemarle County bear the cost of maintenance and operation from their secondary funds. He said an answer was expected from Albemarle County following their meeting on March 15.

Moved by Mr. Landes, seconded by Mr. Crowe, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Greene County Courthouse, Stanardsville, Virginia, on June 15, 1971, at 7:30 p.m., for the purpose of considering the proposed design features of Route 33 from 1.852 miles east of the East Corporate Limits of Stanardsville to 1.575 miles west of the West Corporate Limits of Stanardsville in Greene County, State Project 6033-039-101, C-503, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department engineers, and

BE IT FURTHER RESOLVED, that the Bypass portion of this project including the interchanges be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy for bypasses of cities and towns, and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-34 of the 1950 Code of Virginia, as amended, the proposed bypass portion of this project, approximately 1.8 miles, be added to the Primary System of Highways.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location public hearing was held in the Chesapeake City Council Chambers in the Chesapeake Civic Center on February 8, 1973, at 7:30 p.m., for the purpose of considering the proposed location of Route 168 from the North Carolina-Virginia State Line to the intersection of Route 168 (Battlefield Boulevard) near Oak Grove (including the proposed bypass of Great Bridge) in the City of Chesapeake, Virginia, State Projects 0168-131-102, PE-101; 7168-131-101, PE-101; Federal Project M-5122( ), and

WHEREAS, this comprehensive report was submitted on March 12, 1973, and has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Department of Highways will proceed immediately with the necessary planning and development of Route 58 between Independence and Galax along the "Low Line."

MOTION CARRIED

On motion of Mr. Glass, seconded by Mr. Janney. the Commission authorized termination of the construction fund of the Revenue Bond Projects (1954 Series) into the sinking fund, effective May 31, 1973.

Mr. Busser, Management Services Officer, reported on steps being taken in transfer of the Richmond-Petersburg Turnpike and the Elizabeth River Tunnel facilities to the Department of Highways.

Mr. Fugate expressed appreciation to the Commission members for their attendance at pre-allocation hearings being held in each district. He said these meetings had been very well accepted on the part of the citizens and he felt they should be continued each year.

He said allocations to systems would be made in April and to projects in May, with final hearings at Roanoke and Richmond in June.

The meeting was adjourned at 11:35 a.m.

Approved:

Chairman

Attested:

Secretary

LIMITED ACCESS HIGHWAY Commission dated 3/15/73

REVISED	PUB. ROAD REGION	STATE	FEDERAL AID ROUTE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
6/4/73 11-20-73 5-9-74 8-13-74 11-20-96	2	VA.		F-054-1(101)	33	6033-039-101, PE-101 C-503, RW-203, B-601	6

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

Note:
Power Poles property of Potomac Edison Co.
Telephone Poles property of Va. Tele & Tele
Gas Lines property of Atlantic Seaboard Corp.
Water & Sewer Lines property of Town of Standardsville

PT. 1001+52.04 N¢C 5.89 25.13 N¢C

W.W. Fence N¢C 29" Oak 42.75 Dw 23.59 Pl. 622 R/T N¢C 8" stump

POT 1009+32.59 25.39 20.00 N¢C 10" Pine

N¢C 6" Maple 10-13.30 POT. PROP 22-90.44 POT. EBL 36.23 33.4 622 29.10

14+57.10 Pl. 622 26.93 27.01 PK. Nails in SW

N¢C 6" Pine 10.12 N¢C 6" Pine 1022+90 TO POT.

End Conn. Rte. 622
Sta. 30+03.57 (Off Rev.)

1 Rock or Log Check Dam Req'd. Lt.

36" Maple 3" Stream

995

Baled Straw Silt Barriers Req'd.

1" Stream

6'-0" x 6'-0" Box Culvert Req'd.
Std. BC-1A, BC-W, EC-5, 25° Skew
In = 364.00, Out = 363.50, Fills 0'-6"
D.A. = 658.0 Ac.
151.0 C.Y. Excav. for Minor Struct. @ 24.93 Ap/sq
85.0 C.Y. Std. EC-1, Type 'A' Foundation

1000

JAMES PAYNE ESTATE
D.B. 15-469

Drainage Easement Req'd.

Temp. Drainage Easement Req'd.

Baled Straw Silt Barrier Req'd.

1 Stry Frm. Dwl.

2-24" Locusts
2-8" Scot. Trees

To Amiens T.33 P.D.

1005

Light Woods

2 Stry Frm. Dwl.

1 Stry Frm. Dwl.

Dirt Entr.

12' Gate Opening

1010

Hog Pen

Hog Shed

Mobile Home Mercer Pole

Septic Tank
75'-Dr. Field
1 Stry. C.B. Dwl. w/ Bsmt.
10" C.I. Entr.
Frm. Shed
30" Well 49' Deep
12' Gr. Entr.
10" C.I. Entr.

SPECIAL DESIGN BRIDGE REQ'D
Plan No. 23-121
Sheet No. 10 (GIII)
Skew = 0° Size = 24'-0" x 6'-0" Parapets

30" Well 49' Deep
1 Sty. Brk. Dwl. w/ Bsmt.

Septic Tank

1015

Dirt Road

1020

CHARLES H. & LAURA E. TATUM
DB 29-176 & 6-376
0.5 Ac.

036

For Profile on Conn. Rte. 622 See Sheet 6B

POT 1013+05.91 E.B.L.
P.O.T. 23+05.39 Conn. Rte. 622
Δ = 119° 36' 55" Lt.

N 54° 30' W 85

Totum

Ferguson & Good

2 Sty. Brk. 4 Frm. Dwl.

Well House
Well & Hand Pump

Frm. Shed

29" Apple
60" Oak

+L 29083

JOSEPH D. FERGUSON & S.C. GOODE ET. AL.
DB 368-193
122.12 Ac.

DB 38-237

End Proj. 6033-039-101, B-601
Sta. 23+83.24

Light Woods

Ferguson & Goode

N 72° 16' 50" W

JOHN C. ROBERTS & RUTH E. ROBERTS
DB 41-163
5.34 Ac.

037

Open Field

Roberts

Ferguson & Good

Roberts

Parrot

GR-7A

GR-7B Req'd.

Misner Williams

S 22° 38' 47" E 1223.84'

Pasture with Scat. Trees

Stanardsville Rd.

Pines

028

Prop. Ch. Ch. & Std PG-5

Misner Morris

N 61° 35' 03" W 324.3'

Light Woods

Guardrail Req'd.

Prop. R/W & Limited Access

Prop. R/W

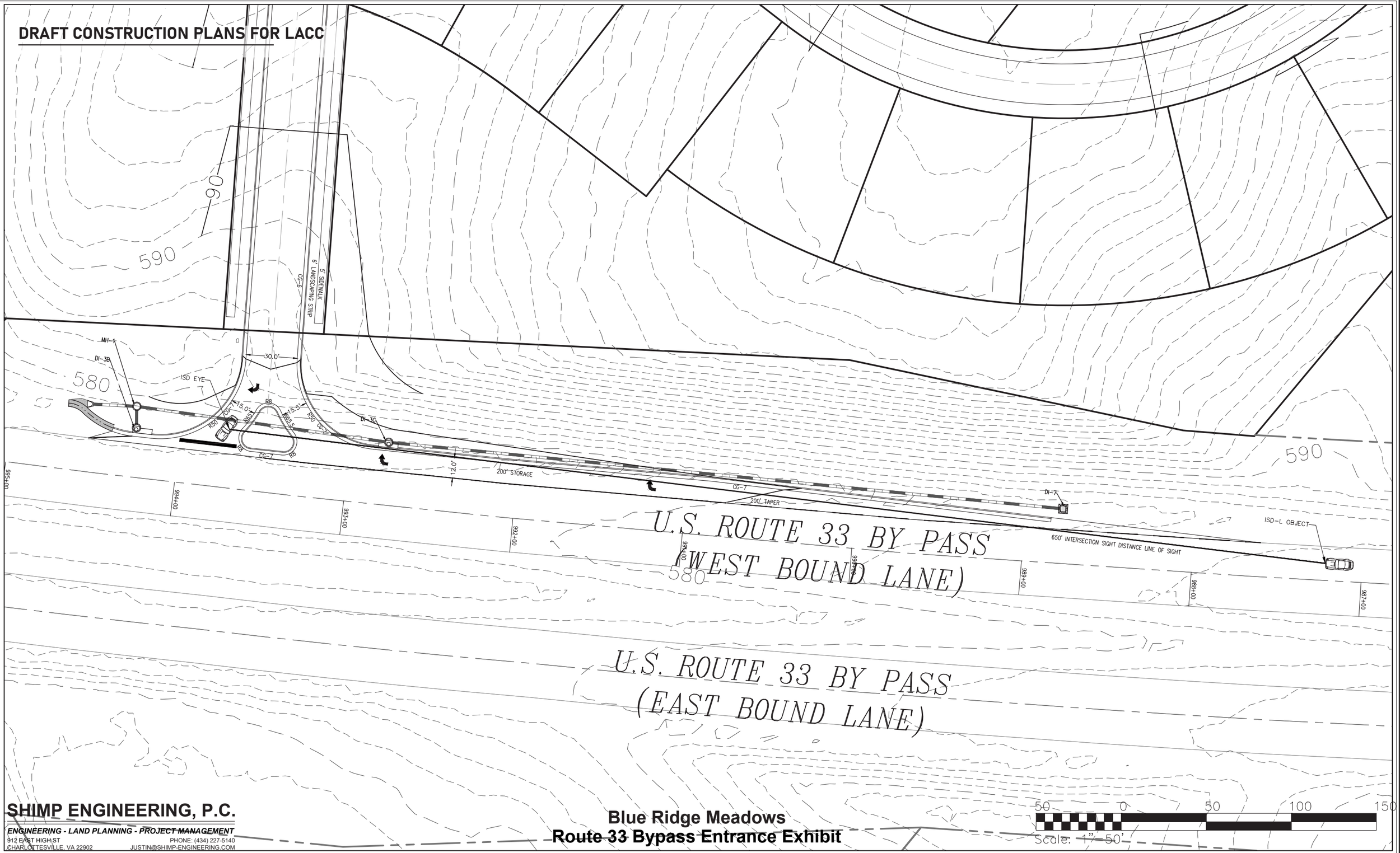
Prop. Fence

Misner Morris

Misner Morris

Misner Morris

DRAFT CONSTRUCTION PLANS FOR LACC



SHIMP ENGINEERING, P.C.
ENGINEERING - LAND PLANNING - PROJECT MANAGEMENT
912 EAST HIGH ST
CHARLOTTESVILLE, VA 22902
PHONE: (434) 227-5140
JUSTIN@SHIMP-ENGINEERING.COM

Blue Ridge Meadows
Route 33 Bypass Entrance Exhibit

County of Greene

BOARD OF SUPERVISORS
POST OFFICE BOX 358
STANARDSVILLE, VIRGINIA 22973
TELEPHONE: 434-985-5201

September 9, 2025

Mr. Sean Nelson
Virginia Department of Transportation
1601 Orange Road
Culpeper, VA 22701

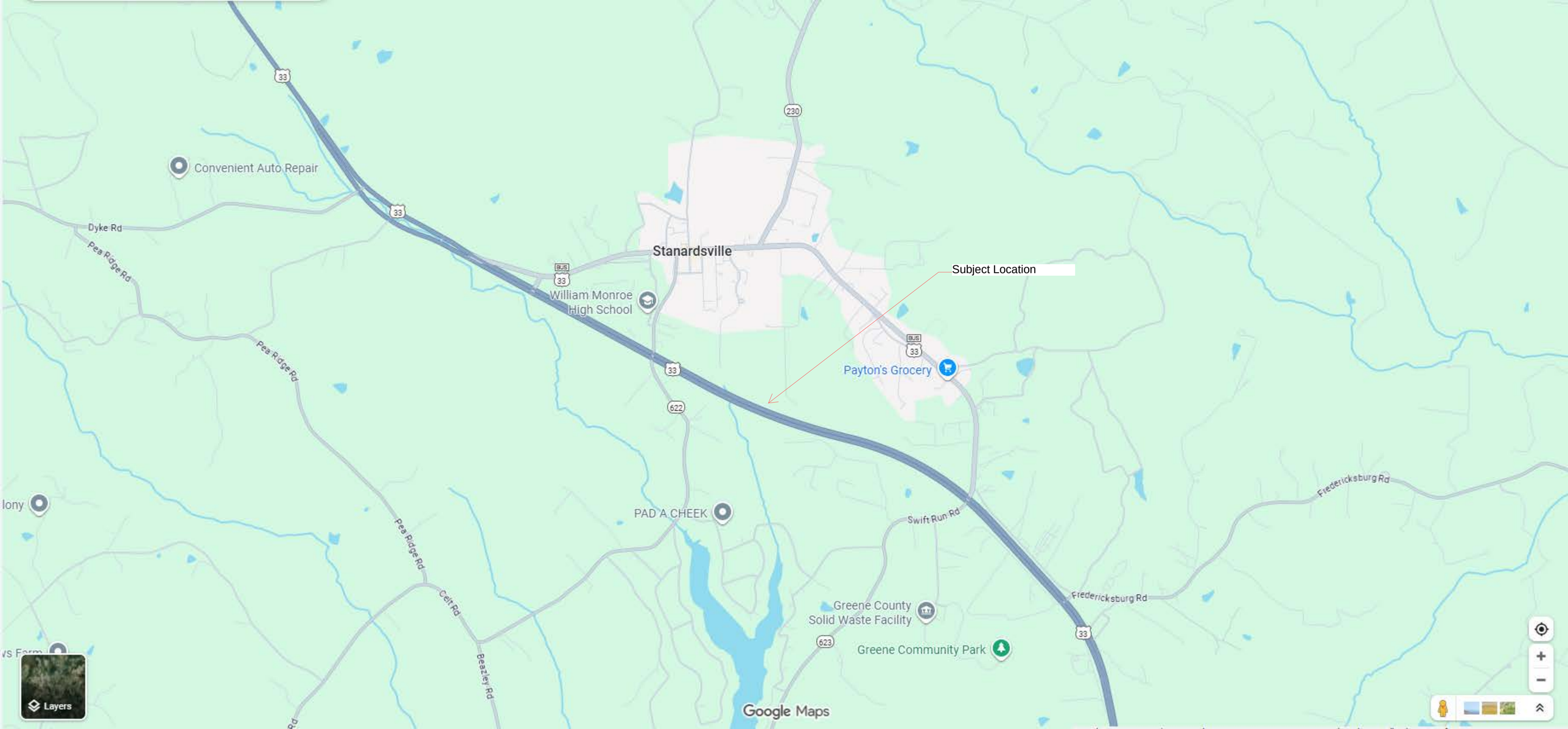
Dear Mr. Nelson,

This letter is in response to your request for written confirmation of the Board of Supervisors' position regarding a proposed entrance onto the RT 33 Bypass in Stanardsville. While the Greene County Board of Supervisors acknowledges, confirms and supports that VDOT, is authorized by Chapter 2 (§ 33.2-200 et seq.) of Title 33.2 of the Code of Virginia to perform all acts necessary or convenient for constructing, improving, maintaining, and preserving the efficient operation of the roads comprising the state system of highways, this letter is to confirm that Board does not support the resolution for a single entrance exception along the Route 33 Bypass. The resolution was previously presented on 7.25.23 and failed to gain approval.

Feel free to contact me if there are any additional questions.

Sincerely,

Steve Catalano, Chair
Greene County Board of Supervisors


Subject Location
Stanardsville
Convenient Auto Repair
Dyke Rd
Pea Ridge Rd
William Monroe High School
Payton's Grocery
PAD A CHEEK
Swift Run Rd
Fredericksburg Rd
Greene County Solid Waste Facility
Greene Community Park
Celt Rd
Beazley Rd
Layers
Google Maps

Docusign Envelope ID: 754B1C16-AB7E-4F72-B7E3-07F10AF78821

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

November 3, 2025

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant III
The Honorable Tom Fowlkes
The Honorable 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 Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Beckly Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Change (LACC) for Route 33 Bypass, County of Greene

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Steven L. Peters, for a break in the limited access control along Route 33 Bypass, supporting the by right development of his adjacent property. The break in limited access control will be supported by a right-in/right-out entrance with a right turn lane taper and full storage to support the new public road connecting Route 33 Bypass WB to Route 33 Business. The Department staff have determined the proposed break will have a minimal impact on the operation of Route 33 Bypass and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

Greene County Board of Supervisors does not support the resolution for a single entrance exception along Route 33 Bypass, and their position is noted. Greene County also acknowledges VDOT is authorized under Chapter 2 (§33.2-200 et seq) of Title 33.2 of the Code of Virginia to construct, improve, and maintain the state highway system. VDOT is required to evaluate whether the request meets access management standards and to preserve the safety and efficiency of the roadway network, and, pursuant to 24 VAC 30-401-20, the absence of support from the locality does not require VDOT to deny the request.

Mr. Peter's development, Blue Ridge Meadows, is proposed as a planned community of up to 500 dwelling units, located partly within the Town of Stanardsville and partly in Greene County, lying between Route 33 Business, and Route 33 Bypass. The development is projected to generate approximately 4,670 additional vehicle trips per day. Without a new access point, this traffic would be concentrated at the two existing entrances on Route 33 Business, which lies near the heavily traveled Route 230 intersection. This concentration of trips would result in

Docusign Envelope ID: 754B1C16-AB7E-4F72-B7E3-07F10AF78821

significant congestion and delays, particularly during commuting periods and school bus operations, as Route 33 Business serves as a major corridor for school transportation.

Based upon the district's review, the proposed limited access break is consistent with access management principles, providing for a controlled right-in/right-out entrance to the development, distributing the traffic demand more effectively across the corridor. The design reduces congestion on U.S. 33 Business, limits conflicts near the Route 230 intersection and minimizes school bus delays.

This request meets the engineering criteria set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations and determined that approving this break in limited access control will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Signed by:
AFDC49E581644BF...

Robert S. Mann, P.E., Deputy Chief Engineer, for
Barton A. Thrasher, P.E.
Chief Engineer

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 8

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to Progress Park
Project ECON-098-905 – Wythe 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 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, Wythe County by formal resolution has requested Economic Development Access (EDA) Program funds to serve Lot 35 within Progress Park, which is located off Kents Lane without public access, and said access is estimated to cost approximately $700,000; 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.

NOW, **THEREFORE**, **BE IT RESOLVED,** that $700,000 (unmatched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Progress Park on eligible property off Kents Lane, Project ECON-098-905, 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 Wythe 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 by the LOCALITY of either i) documentation of at least $2,100,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before November 10, 2030, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by November 10, 2030, at least $2,100,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to $2,100,000 will be credited toward the project's EDA Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

####

CTB Decision Brief

Economic Development Access – Wythe County
Progress 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), Wythe County has requested funds from the EDA Program to assist in constructing road access to serve Lot 35 within Progress 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 the event that there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

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 in request of the EDA Program funding prior to the Board's allocation of funds.

Lot 35 in Progress Park has achieved a Tier 2 status under the VEDP's Virginia Business Ready Sites Program (VBRSP). By reaching the Tier 2 status, the site is under public ownership and the County's Comprehensive Plan reflects that the site is intended for industrial or commercial economic development purposes. Wythe County is currently under negotiations with a business who will locate on Lot 35 and produce capital investment documentation far exceeding the required $2,100,000. Each request for EDA Program funding is scored using evaluative criteria to ensure the proposed project is viable and that it meets the intents of the Program. Wythe County's project received a strong score of 85 out of 100. Projects must receive at least 50 points to be considered for EDA Program funding.

Lot 35 does not currently have adequate public access, so an access road extension will be constructed to accommodate the development. Wythe County will administer the design and construction of the proposed access road project. The County's plans for the proposed access project include a new 0.06 mile long, 24-foot-wide asphalt roadway with shoulders and ditches, beginning at the intersection of Kents Lane and Gator Lane and extending Northeast. VDOT Bristol District staff concur with the plans for the project and with the estimated project cost for eligible items and quantities of approximately $700,000.

Wythe County 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. Documentation of qualifying capital investment of $2,100,000, or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of $700,000 (unmatched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia*, the Virginia Administrative Code, and the CTB's EDA 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 Wythe County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 9

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Revenue Sharing Program Guidelines Update

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended, stipulates that the Commonwealth Transportation Board (Board) shall establish guidelines for the purpose of distributing and administering Revenue Sharing Program funds allocated by the Board; and,

WHEREAS, on July 18, 2023, the Board adopted a revised Revenue Sharing Policy and approved updated Revenue Sharing Program Guidelines; and,

WHEREAS, following the adoption of the revised Policy, the Board directed the Department to post the updated Revenue Sharing Program Guidelines to the Virginia Regulatory Town Hall website; and,

WHEREAS, the revised Revenue Sharing Program Guidelines were posted to the Virginia Regulatory Town Hall register on September 25, 2023, and became effective on October 26, 2023; and,

WHEREAS, the Department has since re-evaluated the Revenue Sharing guidelines to streamline the document, align it with the Local Assistance Division's standard template, and ensure consistency in the project cancellation process with other Department programs; and,

WHEREAS, in the absence of a delegation to the Commissioner of Highways or their designee(s), any subsequent changes to the Revenue Sharing Program Guidelines remain subject to Board review and approval.

NOW THEREFORE, BE IT RESOLVED, that the Board approves the Revenue Sharing Program Guidelines as revised and attached hereto as Attachment A.

BE IT FURTHER RESOLVED, that the Board hereby delegates authority to the Commissioner of Highways, or their designee(s), to approve future administrative updates to the Revenue Sharing Program Guidelines that are consistent with the 2023 Revenue Sharing Policy.

####

CTB Decision Brief

Revenue Sharing Program Guidelines Update

Issue: Pursuant to §33.2-357 of the *Code of Virginia* (VA Code), the Commonwealth Transportation Board (CTB) may make an equivalent matching allocation from revenues made available by the General Assembly ("Revenue Sharing allocation") for improvement, construction, reconstruction, or maintenance of systems of state highways to any locality for designations by the governing body under certain conditions. This program is commonly known as the Revenue Sharing Program and is managed though the Local Assistance Division within VDOT. The VA Code establishes certain parameters regarding allocations, maximum annual locality requests, and the priorities for which allocations must be distributed. The CTB, however, establishes actual allocations and a Revenue Sharing Policy regarding how funding may be distributed and approves VDOT's Revenue Sharing Program Guidelines. VDOT has reviewed the current Revenue Sharing Program Guidelines and requests that the CTB consider changes to the Revenue Sharing Program Guidelines.

Facts: VDOT staff have reviewed the Revenue Sharing Program Guidelines and identified several areas throughout the document where content updates can be made to improve readability, reduce redundancy, and streamline the document. After content updates, the document has undergone a word count reduction of 1,789 words (29% reduction) and a page length reduction of 13 pages (50% reduction). VDOT staff have also updated the document's formatting to provide consistency among Local Assistance Division guideline documents.

Within the Revenue Sharing Program Guidelines, VDOT staff have proposed an adjustment to the documentation required to cancel a Revenue Sharing project. This adjustment will align the Revenue Sharing Program with other Local Assistance Division funding program procedures and expedite the return of funds from cancelled projects. To streamline the cancellation process, localities shall provide a letter to VDOT from the locality's authorized individual, requesting cancellation to VDOT. Current guidance states that Revenue Sharing projects can only be cancelled upon receiving a locality resolution requesting to do so. The locality's authorized individual will be identified in the Project Administration Agreement documentation between the locality and VDOT.

Recommendation: VDOT recommends that the CTB approve the revised Revenue Sharing Program Guidelines. VDOT also recommends that the CTB delegate the approval of future administrative Revenue Sharing Program Guidelines updates that are consistent with the CTB's Revenue Sharing Policy to the Commissioner of Highways, or their designee(s).

Action Required by CTB: The VA Code requires the CTB to establish guidelines for the purpose of distributing and administering revenue sharing program funds allocation by the CTB.

Result, if Approved: The revised Revenue Sharing Program Guidelines will become effective immediately after public input through Virginia Town Hall and the approval of future administrative updates is delegated to the Commissioner of Highways, or their designee(s).

Options: Approve, Deny, or Defer.

VDOT Virginia Department of Transportation





Revenue Sharing









Local Assistance Division

TABLE OF CONTENTS

1 DEFINITIONS 2

2 PURPOSE 4

3 ELIGIBLE WORK 5

3.1 OVERVIEW 5

3.1.1 Supplemental funding for projects listed in the adopted SYIP 5

3.1.2 Construction projects not included in the adopted SYIP 5

3.1.3 Rural additions 5

3.1.4 Maintenance projects consistent with the VDOT's operating policies 5

3.1.5 New hard surfacing (Paving) 5

3.1.6 New roadway 5

4 FUNDING LIMITATIONS 6

5 APPLICATION FOR FUNDS 7

6 APPROVAL AND IMPLEMENTATION 8

6.1 APPROVAL 8

6.2 IMPLEMENTATION 8

6.2.1 VDOT administered work 8

6.2.2 Locally administered work 8

6.2.3 Timely implementation of projects 9

6.2.4 Project cancellation 9

7 REDISTRIBUTION OF SURPLUS ALLOCATIONS 10

7.1 SURPLUS ALLOCATIONS 10

7.2 STATEWIDE PRIORITIZATION PROCESS 10

7.3 SUPPLEMENTAL ALLOCATIONS 10

APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS 11

1 DEFINITIONS

The words and terms, when used in this document, shall have the following meanings, unless the context clearly indicates otherwise.

Deficit refers to an *existing* negative balance on a project in VDOT's Six-Year Improvement Program (SYIP) where the current estimate exceeds the project's allocations. It does not refer to the replacement of local funds committed by the locality after a project has been awarded allocations.

Eligible Project means work including construction, reconstruction, improvement, or maintenance and eligible street additions for which Revenue Sharing Program funds are available. Work must be on roadways currently maintained by VDOT or on roadways currently maintained by a locality and for which the locality is receiving maintenance payments from VDOT or roads meeting new road or rural addition qualification. For funding purposes, a single construction project is defined as a project with logical and independent termini. Projects cannot be segmented to qualify for additional Revenue Sharing allocations. Multiple similar scope project activities performed across a locality, commonly referred to as City/Town/County-wide projects, are eligible projects, subject to the limitations outlined in Section 5, Application for Funds.

- **Construction Projects** are projects which change or add to the characteristics of a road, facility or structure to provide a new or significantly modified transportation facility.
- **Reconstruction Projects** are projects which completely replace an existing facility or significantly improve the functionality of an existing facility. (Examples: replacement through the sub-base of a pavement structure, complete replacement of bridge, or widening a road or bridge).
- **Improvement Projects** are projects which facilitate or control traffic or pedestrian flow, such as intersection improvements, turn lanes, channelization of traffic, traffic signalization and installation of new sidewalks, upgrading sidewalks to meet ADA standards, trails, curb & gutter, any new installation that will enhance traffic flow or safety, or projects that alleviate roadway drainage issues (replacement or repair of existing drainage assets is considered maintenance).
- **Maintenance Projects** are projects which involve work in preserving or restoring the roadway facility, sidewalk, or structure to its original condition as nearly as possible. This includes the removal and replacement of a pavement course or a sidewalk.

Local VDOT Manager is typically the VDOT District employee responsible for providing oversight and assistance to the locality for their Revenue Sharing project.

Locality Capital Improvement Plan (CIP) means any plan utilized by the locality that identifies, prioritizes or allocates funding for specific eligible projects in that locality. For locality-wide projects, specific locations must be identified in the CIP to be eligible for Revenue Sharing funding.

Matching Allocations are funds allocated by the Commonwealth Transportation Board (CTB) which match a locality's contribution, on a dollar-for-dollar basis, for eligible items of work. Funding provided through other VDOT funding programs cannot be used to match Revenue Sharing Program funds. If a locality uses other non-VDOT grant funds as a match, the locality must determine if the work being performed is eligible under those non-VDOT programs and the locality is required to meet the requirements of those programs.

Maintenance Needs Analysis means a systematic approach of identifying maintenance needs based on an asset management approach. Condition assessment reviews are conducted on pavements and bridges maintained by VDOT, on a regular basis. These reviews are based on established guidelines which determine when assets are deficient and potentially in need of some corrective action.

Maintenance Performance Target means a desired level of performance for a set of assets (such as pavements and bridges) within the infrastructure network, as established and defined by VDOT. The target is usually expressed as a portion

or percentage of the infrastructure network which meets or exceeds a threshold or benchmark rating. Only assets falling below the benchmark rating (target) for bridges and pavements will be considered eligible for priority maintenance projects.

Project Completion, for the purpose of these guidelines, is defined as the date of VDOT's acceptance of the project and is generally designated by the C-5 form signed by the locality and VDOT. The C-5 is the official document used to certify the completion of a locally administered project.

Rural Addition means any subdivision street used by the date established under § 33.2-335 and eligible for addition into the secondary system.

Six-Year Improvement Plan (SYIP) means either the Six-Year Improvement Program for Interstate, Primary, and Urban Systems, developed by VDOT and the CTB; or the Secondary Six-Year Plan, the official listing of improvements to be constructed on the secondary system, which is developed jointly by VDOT and county governments (§ 33.2-332).

Statewide Transportation Plan means the comprehensive review of statewide transportation needs as adopted and updated by the CTB in accordance with § 33.2-353, commonly known as VTRANS.

2 PURPOSE

The “Revenue Sharing Program” provides funding for a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds. Statutory and CTB Policy requirements limit the amount of state funds authorized per locality and per project.

The program is administered by the VDOT, in cooperation with participating localities, under the authority of § 33.2-357 and the CTB’s Revenue Sharing Program Policy.

The CTB designates an annual allocation of funds for this program. Funds are approved by the CTB in even numbered fiscal years for a two-year cycle and are typically programmed in fiscal years three and four of the SYIP. However, where a project’s schedule demonstrates a need for an earlier programming of allocations, VDOT will attempt to adjust the programmed years to accommodate the schedule.

3 ELIGIBLE WORK

3.1 OVERVIEW

The Revenue Sharing Program may be used to finance eligible projects on highway systems within a locality, as identified in Section 1. The Revenue Sharing Program's intention is to provide funding for new eligible projects or to supplement funding for existing projects. Below are the types of work considered eligible for the Revenue Sharing Program. All eligible work is reviewed based on the priority criteria identified in Section 4, Funding Limitations.

3.1.1 Supplemental funding for projects listed in the adopted SYIP

When supplemental funding is needed to fully fund a project listed in the adopted SYIP, a locality may request additional funding through the normal application process.

3.1.2 Construction projects not included in the adopted SYIP

Localities may request funding for eligible program work through the normal application process to construct a project not currently in the SYIP. If funds are approved, the project will subsequently be adopted by the CTB in the SYIP.

3.1.3 Rural additions

Revenue Sharing Program funds may be used to fund the improvements (widening, surface treating, etc.) necessary to accept specific streets otherwise eligible under § 33.2-335. However, this section does not authorize the use of Revenue Sharing funds to improve roads in cities and towns to render them eligible as additions to the urban system.

3.1.4 Maintenance projects consistent with the VDOT's operating policies

Eligible types of maintenance work include but are not limited to, plant mix overlays, bridge or culvert rehabilitation, guardrail replacement, sidewalk repairs, and curb & gutter repair. To appropriately evaluate a priority maintenance project request for a pavement or structure with a rating below VDOT's maintenance performance targets, the locality is responsible for providing the appropriate pavement or structure deficiency documentation.

3.1.5 New hard surfacing (Paving)

Revenue Sharing Program funds may be used for the first-time paving of a previously unpaved roadway, usually composed of a multiple course asphalt surface treatment. Only roads in the state secondary system are eligible to use Revenue Sharing Program funds for new hard surfacing. If a project is funded solely with Revenue Sharing funding, there is no minimum vehicle per day requirement.

3.1.6 New roadway

Revenue Sharing Program funds may be used to establish a new facility to be part of the state highway system or part of the road system in a locality that is eligible to receive maintenance payments from VDOT pursuant to § 33.2-319. For a new roadway to be eligible for Revenue Sharing Program funding, it must be a part of a locally adopted plan, such as the locality's CIP, and be expected to divert sufficient traffic from existing public roads. Projects may also need to be included in the regional Constrained Long-Range Plan in air quality non-attainment areas. Qualifying projects should benefit the overall transportation network by providing a connection between two existing major public roads, based on current transportation needs. Projects that exclusively serve private developments or commercial establishments are not eligible.

4 FUNDING LIMITATIONS

The total amount allocated each fiscal year by the CTB for the Revenue Sharing Program shall not exceed the greater of $100 million or seven percent of funds available for distribution pursuant to subsection B of § 33.2-358.

A locality may apply for a maximum of $5 million in matching allocations per fiscal year ($10 million per biennial cycle) and the maximum lifetime matching allocation per project is limited to $10 million in matching allocations. This limitation includes any allocations transferred to a project. Up to $2.5 million per fiscal year of these requested funds may be specified for maintenance projects.

Revenue Sharing application funding will be allocated in accordance with the prioritization process stated in § 33.2-357.

Construction and maintenance projects will be evaluated and prioritized for funding as follows:

Priority 1 – Construction Projects that have previously received Revenue Sharing funding as part of the Program's application process

- Locality cumulative requests up to a total of $1 million will be evaluated and funded first.
- Locality cumulative requests over $1 million and up to $5 million per fiscal year ($10 million per biennial cycle) will be evaluated and funded next.

Priority 2 – Construction Projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or when funding will accelerate a project in a locality's CIP

- Locality cumulative requests up to a total of $1 million will be evaluated and funded first.
- Locality cumulative requests over $1 million and up to $5 million per fiscal year ($10 million per biennial cycle) will be evaluated and funded next.

Priority 3 – Projects that address deficient pavement resurfacing and bridge rehabilitation (as described in Appendix A).

- Locality cumulative requests up to $1 million will be evaluated and funded first.
- Locality cumulative requests over $1 million up to $2.5 million per fiscal year ($5 million per biennial cycle) will be evaluated and funded next.
    - To appropriately evaluate a request for a maintenance project with pavement or a structure below the VDOT's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency by the application submittal deadline.

Priority 4 – All other eligible projects (projects not meeting any of the priority criteria described above**)**

- Locality cumulative requests up to $1 million will be evaluated and funded first.
- Locality cumulative requests over $1 million will be evaluated and funded next.

Note: If funds are depleted prior to completely funding all projects within a priority, any remaining funds may be pro-rated within that priority or allocated as otherwise directed by the CTB.

5 APPLICATION FOR FUNDS

Applications for Revenue Sharing funding are accepted biennially, in odd numbered years, through VDOT's SMART Portal. A pre-application for each project request is required to ensure coordination between the locality and local VDOT District staff regarding the project's concept, eligibility, and preliminary funding priority determination.

After a locality determines that they would like to participate in the program, they should coordinate with their local VDOT District staff to review potential projects. Local VDOT District staff will provide support with reviewing project eligibility, cost estimates, and project schedules.

When submitting multiple project applications, localities will be required to prioritize the applications. Applications lacking the required documents or left in pending status in SMART Portal will not be eligible for funding. A local resolution of support from the governing body is required with the full application. The resolution's content is required to follow the LAP Manual. A resolution template is provided on the Revenue Sharing website and applicants are strongly recommended to utilize this template at the time of application to prevent project delays.

A locality may request funds for a project located within its jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the other locality. Regardless of where the project may be located, the funding limitations for each locality outlined in Section 4 still apply. Towns not maintaining their own streets may not directly apply for Revenue Sharing Program funds but may include their requests as part of the package submitted by the county where they are located. These requests are considered a part of that county's overall request. After an affirmative vote, the CTB allocates project funding through an approved resolution.

Requested funds must cover the entire cost of the project or the application must indicate the source of any additional funds necessary to fully fund the project. Indicating "future revenue sharing funds" is not acceptable, even if the intent is to reapply in future application cycles for additional Revenue Sharing allocations. After a project has been awarded for construction, any local funds committed as part of the award are not eligible to be replaced through the application process. The Revenue Sharing Program is approved biennially, and funding for specific projects in a future year's application cycle is not guaranteed.

Applications for multiple, similar-scope projects (such as traffic calming, ADA ramps, sidewalks, drainage improvements), generally referred to City/Town/County-wide projects, may be submitted. However, these applications must identify each project's location (route name/number), limits, and specific scope. The location pearl in the application will allow for multiple entries and all locations must be provided to be eligible for reimbursement. Additional projects or funding cannot be added to the original request in future application cycles; these types of projects are limited to the original funding received.

Note: If a locality requests VDOT to administer their project, they must coordinate with their local VDOT District staff prior to submitting an application. Project scopes, schedules, and estimates must be approved by VDOT prior to final application submission.

6 APPROVAL AND IMPLEMENTATION

6.1 APPROVAL

During the application submittal process, the designated local VDOT District staff will review the application and all attachments. Once the application review process has been completed, and applications have been deemed eligible, the Local Assistance Division (LAD) will develop the recommended statewide Program allocation for the CTB's review and approval.

The CTB approves the statewide Revenue Sharing Program, including allocations to specific projects in consideration of each locality's request. In accordance with the requirements of the Virginia Code and the LAP Manual, a project administration agreement (PAA) must be executed before a locality or VDOT begins work on a Revenue Sharing project. The PAA establishes general roles and responsibilities for both VDOT and the locality. The locality must execute the PAA within six months of receipt from VDOT. Failure to execute the agreement within this time frame can result in deallocation of project funding. Costs incurred prior to the CTB's approval of Revenue Sharing program allocations are not eligible for reimbursement.

6.2 IMPLEMENTATION

Upon CTB approval of the statewide program**,** development of individual projects can begin once funding is available in the SYIP. Projects may be developed and constructed by VDOT or by the locality under an agreement with VDOT.

6.2.1 VDOT administered work

VDOT administered PAAs will include a payment schedule, which outlines when VDOT will invoice a locality for their share of the project cost. Local matching funds required for the preliminary engineering (PE) phase must be collected prior to work beginning.

After the project is completed, the local VDOT Manager will review the actual costs incurred to determine if there is a surplus or deficit. If a deficit exists, VDOT will provide a final invoice to the locality for their share of the remaining project costs. Failure to reimburse VDOT can result in the denial of future allocation requests. If the locality's share of the actual cost is less than the amount received from the locality, the difference will be refunded to the locality.

6.2.2 Locally administered work

VDOT has published the Locally Administered Projects (LAP) Manual which provides information for locally administered projects and includes provisions for Revenue Sharing and other state-funded projects. The LAP Manual is the primary reference for locally administered project development and delivery requirements.

6.2.3 Timely implementation of projects

It's expected that all Revenue Sharing funding requests are for viable projects with work anticipated to begin in the fiscal year funding is programmed. Any project having funds allocated under this program shall be initiated within one year of programmed allocations. For any project which has not been initiated or has not made substantive progress within two years, the Revenue Sharing funds may be reallocated in accordance with the most recent CTB Allocation Transfer Process.

Revenue Sharing projects are subject to a deallocation process to ensure surplus project allocations can be efficiently reallocated to projects in deficit and to support the biennial application process. The following conditions may warrant deallocation:

- Completed or cancelled projects.
- Projects which have not been initiated within two (2) fiscal years of allocation, after notification to the locality.
- Projects which are on-going, where, for 24 months, the project has not made substantive progress or is significantly behind its approved project schedule, no portion of allocated Revenue Sharing funds has been expended, or project has been inactive, after notification to the locality.
- Projects where allocations significantly exceed the project estimate (typically more than 15%), after notice to the locality.

In cases where the project is complete but has a pending condemnation or claim which may be eligible for reimbursement, VDOT may retain adequate funds on the project to address such future expenditures, at its discretion, prior to removing excess funds from the project.

6.2.4 Project cancellation

If a local government intends to cancel a project that was initiated under the Revenue Sharing Program, it may do so by submitting a formal request from the City/Town Manager or County Administrator/Executive on locality letterhead to LAD. VDOT retains the sole option to require reimbursement from the locality for all state matching funds spent from the time the project started until it is canceled. Failure to reimburse VDOT for costs incurred on a canceled project may result in denial of future allocation requests.

7 REDISTRIBUTION OF SURPLUS ALLOCATIONS

7.1 SURPLUS ALLOCATIONS

Allocations no longer necessary for the completion of a project (surplus Revenue Sharing allocations) shall be made available, statewide, to support projects in deficit, within the allocation limits established by the CTB, and to supplement the biennial project selection and allocation process.

Surplus allocations shall be redistributed to existing Revenue Sharing projects in accordance with the most current SYIP transfer process, administrative procedures established in the Revenue Sharing Guidelines, and the statewide prioritization process.

7.2 STATEWIDE PRIORITIZATION PROCESS

- First priority to projects in deficit at award,
- Second priority to projects anticipated to be in deficit at advertisement,
- Third priority to projects in deficit during construction,
- Fourth priority to projects in deficit after project completion, and then to all other eligible requests.

Generally, additional allocations are only provided for projects once a need is identified at advertisement. If a deficit is identified early in the project development process, localities must submit an application through the biennial application process.

To be eligible for surplus allocations to address deficit projects, the City/Town Manager or County Administrator must formally request the funding on locality letterhead to the LAD Director. VDOT may require additional documentation to ensure all reasonable attempts at minimizing project costs have been taken prior to allocating additional Revenue Sharing funding. A new Resolution will be required if the original locality Resolution does not provide a locality commitment to address the additional local funds necessary.

7.3 SUPPLEMENTAL ALLOCATIONS

For any application cycle in which less than the full program allocation has been allocated, those localities requesting the maximum allocation may request an additional allocation subject to the discretion of the CTB. The CTB may also elect to provide supplemental allocations, within the policy's guidelines, during non-application years should additional or deallocated funding become available.

APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS

For questions regarding eligibility on maintenance performance targets or general condition ratings, the designated VDOT Manager should contact the District Maintenance Engineer (DME). If a pavement condition assessment is several years old (with the latest assessment above deficient determination), the District needs to work with their DME to see if a new assessment can be added to the review schedule. Bridges have regularly scheduled inspections, but if the condition of the bridge has degraded since the last regularly scheduled assessment, the District should contact the DME to see if a new assessment can be requested ahead of schedule. All documentation related to deficient roadways and bridges must be submitted by the application deadline in order for the roadway or bridge project request to meet Priority 3 selection criteria.

The criteria for determining whether a pavement resurfacing or bridge rehabilitation project meets the priority 3 designation is described below and is based on VDOT's performance targets.

Pavement Resurfacing Projects

Any proposed pavement maintenance project to address a pavement section that was rated as "deficient" (Critical Condition Index (CCI) below 60 or comparable criteria) is eligible for consideration as a maintenance priority project. Any proposed bridge maintenance project to address a poor rating (General Condition Ration (CGR) of 4 or below) on a VDOT- or locality-maintained bridge or structure is eligible for consideration as a maintenance priority project.

The requesting locality will be responsible for indicating on the detailed application if a project meets the priority criteria. VDOT will provide the condition data to verify that determination for all VDOT-maintained facilities. For locally maintained facilities, the locality will submit their condition rating data to the local VDOT Manager for review. Any questions about the condition assessment data and whether a project qualifies for priority funds will be determined by the District Maintenance Engineer.

Pavement condition assessments are based on surface distresses, such as roughness, cracking, patching, rutting, potholes, etc. The detailed findings are summarized into a CCI rating, which is based on a scale of 0 to 100, with 100 being assigned to a pavement section with no visible distresses. Any pavement section receiving a CCI rating below 60 is termed "deficient" and can potentially be considered for maintenance activities. The type of maintenance activity is usually selected based on the extent and the severity of distress. Any pavement with a CCI rating below 60 can qualify for the established priority criteria.

Bridge Rehabilitation Projects

Bridge Condition Assessments are based on the condition of structures defined by General Condition Ratings (GCRs) assigned to each structure during regularly scheduled inspections. These inspections are required by VDOT policy (IIM-S&B-27.12) and by the federally mandated National Bridge Inspection Program. For each bridge or culvert, GCR is used to describe the existing, in-place structure compared to its as-built condition. Evaluations are provided for the physical condition of the deck, superstructure, and substructure, or culvert components of a structure (therefore, bridges will usually have three GCRs, and culverts will have one). GCRs are based on a scale of 0 to 9, with 0 being the worst and 9 being the best conditions. Virginia categorizes the structure inventory into three categories: Good, Fair, and Poor. They are defined as:

- Good – lowest GCR is greater than or equal to 6. Structures in this category typically need preventive maintenance work such as bridge cleaning, deck sealing, sealing joints, thin deck overlays, and spot/zone painting.

- Fair – lowest GCR is equal to 5. Structures in this category are typically in need of restorative maintenance actions such as deck patching, rigid deck overlays, reconstructing/closing joints, substructure repairs, fatigue retrofitting, over-coating or re-coating, scour repairs, cathodic protection, and electrochemical chloride extraction.
- Poor – lowest GCR is less than or equal to 4. Structures in this category typically need rehabilitation work actions such as deck replacements, superstructure replacements, and culvert rehabilitation, or complete structure replacement.

Virginia performs an annual needs assessment of the structure inventory to determine the resources required to address the structures in each condition category. Bridges and culverts that are in the poor condition category can qualify for the established priority criteria, provided the items deemed as poor are being addressed. While bridges and culverts that are in the fair and good condition categories do not meet the primary criteria for priority consideration, maintenance projects are encouraged for these structures as system preservation activities, and these projects would qualify for Revenue Sharing funding.

If a secondary pavement condition assessment is several years old (with the latest assessment above deficient determination), the District Maintenance Engineer will determine if a new assessment can be added to the current review schedule. Interim bridge ratings will not usually be considered, and the latest regularly scheduled rating should be the basis for evaluation of the priority criteria. Failure to provide the rating documentation will result in the roadway or bridge project request being determined as not meeting the Priority 3 selection criteria.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

November 10, 2025

MOTION

Made By: Seconded By:

Action:

Title: Adoption of Policy on Use of Project Labor Agreements for Projects Funded with Allocations by the Board

WHEREAS, the Commonwealth Transportation Board (Board) recognizes that Va. Code § 2.2-4321.2 authorizes public bodies procuring products or services, and/or letting contracts for construction, manufacture, maintenance, or operation of public works to require bidders, offerors, contractors, or subcontractors to enter into or adhere to Project Labor Agreements (PLA) with one or more labor organizations, on the same or related public works projects; and

WHEREAS, the Commonwealth Transportation Board recognizes that Virginia's Right to Work law under Va. Code § 40.1-59 establishes that any agreement between an employer and any labor union or labor organization whereby persons not members of such union or organization are denied the right to work for the employer, or whereby such membership is made a condition of employment or continuation of employment by such employer, or whereby any such union or organization acquires an employment monopoly in any enterprise, is against public policy in the Commonwealth of Virginia; and

WHEREAS, under Va. Code § 33.2-214 the Commonwealth Transportation Board shall have the power and duty to coordinate the planning for and financing of transportation needs, including needs for highways, railways, seaports, airports, public transportation and spaceports, and set aside funds pursuant to a Six-Year Improvement Program of anticipated projects and programs by July 1 of each year; and

WHEREAS, under Va. Code § § 33.2-214 and 33.2-209 the Commonwealth Transportation Board shall have the power and duty to enter into contracts with the local districts, commissions, agencies, or other entities created for transportation purposes. Furthermore, the Commonwealth Transportation board shall have the power and duty to let all contracts to be administered by the Department of Transportation or the Department of Rail and Public Transportation for the construction, maintenance, and improvement of the highways compromising systems of state highways and for all activities related to passenger and freight rail and public transportation in excess of $5 million.

NOW THEREFORE BE IT RESOLVED, considering Va. Code § 2.2-4321.2 and pursuant to the Board's status as a "Policy Board", the Commonwealth Transportation Board believes that it is necessary to provide guidance in the form of a Policy on the use of Project Labor Agreements and the development of such agreements to carefully follow and/or reconcile with the laws of the Commonwealth of Virginia.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby adopts the *Policy on Use of Project Labor Agreements For Projects Funded with Allocations by the Board,* presented at the October 2025 Workshop and attached hereto as Attachment A, intending such Policy to be effective on the date of this Resolution.

####

Commonwealth Transportation Board (CTB) Decision Brief
Policy on Use of Project Labor Agreements for Projects Funded with Allocations by the Board

Issue: Considering Va. Code § 2.2-4321.2 and pursuant to the Board's status as a "Policy Board", the Commonwealth Transportation Board believes that it is necessary to consider whether it should provide guidance in the form of a Policy on the use of Project Labor Agreements and the development of such agreements to carefully follow and/or reconcile with the laws of the Commonwealth of Virginia.

Facts: Va. Code § 2.2-4321.2 authorizes public bodies procuring products or services, and/or letting contracts for construction, manufacture, maintenance, or operation of public works to require bidders, offerors, contractors, or subcontractors to enter into or adhere to Project Labor Agreements (PLA) with one or more labor organizations, on the same or related public works projects.

Virginia's Right to Work law under Va. Code § 40.1-59 establishes that any agreement between an employer and any labor union or labor organization whereby persons not members of such union or organization are denied the right to work for the employer, or whereby such membership is made a condition of employment or continuation of employment by such employer, or whereby any such union or organization acquires an employment monopoly in any enterprise, is against public policy in the Commonwealth of Virginia.

Under Va. Code § 33.2-214 the Commonwealth Transportation Board has the power and duty to coordinate the planning for and financing of transportation needs, including needs for highways, railways, seaports, airports, public transportation and spaceports, and set aside funds pursuant to a Six-Year Improvement Program of anticipated projects and programs by July 1 of each year.

Under Va. Code § § 33.2-214 and 33.2-209 the Commonwealth Transportation Board has the power and duty to enter into contracts with the local districts, commissions, agencies, or other entities created for transportation purposes. Furthermore, the Commonwealth Transportation board shall have the power and duty to let all contracts to be administered by the Department of Transportation or the Department of Rail and Public Transportation for the construction, maintenance, and improvement of the highways compromising systems of state highways and for all activities related to passenger and freight rail and public transportation in excess of $5 million.

On October 14, 2025, the Commonwealth Transportation Board was presented with information and a draft Policy on the Use of Project Labor Agreements for its consideration.

Recommendations: Considering the foregoing, and pursuant to the Board's status as a Policy Board, it is recommended that the Commonwealth Transportation Board consider whether it is necessary to provide guidance in the form of a Policy on the use of Project Labor Agreements

and the development of such agreements to carefully follow and/or reconcile with the laws of the Commonwealth of Virginia, and if the Board determines that such a policy is necessary, it is recommended that the Board adopt the *Policy on Use of Project Labor Agreements for Projects Funded with Allocations by the Board*, set forth in Attachment A.

Action Required by CTB: Should the Commonwealth Transportation Board determine that it is necessary to provide guidance in the form of a Policy on the use of Project Labor Agreements and seek to adopt the Policy set forth in Attachment A, a majority of the Board must approve a resolution adopting said Policy.

Result, if Approved: The Policy on Use of Project Labor Agreements set forth in Attachment A shall become effective.

Options: Approve, Deny, Defer

Public Comments/ Reaction: No comments or reaction from the public have been received regarding this matter.

ATTACHMENT A

Commonwealth Transportation Board
Policy on Use of Project Labor Agreements for Projects Funded with Allocations by the Board
October 2025

Whereas the Commonwealth Transportation Board (Board) recognizes that Va. Code § 2.2-4321.2 authorizes public bodies procuring products or services, and/or letting contracts for construction, manufacture, maintenance, or operation of public works to require bidders, offerors, contractors, or subcontractors to enter into or adhere to Project Labor Agreements (PLA) with one or more labor organizations, on the same or related public works projects; and

Whereas the Commonwealth Transportation Board recognizes that Virginia's Right to Work law under Va. Code § 40.1-59 establishes that any agreement between an employer and any labor union or labor organization whereby persons not members of such union or organization are denied the right to work for the employer, or whereby such membership is made a condition of employment or continuation of employment by such employer, or whereby any such union or organization acquires an employment monopoly in any enterprise, is against public policy in the Commonwealth of Virginia; and

Whereas under Va. Code § 33.2-214 the Commonwealth Transportation Board shall have the power and duty to coordinate the planning for and financing of transportation needs, including needs for highways, railways, seaports, airports, public transportation and spaceports, and set aside funds pursuant to a Six-Year Improvement Program of anticipated projects and programs by July 1 of each year; and

Whereas under Va. Code § § 33.2-214 and 33.2-209 the Commonwealth Transportation Board shall have the power and duty to enter into contracts with the local districts, commissions, agencies, or other entities created for transportation purposes. Furthermore, the Commonwealth Transportation board shall have the power and duty to let all contracts to be administered by the Department of Transportation or the Department of Rail and Public Transportation for the construction, maintenance, and improvement of the highways compromising systems of state highways and for all activities related to passenger and freight rail and public transportation in excess of $5 million.

Therefore, considering Va. Code § 2.2-4321.2 and pursuant to the Board's status as a "Policy Board", the Commonwealth Transportation Board believes that it is necessary to provide guidance on the use of Project Labor Agreements and the development of such

agreements to carefully follow and/or reconcile with the laws of the Commonwealth of Virginia.

It is the belief of the Commonwealth Transportation Board that the use of a Project Labor Agreement may be considered when such an agreement would clearly and significantly benefit the project and advance the interests of the Public and the Commonwealth. The Commonwealth Transportation Board will require entities seeking Board funded use of a PLA to demonstrate: (1) quantifiable cost savings through the use of such an agreement, (2) evidence of increased effectiveness and efficiency of the project, and (3) quality, safety and timeliness benefits to the project. Accordingly, a Project Labor Agreement may be used on a project funded in whole or in part with state or federal funding allocated by the Board pursuant to the six-year improvement program, upon a finding by the Board that a Project Labor Agreement satisfies the requirements of this Policy.

I. Definitions

For the purposes of this Policy, the following terms shall have the meaning set forth below:

Independent Third-Party means an entity with no organizational ties to the Project Sponsor that has a minimum of five years demonstrated experience in performing evaluations and assessing the potential and actual impacts of Project Labor Agreements on projects.

Project Labor Agreement (PLA), as set forth in Va. Code § 2.2-4321.2, means a pre-hire collective bargaining agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific public works project.

Project Sponsor means the public entity responsible for administration and/or delivery of the project.

II. Requirements

The following requirements shall apply in the determination of whether or not a Project Labor Agreement may be used on a project funded in whole or in part with state or federal funding allocated by the Board pursuant to the six-year improvement program.

1. Commonwealth Transportation Board's Determination of a Project's PLA Eligibility

While the Commonwealth Transportation Board agrees and understands that a public body may (in its bid specifications, project agreements, or other controlling documents) allow or require bidders, offerors, contractors, or subcontractors to enter into PLAs on projects, the

Board must work to balance the use of PLAs as it relates to the Public's and Commonwealth's best interest and subsequent use of Board allocated transportation funds. The Board must weigh a PLA's usefulness based on a declaration of need by the Project Sponsor and evidence that, based on its size and complexity, the project requires predictability in costs, an extended period, timely completion, multiple contractors and trades, and a need to ensure a unified, skilled and trained workforce.

In accordance with the effort to be effective stewards of Commonwealth resources; to balance the right to work policy of the Commonwealth of Virginia embodied in the Right to Work statutes (Va. Code §§ 40.1-58 through 40.1-69); and acknowledging that a PLA may be permitted by public bodies, the Commonwealth Transportation Board finds it necessary to develop a policy with appropriate criteria to determine if the use of a PLA is in the Public's and Commonwealth's best interest.

The Commonwealth Transportation Board shall, on a project-by-project basis, render a determination of PLA eligibility and may approve the use of a PLA on a project only if the Project Sponsor has submitted a written request along with an evaluation prepared by an Independent Third- Party that make a clear and compelling case that the use of a PLA on the project will significantly benefit the project and advance the interests of the Public and the Commonwealth from the standpoint of quantifiable cost savings, effectiveness, efficiency, quality, safety and timeliness and shall meet the requirements of the Virginia Right to Work statutes.

In considering whether the Project Sponsor made a clear and compelling case that use of a PLA will benefit the project and advance the Interests of the Public and the Commonwealth, the Commonwealth Transportation Board shall consider the Project Sponsor's request combined with an Independent Third-Party evaluation that address, at a minimum, each of the following factors:

A. The PLA's usefulness as it relates to the size and complexity of the project;

B. Whether, and the extent to which, use of a PLA will increase or decrease the costs of the project, based on:

    i. Project cost estimates with use of a PLA, and
    ii. Project cost estimates without use of a PLA;

C. The importance of the project and need to adhere to a certain timeline; whether the project cannot be completed in accord with the timeline needed by the Commonwealth without a PLA and the risks presented by use of a PLA on the timeline;

D. Impacts (positive/negative) of a PLA on competition, including but not limited to:
    i. Impacts (positive/negative) on the number of contractors that would otherwise be willing or able to bid or offer proposals on the project, including but not limited to their union/non-union status or participation/non-participation in collective bargaining agreements;
    ii. Impacts (positive/negative) on the ability of Virginia-based contractors or Virginia residents to participate in the contract;

E. Whether use of a PLA will deny work to any Virginia worker based on their union or non-union membership status;

F. Whether there is an actual shortage of skilled labor needed for the project, considering the availability of labor inside and outside the project area and whether use of a PLA will resolve/address the labor shortage;

G. Whether VDOT's or DRPT's prequalification requirements do not adequately address the Interests of the Public and the Commonwealth; and

H. Whether use of a PLA would impact the risks of labor disputes or unrest affecting the project, to include:
    i. the circumstances that are present which may lead to a heightened risk of labor disruption, such as the history of labor unrest in the area, the anticipated working conditions of the project relating to the environment or work schedules, and the expiration of one or more collective bargaining agreements that could lead to jurisdictional disputes and evidence that use of a PLA will prevent strikes from occurring during the project;
    ii. impacts of a labor disruption to the users, the operation of the facility, the region and the impact that use of a PLA would have on the potential for labor disruption; and
    iii. the costs of a delay should a labor disruption occur.

The Board shall consider the Project Sponsor's request and will only approve the use of a PLA for the project, if the Board, by a formal resolution, finds that Project Sponsor's request and the Independent Third-Party Evaluation have, taking into consideration each of the factors above, made a clear and compelling case that use of a PLA will have a positive impact and will benefit the project and advance the Interests of the Public and the Commonwealth.

2. Process

A Project Sponsor seeking to utilize a PLA for a project funded with state or federal funds allocated by the Board pursuant to the six-year improvement program shall submit to the Commissioner of Highways or Director of DRPT a PLA Request Packet consisting of its written request along with an evaluation prepared by an Independent Third-Party that make a clear and compelling case that the use of a PLA will significantly benefit the project and advance the Interests of the Public and the Commonwealth. The Independent Third-Party evaluation shall, at a minimum, address each of the factors set forth in Section II-1(Commonwealth Transportation Board's Determination of a Project's PLA Eligibility)

The Commissioner of Highways or Director of DRPT shall, upon receipt of a PLA Request Packet from the Project Sponsor, assess the packet for completeness, to ensure that all factors required in Section II-1 (Commonwealth Transportation Board's Determination of a Project's PLA Eligibility) have been addressed. The Commissioner or Director shall notify the Project Sponsor of the results of the assessment no later than 60 calendar days after receipt of the PLA Request Packet. Failure by the Commissioner or Director to satisfy the timeline for the assessment set forth herein shall not constitute or be construed as a finding that a PLA Request Packet is complete; the Commissioner or Director shall, however, notify the Project Sponsor of the reasons for the delay. If the submission is determined to be incomplete, the Commissioner or Director shall provide the Project Sponsor with a written assessment advising of the reasons the PLA Request Packet was assessed as being incomplete.

If it is determined that the submission is complete and ready for the Board's consideration, the Commissioner or Director shall coordinate with the Chair of the Commonwealth Transportation Board to include the matter as an agenda item for the Board's consideration at the next, (if practicable), but no later than the second regularly scheduled workshop meeting of the Board following completion of the assessment.

The Board shall by resolution, at the next month's regularly scheduled action meeting, (if practicable), but no later than the second month's regularly scheduled action meeting of the Board following the Commissioner's or Director's presentation of a PLA Request Packet, render its determination on whether or not a request for use of a PLA makes a clear and compelling case that the project will significantly benefit from a PLA and advance the Interests of the Public and the Commonwealth. Failure by the Board to render a

determination in accord with the timeline set forth herein shall not constitute or be construed as an approval for the Project Sponsor to use a PLA on the subject project; the Board shall however notify the Project Sponsor of the reasons for the delay.

Upon a determination by the Board that a PLA may be used on a project, the Commissioner or Director shall work with the Project Sponsor to ensure that the PLA complies with state and federal laws. To the extent that a project is funded in whole or in part with federal funds, in addition to approval by the Board, use of a PLA on the project and possibly terms of the PLA may require federal approval. Accordingly, the Commissioner or Director shall work with the Project Sponsor to ensure that the Project Sponsor has met all requirements for submission, review and approval at the federal level and that the requisite federal entity(ies) has/have approved the PLA for the project.

3. Reporting Requirements

It is in the interest of the Commonwealth and the Commonwealth Transportation Board that information be collected and reported relating to administration of and benefits/disadvantages attributable to the use of Project Labor Agreements in the Commonwealth for projects funded in whole or in part with state or federal funds allocated by the Board pursuant to the six-year improvement program. Accordingly, if the Board makes a determination that a project is eligible for use of a PLA, and the Project Sponsor elects to use a PLA for the project, the Board will require annual reporting of the following information relating to the project for the prior calendar year as well as information substantiating the benefits of such PLA. This information must be submitted by the Project Sponsor to the Board by January 31 of each year.

A. Project Name/Description, Letting Date, Award Date, and Type of Procurement (Low-bid, Design Build Best Value, etc.),
B. Original Contract dollar value, Number of responsive bidders, Total project costs inclusive of change orders issued since contract award,
C. Unapproved or pending change order value since contract award,
D. Original contract completion date,
E. Actual or anticipated contract completion date, including approved, pending or unapproved schedule extensions,
F. Project Workforce – Total number of workers and number of Virginia permanent resident workers[1] participation,

[1] *For this reporting requirement, a Virginia permanent resident is defined as a worker employed on the project who meets the definition of a domiciliary resident as defined in Virginia Code Section 23VAC10-110-30.*

G. Any and all occurrences and details of labor disruptions, regardless of the impact to the project experienced by any contractor or subcontractor on the project.

Further, no later than 60 calendar days after the project closeout, the Project Sponsor shall also submit to the Board a final report bearing the information above as well as information substantiating the overall benefits of the PLA for the entire project period.

The Commonwealth Transportation Board shall post on its website the reports submitted pursuant to this policy.


VDOT
Virginia Department of Transportation

BIDS FOR NOVEMBER CTB ACTION MEETING

Ben Coaker, P.E.

November 10, 2025

Order No. N04 – HAMPTON ROADS – UPC 117033

SCOPE:	SOUND BARRIER WALL
LOCATION:	CITY OF PORTSMOUTH
BID:	1
LOW BID:	$31,294,965 (within range)
CONTRACTOR:	JOSEPH B. FAY CO. (PITTSBURGH, PA)

Order No. N29 – NORTHERN VIRGINIA – UPC 118393

SCOPE:	RETAINING WALL REPAIR
LOCATION:	FAIRFAX COUNTY
BIDS:	2
LOW BID:	$6,541,131 (within range)
CONTRACTOR:	MARTINS CONSTRUCTION CORP. (FALLS CHURCH, VA)

Order No. N30 – NORTHERN VIRGINIA – UPC 118396 & 126832

SCOPE:	BRIDGE REHABILITATION
LOCATION:	FAIRFAX COUNTY
BIDS:	4
LOW BID:	$7,655,463.84 (within range)
CONTRACTOR:	MARTINS CONSTRUCTION CORP. (FALLS CHURCH, VA)

Order No. 273 – SALEM – UPC 126917 & 126918

SCOPE:	2026 SURFACE TREATMENT SECONDARY
LOCATION:	VARIOUS COUNTIES
BID:	1
LOW BID:	$7,206,749 (within range)
CONTRACTOR:	WHITEHURST PAVING COMPANY, INC. (RICHMOND , VA)

Order No. 477 – RICHMOND – UPC 20186 & 127764

SCOPE:	2026 CAPE SEAL - SECONDARY
LOCATION:	VARIOUS COUNTIES
BIDS:	2
LOW BID:	$5,203,446 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)


VDOT
Virginia Department of Transportation

November 2025 CTB Meeting

N04

0264-124-251, M501 **City of Portsmouth**

The purpose of this project is to install sound barrier walls along I-264 EB and WB in the City of Portsmouth, Virginia between the Portsmouth Blvd. Interchange and the Effingham St. Interchange. This project is a result of the Midtown Tunnel/Downtown Tunnel P3 project, completed in 2016, and the subsequent noise study re-evaluation required post-completion.

This project is funded with a combination of state and federal funds and fully reviewed by the Environmental Division, who obtained all required permits. All right of way needs for the project were acquired. Impacted utilities include power and fiber.

Fixed Completion Date: December 20, 2027

N29

0029-029-532, B656 – B659 **Fairfax County**

The purpose of this project is to repair retaining wall systems at a 3-level interchange and in turn address recurring pavement deterioration comprised of potholes, settlement, and voids under the pavement that run along the edge of existing Rte 29 ramps that feed the mid-level junction where distribution of interchange movements occurs for Routes 29, 286, and 608.

This project is funded by State Maintenance Funds with anticipation of Federal participation. This project has been reviewed by the Environmental Division, and all permits have been obtained. All work will be performed within existing Right of Way.

Fixed Completion Date: September 6, 2027

N30

0267-029-535, B657 **Fairfax County**

The purpose of this project is to replace the superstructure and rehabilitate the substructure of the bridge and replace an existing overhead sign structure that has been recommended for replacement. The project is located on Rte. 267 at mile marker 26 (Rte. 123 Interchange)

This project is funded by State Maintenance Funds with anticipation of Federal participation. This project has been reviewed by the Environmental Division, and all permits have been obtained. All work will be performed within existing Right of Way.

Fixed Completion Date: January 24, 2028

273

ST2A-962-F26, P401 **Salem District - Various**

The purpose of this project is to Surface Treat various secondary routes in Bedford, Botetourt, Carroll, Craig, Floyd, Franklin, Henry, Montgomery, Patrick, and Roanoke Counties. The project will include mainline resurfacing and pavement line markings.

This project is funded with a combination of state and federal funds. The inclusion of dedicated pedestrian or bicycle facilities is inapplicable due to the scope of work. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing Right of Way, and no utilities will be impacted.

Fixed Completion Date: October 18, 2026

477

SS4A-964-F26, P401 **Richmond District - Various**

The purpose of this project is to perform Cape Seal on various secondary routes in Chesterfield, Goochland, Hanover, and Powhatan Counties. The project will include asphalt hot mix patching, surface treatment (chip seal) and slurry, and removal and reinstallation of pavement markings.

The inclusion of dedicated pedestrian or bicycle facilities is inapplicable due to the scope of work. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing Right of Way, and no utilities will be impacted.

Fixed Completion Date: October 18, 2026