COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
January 6, 2026
12:30 p.m. or upon adjournment of January 6, 2026, Workshop Meeting

Public Comments:

Approval of Minutes:

December 9, 2025

TRANSPORTATION AND MOBILITY PLANNING DIVISION

Presenting: Ben Mannell
Director

1. Action on Approval of Interstate 81 Corridor Improvement Program Progress Report.

Presenting: Rob Williams
Highway Planning Programs Manager

2. Action on Approval of 2026 Interstate 81 Corridor Improvement Plan.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

3. Action on Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Intersection Improvements, Project 0064-037-805, P101, R201, C501,UPC# 123919, Located within the Richmond District.

LOCAL ASSISTANCE DIVISION: ***Presenting: Terry Short, Division Administrator***

4. Action on Economic Development Access to Dillard Industrial Sites Project ECON-005-173, Amherst County Located within the Lynchburg District.

INFRASTRUCTURE INVESTMENT DIVISION: ***Presenting: Kimberly Pryor, Chief Financial Officer***

5. Action on Revised FY26-31 Six-Year Improvement Program Transfers November 15, 2025, through December 12, 2025.

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

ENVIRONMENTAL DIVISION: ***Presenting: Scott Smizik, Assistant Division Administrator***

7. Action on Location Approval for the Powhite Parkway Project.

TRAFFIC OPERATIONS DIVISION: ***Presenting: Mark Cole, Director***

8. Action on Delegation of Authority to Correct Virginia Manual on Uniform Traffic Control Devices (MUTCD), Version 11.0.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATON:

Presenting: Jennifer Mayton, Deputy Director

9. Action on Making Efficient and Responsible Investments in Transit Program Review.

OFFICE OF THE SECRETARY OF TRANSPORTATON

Presenting: John Lawson, Deputy Secretary

10. Action on Transportation Partnership Opportunity Fund Allocation to the County of Albemarle for the Boulders Road Improvements Project Located within the Culpeper District.

11. Action on Transportation Partnership Opportunity Fund Allocation to the County of Chesterfield for the West Area Arterial Collector Project Located within the Richmond District.

12. Action to Approve Transfer of SVRT project to VPRA.

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

13. Action on Regulatory Reduction Program and Final Regulatory Amendments: Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100).

TRAFFIC OPERATIONS DIVISION:

Presenting: Cathy McGhee
Deputy Commissioner

14. Action on Next Gen Traffic Operations Data Service (Next Gen) Contract Award.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

15. Bids.

NEW BUSINESS:

ADJOURNMENT:

# # #

COMMONWEALTH of VIRGINIA

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RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

Agenda Item #1

January 6, 2026

MOTION

Made By: **Seconded By:**

Action:

Title: Approval of Interstate 81 Corridor Improvement Program Progress Report

WHEREAS, pursuant to Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Commonwealth Transportation Board (the "Board"), to study financing options for improvements to Interstate I-81 (I-81) and, with support from the Office of Intermodal Planning and Investment, to develop and adopt an I-81 Corridor Improvement Plan (the "Plan"); and

WHEREAS, on December 5, 2018, the Board adopted the Plan, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

WHEREAS, Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.), creating the I-81 Corridor Improvement Fund (the "Fund") and directing the Board to establish the I-81 Committee, adopt an I-81 Corridor Improvement Program (the "Program"), update the Program each year, and report annually to the General Assembly the status and progress of implementation of the Program (the "Progress Report"); and

WHEREAS, pursuant to Va. Code § 33.2-3602(A), the Program shall, at a minimum: (i) allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board; (ii) include a financing plan to support such allocation; and (iii) include a schedule for all new projects and strategies identified in the Plan adopted by the Board; and

WHEREAS, as adopted by the Board in 2018, and in addition to multimodal and operational improvements, the initial Plan identified 106 capital projects for consideration, 64 of which were prioritized for funding, with such projects to be implemented through 2035 based on the current 2024 revenue assumptions and debt model; and

WHEREAS, although not included in the 2018 Plan, the Board modified and fully funded the northbound I-81 widening project between Exit 137 and Exit 128 to include southbound widening (UPC 116197); and

WHEREAS, two prioritized projects from the 2018 Plan have been added to the Six-Year Improvement Program (SYIP) by the Board and funded for preliminary engineering and right-of-way activities as a result of the support provided to the Program by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the "Appropriation Act"): (i) the widening I-81 to three lanes northbound and southbound from mile marker (MM) 313 to MM 317 in the Staunton District (UPC 116281) and (ii) the addition of a northbound lane from MM 116 to MM 128 in the Salem District (UPC 116196); and

WHEREAS, pursuant to Va. Code § 33.2-3602 (D), the annual Progress Report submitted to the General Assembly must include, at a minimum: (i) the safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor; (ii) an assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program; (iii) the status of capital projects funded through the Program; and (iv) the current and projected balances of the Fund; and

WHEREAS, the I-81 Committee received a briefing on the above Program progress on December 2, 2025, and that information was captured in the 2025 Progress Report, which satisfies the requirements set forth in Va. Code § 33.2-3602.

NOW, THEREFORE, BE IT RESOLVED, that the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A, as required by Va. Code § 33.2-3602 and directs that such Progress Report be submitted to the General Assembly, in accordance with the processes for submission of such reports.

####

CTB Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report

Issue: Approval by the Commonwealth Transportation Board (the "Board") is sought to submit the annual I-81 Corridor Improvement Program Progress Report for 2025 (the "Progress Report") to the General Assembly, required by Va. Code § 33.2-3602.

Facts: Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.) creates the Interstate 81 (I-81) Corridor Improvement Fund (the Fund) and directs the Board to establish the I-81 Committee, adopt an Corridor Improvement Program (the Program), update the Program each year, and report annually to the General Assembly on the status and progress of implementation of the Program.

In enacting Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Board to study financing options for improvements to I-81 and, with assistance from the Office of Intermodal Planning and Investment (OIPI), to develop and adopt an I-81 Corridor Improvement Plan (the "Plan"). The Board approved the Plan on December 5, 2018, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

Chapters 837 and 846 of the 2019 Acts of Assembly established the Fund, the Program, and the I-81 Committee. Virginia Code § 33.2-3602 requires the Board to update the Program by July 1 of each year and to report to the General Assembly on the status of implementation of the Program by December 15 of each year.

Revenue sources initially dedicated to the Fund include a newly established truck registration fee, an I-81 corridor regional fuels tax, and statewide diesel and road taxes. Funds to support the Program became available July 1, 2019.

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities that I-81 passes through. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle miles travelled (VMT) on I-81 by vehicle Class 6 or higher, to total VMT by vehicle Class 6 or higher on all Interstate highways. Beginning in FY21, the truck registration fees and road tax revenue from the Program were dedicated to the Fund. Adoption of the FY25 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

The current and projected allocations of the Program based on the FY26-31 SYIP is reflected in the following table.

Fiscal Year	FY25*	FY26	FY27	FY28	FY29	FY30	FY31	Total**
Total Available	$1,466.4	$382.1	$531.0	$204.2	$481.2	$223.5	$229.0	$3,517.4

*FY25 and prior years

The Plan initially identified 106 capital projects for consideration and prioritized 64 projects for funding, in addition to multimodal and operational improvements, with projects to be implemented through 2035 based on the current revenue assumptions and debt model. The Board modified UPC 116197, northbound widening between Exits 137 and 128, to include southbound widening as well in 2024. Two of the originally prioritized projects were added to the SYIP for preliminary engineering and right-of-way activities based on support provided by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the Appropriation Act):

- UPC 116196 – Addition of northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281 -- Widening to three lanes northbound and southbound from MM 313 to 317 in the Staunton District.

Monies in the Fund shall only be used for capital, operating, and other improvement costs identified in the Plan. Of the 64 capital projects included in the I-81 Corridor Improvement Plan and Program, 34 have been completed. The FY26-31 SYIP was adopted by the Board on June 24, 2025, and included both operational improvements and the remaining prioritized capital improvement projects identified in the Plan.

Pursuant to Va. Code § 33.2-3602 (A), the I-81 Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;
2. Include a financing plan to support such allocation; and
3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board.

Prior to the adoption of the Program, the Board shall review the recommendations of and consult with the I-81 Committee.

Pursuant to Va. Code § 33.2-3602 (D), the Progress Report must include, at a minimum:

1. The safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor;
2. An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
3. The status of capital projects funded through the Program; and
4. The current and projected balances of the Fund.

The 2025 Progress Report satisfies the requirements of § 33.2-3602.

The I-81 Committee, which includes Board members of the Bristol, Salem, and Staunton construction districts, received briefings on the status of the Program and met on December 2, 2025. The I-81 Committee was provided the draft I-81 Corridor Improvement Program Progress Report for review and comment.

Recommendations: Approval is recommended for the submission of the Progress Report, attached hereto as Appendix A.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the annual I-81 Corridor Improvement Program Progress Report and to report to the General Assembly regarding the status and progress of implementation of the Program.

Result, if Approved: If approved, the Progress Report will be submitted to the General Assembly.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 PROGRAM PROGRESS REPORT

December 2025

Prepared for:

Virginia GENERALASSEMBLY.GOV

Prepared by:

Commonwealth Transportation Board













INTRODUCTION

In April 2019, the Virginia General Assembly enacted legislation that Governor Ralph Northam signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified in the I-81 Corridor Improvement Plan (the Plan) for implementation. The Plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specify the roles and responsibilities of the Board and the I-81 Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

LEGISLATIVE REQUIREMENTS

Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year "regarding the status and progress of implementation of the Program." This report is mandated to include the following information:

- An evaluation of safety and performance of I-81 using the following measures of effectiveness:
  - **Crash frequency and severity:** the total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale, summarized per mile
  - **Total delay:** the total person-hours of delay caused by the impacts of congestion, incidents, and weather events, summarized per mile
  - **Lane-impacting incident frequency:** the number of incidents that lead to at least one lane of the interstate being closed for an hour or more, summarized per mile
  - **Lane-impacting incident duration:** the duration in hours of at least one lane of the interstate being closed due to an incident
- An assessment of the effectiveness of the operational strategies and capital improvement projects implemented and funded through the Program
- The status of capital improvement projects funded through the Program
- The current and projected balances of the Fund

House Bill 2718 (Chapter 837) and Senate Bill 1716 (Chapter 846) established the I-81 Corridor Improvement Program, Fund, and Committee. Governor Ralph Northam announced amendments to the bills in March 2019, which provided dedicated annual funding to the corridor. The revenues for the Fund were provided through the creation of a new truck registration fee and the establishment of an I-81 regional fuels tax, a statewide diesel tax, and a statewide road tax.

During the 2020 General Assembly, House Bill 1414 (Chapter 1230) and Senate Bill 890 (Chapter 1275) included the following changes to the Program and Fund:

- Authorized the sale and issuance of bonds with an aggregate principal amount of $1 billion
- Converted the regional fuels tax to a cent per gallon tax with the opportunity for annual growth based on the Consumer Price Index
- Amended the regional fuels tax to include only localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
- Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program (IOEP); previously provided statewide revenue sources were committed to the Commonwealth Transportation Fund beginning in fiscal year 2021

TIMELINE OF EVENTS 2024-2025

JAN 2024
- 2023 I-81 Annual Progress Report submitted to the General Assembly

FEB 2024
- Construction of widening project between Exits 144 and 152 in Roanoke and Botetourt Counties begins

MAR 2024

APR 2024

MAY 2024

JUNE 2024

JULY 2024

AUG 2024

SEPT 2024
- Construction of widening project between Exits 300 and 295 in Shenandoah and Warren Counties begins

OCT 2024
- Construction of two truck climbing lane projects between Exits 234 and 237 in Augusta County begins

NOV 2024

DEC 2024
- 2024 I-81 Annual Progress Report submitted to the Commonwealth Transportation Board

JAN 2025
- 2024 I-81 Annual Progress Report approved by the Commonwealth Transportation Board and the General Assembly

FEB 2025

MAR 2025

APR 2025

MAY 2025

JUNE 2025
- Construction of acceleration lane extension project at Exit 188 in Rockbridge County is complete
- Construction of two truck climbing lane projects between Exits 32 and 35 in Washington County is complete

JULY 2025
- Construction of acceleration lane extension projects in Pulaski County (Exit 94) and Montgomery County (Exit 105) begins

AUG 2025

SEPT 2025

OCT 2025
- Construction of widening projects between Exits 243 and 247 in Rockingham County begins
- Construction of deceleration lane extension project at Exit 45 in Smyth County begins

NOV 2025
- Construction of widening project between Exits 128 and 137 in Montgomery County begins

DEC 2025
- Commonwealth Transportation Board to approve the 2025 I-81 Annual Progress Report and send it to the General Assembly

CURRENT AND PROJECTED BALANCES OF THE FUND

As of July 2025, the Virginia Department of Transportation (VDOT) documented the current and projected funds available in the Program. The current and projected balances of the Fund are summarized in **Table 1**, of which all available funds are expected to be allocated to projects within the Program. The amounts shown in the table reflect the allocation of funding adopted by the Board on June 24, 2025, for the capital projects programmed into the Fiscal Year 2026-2031 Six-Year Improvement Program (SYIP). Annual funding for the program is anticipated to be between $200-250 million. Estimated schedule information for capital improvement projects is available in **Appendix A** and can be found at www.improve81.org.

Table 1: Current Versus Projected Funds Available Based on the FY 2026-2031 SYIP (in millions of dollars)

Source	Through FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
I-81 Regional Fuels Tax	$465.7	$88.6	$89.5	$91.4	$93.4	$95.4	$95.4	**$1,019.4**
I-81 Allocation from IOEP	$436.3	$97.4	$107.3	$112.8	$120.9	$128.1	$133.6	**$1,136.4**
General Fund[1]	$245.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$245.0**
Other Sources[2]	$71.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$71.5**
Interest Income	$48.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$48.5**
Prior Year Revision	$0.0	($3.3)	$0.0	$0.0	$0.0	$0.0	$0.0	**($3.3)**
Subtotal	**$1,267.0**	**$182.7**	**$196.8**	**$204.2**	**$214.3**	**$223.5**	**$229.0**	**$2,517.5**
Planned Debt for Construction	$199.4	$199.4	$334.2	$0.0	$266.9	$0.0	$0.0	$999.9
Total	**$1,466.4**	**$382.1**	**$531.0**	**$204.2**	**$481.2**	**$223.5**	**$229.0**	**$3,517.4**

Sources:
Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2024
Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2025

Notes:
FY = Fiscal Year
[1]General Fund includes $70 million provided by the Chapter 2 Budget Bill (HB6001) in FY 2025 and $175 million provided by the FY 2024 General Fund Surplus
[2]Other Sources includes $42 million provided from Highway Infrastructure Programs (HIP) Community Project Grant and funds allocated prior to FY 2021

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism was not expected to impact the financial health of the Fund. Furthermore, according to the 2020 IOEP omnibus legislation, I-81 receives funding allocation from the IOEP equal to the ratio of I-81 vehicle-miles traveled (VMT) by vehicle class 6 or higher to total VMT on Virginia interstates. Beginning in FY 2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY 2021-2027 SYIP included a plan for financing the Program and

estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing. In 2024, the General Assembly appropriated $70 million for improvements on I-81 through the Chapter 2 Budget Bill (HB6001). Furthermore, a Federal Highway Administration (FHWA) Highway Infrastructure Programs (HIP) Community Project Grant provided $42 million for improvements on I-81. In 2025, the General Assembly approved the allocation of $175 million of the FY 2024 General Fund Surplus to improvements on I-81. These funds will support the completion of the projects in the current improvement program, which will be completed in 2035.

STATUS OF PROJECTS FUNDED THROUGH THE PROGRAM

The FY 2026 SYIP, adopted by the Board on June 24, 2025, included operational improvements and 28 capital improvement projects identified in the Plan. In 2021, the camera and changeable message sign installations were completed along with the three ramp extension construction projects in the Staunton District. Major progress was made on the acceleration and deceleration lane extension projects with seven projects finishing construction in 2023. The Smyth County auxiliary lane project was also completed in 2023, which was the first auxiliary lane project completed in the I-81 Corridor Improvement Program. In addition, a high friction overlay project was completed in Smyth County in 2023. Two truck climbing lane projects in Washington County and an acceleration lane extension project in Rockbridge County were completed in 2025. Construction on several widening, truck climbing lane, auxiliary lane, and acceleration/deceleration lane extension projects in the Bristol, Salem, and Staunton districts also continued in 2025.

As shown in **Figure 1**, the program of projects is estimated for completion in 2035 once construction of the major widening projects is complete. In December 2024, the southbound widening project from Exit 137 to Exit 128 in the Salem District was added to the Program. A table summarizing the status of individual capital improvement projects is in **Appendix B**.

Figure 1: Status of Projects Funded Through the Program

	Project Type	Status	Total Projects	Estimated Completion
Capital	Widening	12	12	2035
	Acceleration/Deceleration Lane Extension	25 + 10	35	2029
	Auxiliary Lane	1 + 3	4	2027
	Truck Climbing Lane	3 + 2	5	2027
	Curve Improvements	9	9	**Completed**
Operations	Safety Service Patrol Expansion	1	1	**Completed**
	Towing and Recovery Incentive Program	1	1	**Completed**
	Camera Installation	42	42	**Completed**
	Changeable Message Sign Installation	30	30	**Completed**

Legend: Complete | Programmed

Source: Virginia Department of Transportation, 2025

PERFORMANCE OF THE I-81 CORRIDOR

Figure 2 through **Figure 5** show how the four performance measures changed over multi-year periods for the seven years between 2018 and 2024. These figures also show the capital improvement projects that were completed and the ones that are still underway or planned for construction. The performance measures documented in the Plan and adopted by the Board in late 2018 were based on data through 2017. The emergence of the COVID-19 pandemic in 2020 caused a 15% reduction in total vehicle-miles traveled (VMT) on I-81, while VMT returned to pre-pandemic levels in 2021. As a result, 2020 data was removed from the multi-year performance measure analysis for this report as reduced travel on I-81 skewed the data when compared to other years.

Crash data was compared between three five-year periods not including 2020 data: 2017-2022, 2018-2023, and 2019-2024. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix C**. Delay and incident data were compared for the three two-year periods: 2021-2022, 2022-2023, and 2023-2024.

To illustrate how the program of projects impacts I-81 performance, the report relied on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** summarize corridor-wide statistics for each two- or five-year period for the four performance measures. The performance measure data has fluctuated on a segment-by-segment and corridor-wide basis in the years since the plan was developed. Each performance measure has historically been greater in the northbound direction year-over-year and has increased from the previous year between 2023-2024. The latest percent change from the previous period for each corridor-wide performance measure was comparatively lower than previous years.

The 2019-2024 five-year period (excluding 2020) had the lowest amount of EPDO crashes compared to previous periods. Between 2023-2024, there was an increase in EPDO crashes between Christiansburg and Roanoke (Exit 140 to Exit 143), Chilhowie and Marion (Exit 44 to Exit 45), Fort Chiswell and Pulaski (Exit 89 to Exit 92), as well as Winchester and the West Virginia State Line (Exit 315 to Exit 317) in the southbound direction. In the northbound direction, there was a notable increase in EPDO crashes between Woodstock and I-66 (Exit 298 to Exit 300) as well as between Abingdon and Chilhowie (Exit 29 to Exit 32). A potential cause of the increase in EPDO crashes from 2023-2024 on I-81 southbound between Christiansburg and Roanoke is an increase in work-zone related crashes. There was a 21% increase in work-zone related crashes between 2023-2024 along the segment, which overlaps the active work zone of the Exit 140 to Exit 141 widening project.

The increase in EPDO crashes in the southbound direction between Chilhowie and Marion can be attributed to an alcohol-related fatal injury crash, which occurred in 2024, where a vehicle ran off the road during snowy conditions. The increase in EPDO crashes in the southbound direction between Fort Chiswell and Pulaski can be attributed to two serious injury crashes that occurred in 2024, in which both drivers were distracted and struck a fixed object off-road. The increase in EPDO crashes in the southbound direction between Winchester and the West Virginia State Line can be attributed to nine additional property damage only crashes and an alcohol-related fatal injury crash that occurred in 2024. The increase in EPDO crashes in the northbound direction between Woodstock and I-66 can be attributed to three serious injury crashes that occurred in 2024, all of which involved vehicles that ran off the road. The increase in EPDO crashes in the northbound direction between Abingdon and Chilhowie can be attributed to a fatal injury crash and two serious injury crashes that occurred in 2024, of which all three crashes were rear end crashes with the fatal crash occurring during snowy conditions.

The total person-hours of delay increased by 11.2% in the northbound direction and decreased by 13.4% in the southbound direction between 2023-2024. The southbound person-hours of delay from 2023-2024 was the lowest it had been since 2016-2017. An increase in total person-hours of delay occurred in the northbound direction between Exits 283 and 291 in Woodstock, which is likely related to the increase in lane-impacting incidents that occurred upstream between Woodstock and I-66 (Exit 296 to Exit 300).

The number of lane-impacting incidents lasting one hour or longer increased by 2.4% between the 2022-2023 and 2023-2024 data periods. An increase in lane-impacting incidents lasting one hour or longer occurred in the northbound direction between Bristol and Abingdon (Exit 14 to Exit 17) as well as between Woodstock and I-66 (Exit 298 to Exit 300) during 2024. An increase in lane-impacting incidents lasting one hour or longer occurred in the southbound direction between Chilhowie and Marion (Exit 39 to Exit 44) as well as between Winchester and the West Virginia State Line (Exit 315 to Exit 317). During 2024, half of the lane impacting incidents between Bristol and Abingdon and two-thirds of the lane impacting incidents between Woodstock and I-66 in the northbound direction were related to tractor trailer crashes or disabled tractor trailers. The increase in lane-impacting incidents lasting one hour or longer observed in the southbound direction between Chilhowie and Marion as well between Winchester and the West Virginia State Line is likely attributable to the increase in EPDO crashes that occurred along these segments. The total number of lane-impacting incidents lasting longer than one hour in the 2023-2024 data period was the highest recorded since the 2018-2019 data period.

From 2023-2024, there was a long duration of lane closures between Abingdon and Chilhowie (Exit 24 to Exit 26) in the northbound direction and between Lexington and Staunton (Exit 191 to Exit 195) in the southbound direction compared to the previous data period. The increase in average duration of lane closures between Abingdon and Chilhowie is likely attributable to the increase in EPDO crashes along this segment. The large increase in average duration of lane closures between Lexington and Staunton is due to a small number of long-duration lane-impacting incidents occurring along the segment. For this segment, the small number of long-duration incidents significantly skewed the average duration. Overall, total hours of lane closures for incidents lasting over an hour remained very steady from 2023-2024 in comparison to the previous data period, with no change.

The number of lane impacting incidents lasting longer than one hour along I-81 decreased by approximately 34% from 2023-2024. Furthermore, the number of northbound lane impacting incidents lasting longer than four hours decreased by approximately 70% from 2017-2024. These performance improvements are likely attributable to several operational improvements that were completed along I-81 from 2020-2024, including dynamic message sign installations, detour improvements, and the Towing and Recovery Incentive Program (TRIP). These operational improvements aim to improve the response time to incidents so traffic can move again.

In future years, it will continue to be challenging to evaluate the impact of completed construction projects on the performance measures for multiple reasons. These reasons include:

- Data fluctuated in the years following the creation of the Plan
- The impact of active work zones on performance measures
- Performance measure data for 2020 do not reflect a typical year due to COVID-19 impacts
- Lack of sufficient time for project implementation and subsequent performance measure evaluation

Figure 2: Annual EPDO Crashes per Mile from 2018-2024

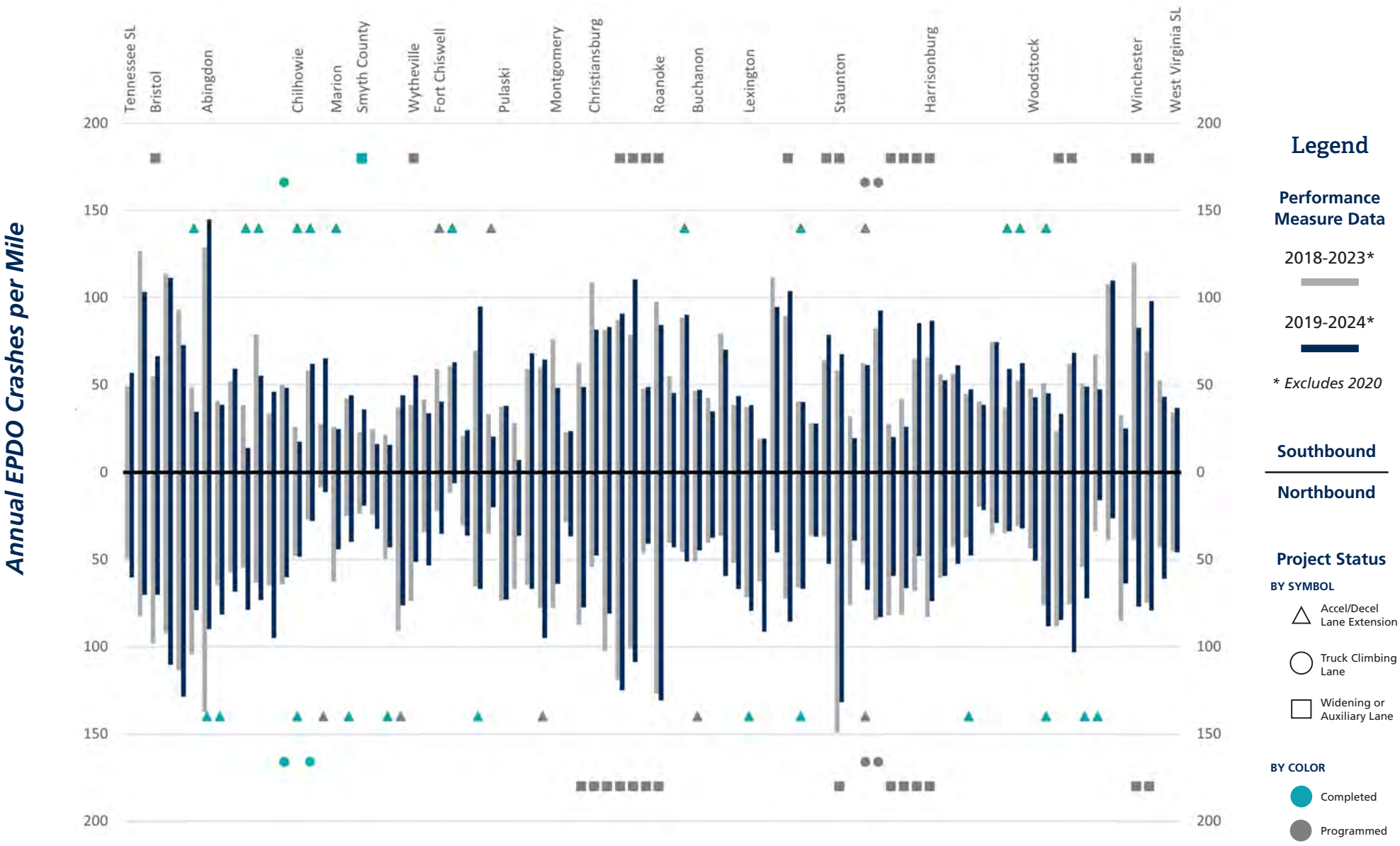


Figure 3: Annual Person-Hours of Delay per Mile from 2022-2024

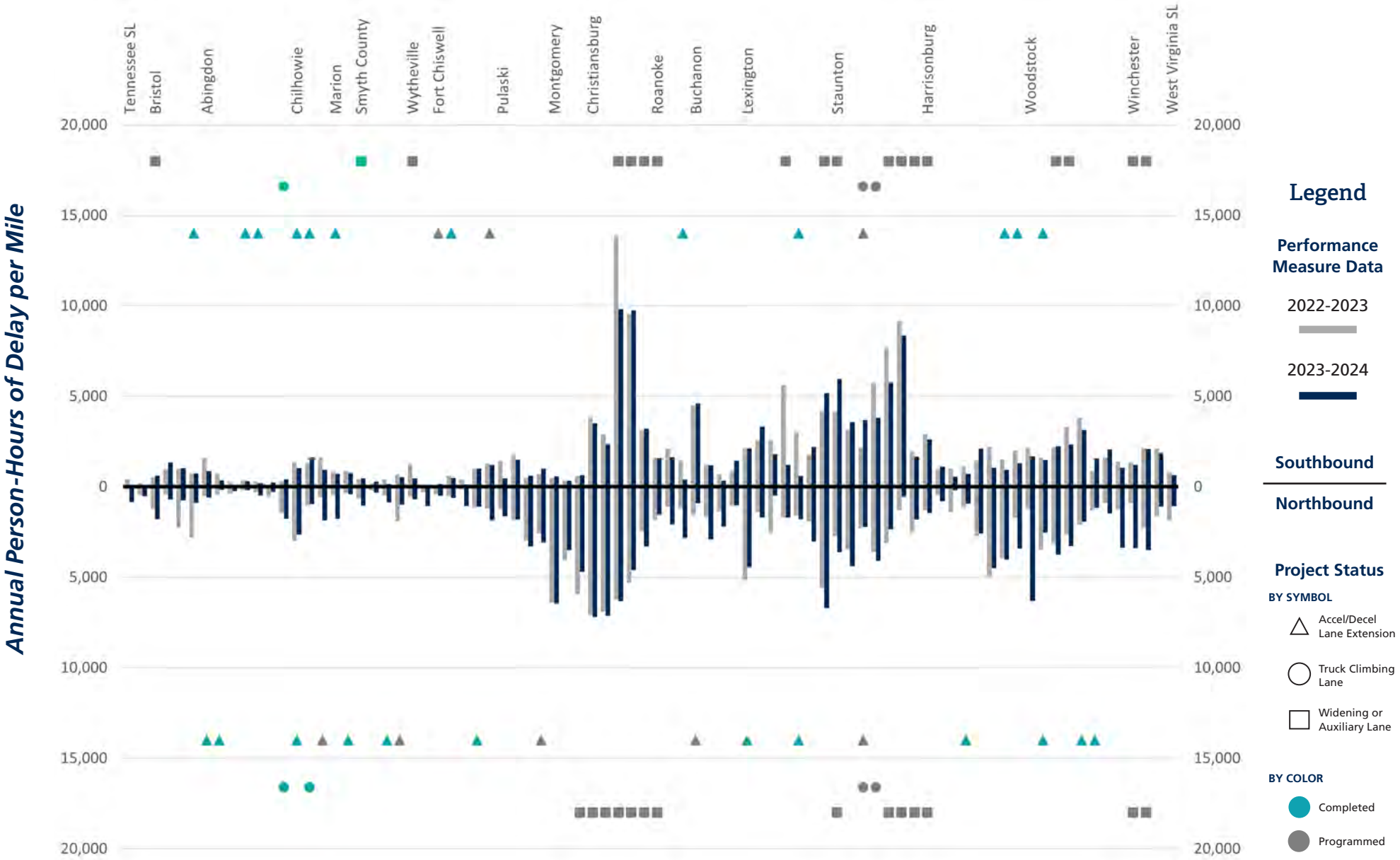


Figure 4: Annual Lane-Impacting Incidents Lasting One Hour or Longer, per Mile from 2022-2024

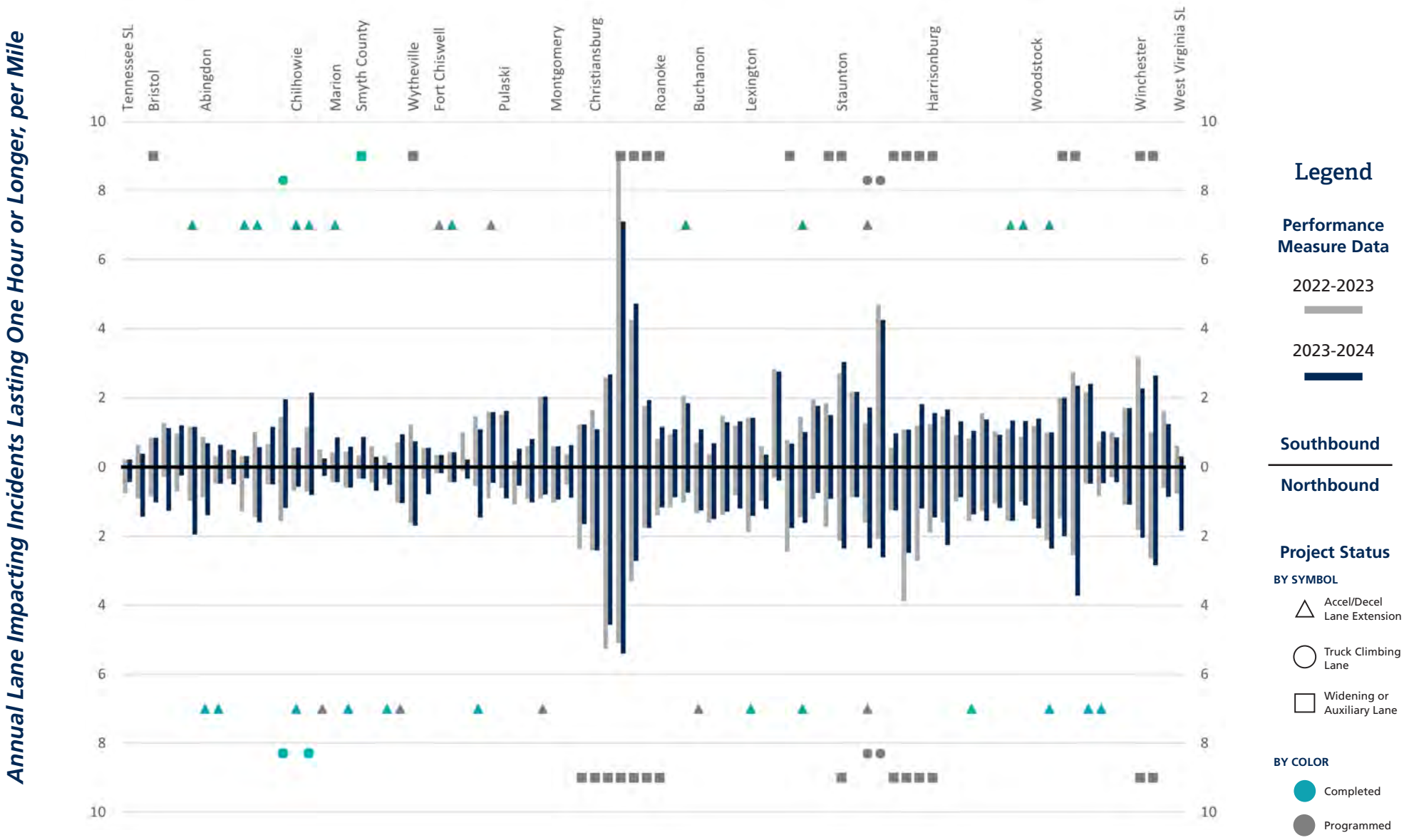


Figure 5: Average Duration of Lane Closures Due to Lane-Impacting Incidents Lasting One Hour or Longer from 2022-2024

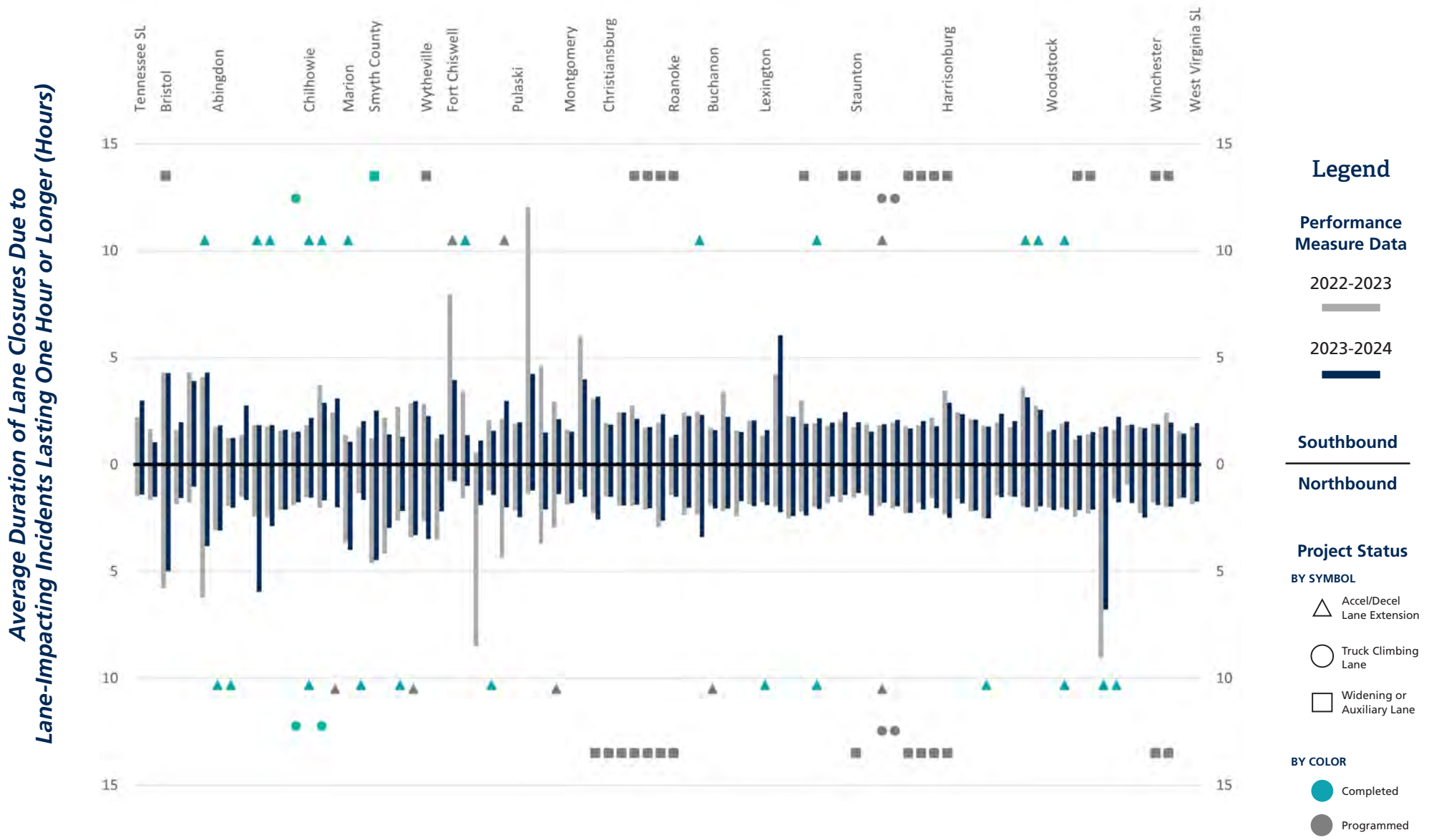


Table 2: EPDO Crashes Excluding 2020 Data

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	100,502	96,329	196,831	+3.0%
2023	96,587	91,066	187,653	-4.7%
2024	98,124	89,100	187,224	-0.2%

Table 3: Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	1,813	1,714	3,527	+3.4%
2023	1,548	1,431	2,979	-15.5%
2024	1,721	1,239	2,960	-0.6%

Table 4: Total Lane-Impacting Incidents

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	820	784	1,604	-36.5%
2023	974	960	1,934	+20.6%
2024	994	986	1,980	+2.4%

Table 5: Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	1,574	1,530	3,104	-11.0%
2023	2,079	2,124	4,203	+35.4%
2024	2,085	2,116	4,201	0.0%

MULTIMODAL IMPROVEMENTS TO THE I-81 CORRIDOR

Along with the capital and operational improvements included in the I-81 Corridor Improvement Plan, several multimodal improvements were planned and then implemented to provide meaningful bus transit and rail connections throughout the I-81 corridor. The Virginia Breeze bus system consists of four intercity bus routes, two of which parallel the I-81 corridor. The Valley Flyer routes between Blacksburg and Washington, D.C. and the Highlands Rhythm routes between Bristol and Washington D.C. The Valley Flyer does not currently receive funding from the I-81 Corridor Improvement Program. During FY 2024, the on-time performance for these services was 70% and the percentage of fare revenues compared to total operating cost (farebox recovery rate) was 59%. Combined ridership for both routes in FY 2024 was 47,063 and the combined ridership for the first two quarters of FY 2025 was 28,334. Efforts are currently underway to utilize I-81 capital funds to relocate to the Wytheville bus stop and to develop and launch a new bus route that serves the Tidewater region by early 2026.

The I-81 Multimodal Corridor Improvement Plan also includes expansion of passenger and freight rail in the New River Valley. As of May 2025, there was an 11.4% increase in Amtrak ridership along Route 46 from Washington to Roanoke compared to May 2024. Amtrak service with two daily roundtrips between the New River Valley and Washington, D.C. is expected to begin in 2027. In September 2024, negotiations were finalized with Norfolk Southern to improve the rail systems near the I-81 corridor. The improvements consist of:

- Purchasing the Manassas Line, including Seminary Yard for future VRE storage
- Adding a second track 7 miles south of Manassas and extending the route between Roanoke and Washington, D.C. to include New River Valley
- Initiating a second Amtrak train on the Roanoke Route in 2022
- Improving the Roanoke yard with a passenger bypass track to improve efficiency of passenger trains traversing the yard
- Securing a site at Cambria in the New River Valley for a passenger station to extend service beyond Roanoke, with a provision for a service facility at Radford to store and service Amtrak equipment

Construction of these improvements is expected to be completed in 2026, excluding the construction of the new train station at New River Valley. Construction efforts have commenced for passenger platforms and a train layover facility in Radford. These elements are targeting completion in 2027.
Preliminary demolition is underway at the Cambria Amtrak Station site.

COMMONWEALTH TRANSPORTATION BOARD ACTIVITIES

On January 14, 2025, VDOT delivered the I-81 Corridor Improvement Program 2024 Update to the CTB. The CTB then passed a resolution to approve the 2024 Update report and directed that it be submitted to the General Assembly. The next annual report will be submitted to the General Assembly by December 15, 2025.

VDOT initiated an update to the Corridor Improvement Plan in January 2025 at the direction of the CTB, and briefed the board throughout the year—June (first round of public engagement-problem identification), September (second round of public engagement-potential solutions), October (solution refinement and prioritization), and December (third round of public engagement and feedback from the Advisory Committee). The study team learned from the original I-81 CIP that the projects are large, complex, and need time to be developed. Therefore, the team is identifying the next set of projects so they can be advanced to construction as soon as funding becomes available.

I-81 ADVISORY COMMITTEE MEETINGS

The I-81 Advisory Committee provides advice and recommendations to the Commonwealth Transportation Board (CTB) regarding the development of the I-81 Corridor Improvement Plan. The committee has 15 voting members: seven Virginia lawmakers, three CTB members representing the Bristol, Salem, and Staunton districts, and the five chairs of the planning district commissions. The committee met in-person on December 13, 2024, and on July 14, 2025. Meeting minutes for both meetings are available online by visiting the Improve I-81 webpage (improve81.org). The presentations delivered to the committees in December 2024 and July 2025 are in **Appendix D** and **Appendix E**.

December 2024 Advisory Committee Meeting

The I-81 Corridor Delivery Program Director presented a takeaway scorecard that highlighted both operational and capital improvements. At the time of the meeting, there were 35 of 65 capital projects completed, 16 capital projects actively under construction to be completed by March 2031, and 14 capital projects remaining to be completed by 2035.

VDOT's Chief Financial Officer and the Acting Director of the Transportation Mobility and Planning Division reviewed the funding program for the I-81 Corridor Improvement Plan and provided updates on the status of revenues and balances. There was a motion to advance five additional identified projects to the Six-Year Improvement Program as funding becomes available, which was unanimously approved. The preliminary analysis indicated residual revenues could support implementing the additional projects in the mid-2030s. The latest I-81 Corridor Improvement Plan, which began in December 2024, is planned to be completed in December 2025 for CTB action in January 2026.

July 2025 Advisory Committee Meeting

The Corridor Improvement Program update was presented by the VDOT Chief Engineer. The I-81 Multimodal Improvements update was given by the Department of Rail and Public Transportation's (DRPT) Chief of Public Transportation. VDOT's Chief Financial Officer gave an update on the general financial status of the I-81 Corridor Improvement Plan. VDOT's Planning Director provided an update that no action was taken by the Advisory Committee on the 2025 I-81 Corridor Improvement Plan.

I-81 Improvements Update

The VDOT Chief Engineer presented the status of the operational and capital improvement projects throughout the corridor and highlighted the following updates and conclusions:

- There are 65 capital projects with 12 projects in design, one project in right-of-way and utility coordination, 14 active construction projects, and 38 completed projects
- All remaining projects are expected to begin construction by 2028

I-81 Multimodal Improvements Update

The Virginia DPRT Chief of Public Transportation presented the status of the Virginia Breeze, the publicly funded intercity bus service which serves the I-81 corridor, and the New River Valley Amtrak service including the following takeaways:

- Valley Flyer and Highlands Rhythm mid-year ridership is consistent with previous years
- Efforts are underway to utilize I-81 capital funds to relocate existing Wytheville Bus Stop to increase connectivity and bus stop amenities

- A new route is being developed linking I-64 and I-81 with proposed stops throughout the Tidewater region, Richmond, Charlottesville, Staunton, and Harrisonburg
- The New River Valley (NRV) Project had a groundbreaking event on April 24, 2025, and is expected to begin passenger rail service in 2027 with two daily roundtrips between the New River Valley and Washington D.C.

I-81 Corridor Program Financial Update

During the July 2025 advisory committee meeting, VDOT presented a financial update on the I-81 Corridor Program, including the following highlights:

- Inflation and adjusted fuel tax revenues caused redistribution of the funding schedule
- The total estimated cost of I-81 Corridor Program increased from $3.6 to $3.9 billion, primarily due to the addition of the southbound Ironto Widening segment into the Program
- General Fund Support totaling $245 million was appropriated for the I-81 CIP
- The working budget for the updated I-81 Corridor Improvement Plan is between $2 and $2.25 billion with significant resources expected to be available starting in FY 2034

I-81 2025 Corridor Improvement Plan Update

VDOT's Director of Planning provided an update on the status of the 2025 Corridor Improvement Plan Update, detailing the work that had been done since the effort began in January and the work remaining prior to completing the plan in January 2026. Key takeaways included the following:

- The cost of the potential solutions identified during the study will far exceed the $2 - $2.25 billion in revenue anticipated to be available for new projects
- The updated I-81 Corridor Improvement Plan will use a SMART SCALE-like process to prioritize the next tranche of projects
- The study team will use feedback from July public meetings to inform recommended solutions

NEXT STEPS

Most of the remaining capital improvement projects are either under construction or in the design phase. Construction of the deceleration lane extension project at Exit 81 is expected to be complete before the end of 2025. Construction will continue or be completed on the following projects in 2026:

- Bristol District
  - Widen to three lanes between Exit 10 and Exit 7 (southbound only)
  - Extend NB deceleration and SB acceleration Lanes, bridge reconstruction, and additional auxiliary lane on I-77 SB to I-81 interchange
  - Extend SB deceleration lane on I-77 NB, Exit 41 improvements, and additional auxiliary lane on I-81 SB to I-77 Interchange
  - Exit 45 deceleration lane extension (northbound only)
- Salem District
  - Widen to three lanes between Exit 137 and Exit 141 (both directions)
  - Widen to three lanes between Exit 143 and Exit 150 (both directions)
- Staunton District
  - Add auxiliary lane between Exit 221 and Exit 220 (southbound only)
  - Widen to three lanes between MM 221 and MM 225 (both directions)
  - Add truck climbing lane at Weyers Cave (MM 234.1 to 237.9) (both directions)
  - Widen to three lanes between MM 299.6 and MM 295.4 (southbound only)

In addition, construction will begin in 2026 and will be completed by 2035 at the following locations:

- Salem District
  - MM 116 and Exit 128 (northbound only) Christiansburg to Ironto
  - Exit 128 to Exit 137 widening (both directions)
  - Exit 94 acceleration lane extension (southbound only)
  - Exit 105 acceleration lane extension (northbound only)
  - Exit 162 acceleration lane extension (northbound only)
- Staunton District
  - Exit 313 to Exit 317 widening (both directions)
  - MM 242 to MM 248 widening (both directions)
  - Mt. Sidney Rest Area acceleration/deceleration lanes
  - Exit 205 to Exit 200 widening (southbound only)

The update to the CIP started in January 2025 and is expected to be completed in January 2026. Preliminary design will begin on the new projects once funding becomes available.

APPENDICES

Appendix A: Preliminary Capital Improvement Project Schedule

Appendix B: Improvements Summary Table

Appendix C: Crash Frequency and Severity Per Mile for Truck-Related Crashes

Appendix D: December 2024 I-81 Advisory Committee Presentations

Appendix E: July 2025 I-81 Advisory Committee Presentations

Appendix A:

Preliminary Capital Improvement Project Schedule

UPC	Mile Marker		District	Jurisdiction	Study Project ID	Direction	Improvement Description	Estimated Cost	Estimated Project Development and Delivery Timeline (using D/B/B as schedule)
	From	To							2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035
116170	8.0	9.9	Bristol	Washington County / Bristol	27	SB only	Widen to three lanes between Exit 10 and Exit 7	$39,900,000	
116171	16.5	16.8	Bristol	Abingdon	26	SB only	Extend acceleration lane at Exit 17	-	
115394	17.6	17.6	Bristol	Abingdon	2 5	SB only	Curve improvements (flashing chevrons)	-	
115393	17.9	17.9	Bristol	Abingdon	1	NB only	Curve improvements (flashing chevrons)	-	
116155	19.1	19.4	Bristol	Washington County / Abingdon	2	NB only	Extend deceleration lane at Exit 19	-	
115395	21.5	21.5	Bristol	Washington County	24	SB only	Curve improvements (flashing chevrons)	-	
115346	26.1	25.9	Bristol	Washington County	23	SB only	Extend acceleration lane at Exit 26	-	
115345	26.8	26.7	Bristol	Washington County	22	SB only	Extend deceleration lane at Exit 26	-	
116156	32.5	33.5	Bristol	Washington County	3	NB only	Add truck climbing lane	-	
116172	32.8	34.3	Bristol	Washington County	21	SB only	Add truck climbing lane	$12,300,000	
116173	38.1	39.2	Bristol	Smyth County	20	SB only	Install high friction overlay and animal control fence	-	
116159	38.6	38.9	Bristol	Smyth County	5	NB only	Extend deceleration lane at Exit 39	-	
116174	39.4	39.7	Bristol	Smyth County	19	SB only	Extend deceleration lane at Exit 39	-	
116157	39.5	40.8	Bristol	Smyth County	4	NB only	Add truck climbing lane	-	
116167	42.8	43.1	Bristol	Smyth County / Marion	17	SB only	Extend acceleration lane at Exit 44	-	
116160	45.1	45.7	Bristol	Smyth County / Marion	6	NB only	Extend deceleration lane at Exit 45	$17,000,000	
116158	47.3	47.7	Bristol	Smyth County / Marion	16	SB only	Extend acceleration lane at Exit 47	-	
116161	48.1	48.9	Bristol	Smyth County / Marion	7	NB only	Extend acceleration lane at Exit 47	-	
116169	54.1	54.5	Bristol	Smyth County	15	SB only	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area	-	
116162	67.1	67.4	Bristol	Wytheville	8	NB only	Extend deceleration lane at Exit 67	-	
115600	67.6	67.6	Bristol	Wytheville	9	NB only	Curve improvements (flashing chevrons)	-	
116163	72.5	73.3	Bristol	Wytheville	10	NB only	Extend deceleration lane at Exit 72	$400,000	
116175	72.7	73.4	Bristol	Wythe County	18	SB only	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane	$400,000	
116164	73.0 (I-81)	42.9 (I-77)	Bristol	Wytheville	11	NB only	Extend I-77 deceleration lane and reconfigure off-ramp	$26,200,000	
116168	73.2	73.8	Bristol	Wytheville	14	SB only	Add auxiliary lane between Exit 73 and Exit 72	$10,300,000	
116166	81.7	81.9	Bristol	Wythe County	13	SB only	Extend deceleration lane at Exit 81	$5,000,000	
116165	84.3	84.6	Bristol	Wythe County	12	SB only	Extend deceleration lane at Exit 84	-	
115794	88.0	88.0	Salem	Pulaski County	28	NB only	Curve improvements (flashing chevrons)	-	
115795	90.2	90.7	Salem	Pulaski County	29	NB only	Extend acceleration lane at Exit 89	-	
116200	94.2	93.7	Salem	Pulaski County / Pulaski	38	SB only	Extend acceleration lane at Exit 94	$3,000,000	
116198	105.5	106.0	Salem	Montgomery County / Radford	30	NB only	Extend acceleration lane at Exit 105	$7,000,000	
116196	116.2	128.4	Salem	Montgomery County / Christianburg	31	NB only	Widen to three lanes between MM116 and Exit 128	$459,000,000	
116197	128.4	137.1	Salem	Montgomery County / Roanoke County / Salem	32	Both Directions	Widen to three lanes between Exit 128 and Exit 137	$305,000,000	
116203	136.0	139.0	Salem	Roanoke County / Salem	39A	Both Directions	Widen to three lanes between Exit 137 and Exit 140	$232,700,000	
116203	139.0	142.0	Salem	Roanoke County / Salem	39B	Both Directions	Widen to three lanes between Exit 140 and Exit 141		
116201	144.2	151.3	Salem	Roanoke County / Botetourt County	40	Both Directions	Widen to three lanes between Exit 143 and Exit 150	$462,400,000	
116202	158.0	157.2	Salem	Botetourt County	37	SB only	Extend acceleration lane at Troutville Safety Rest Area	-	
	158.4	158.2	Salem	Botetourt County	36	SB only	Extend deceleration lane at Troutville Safety Rest Area	-	
116199	162.4	162.9	Salem	Botetourt County / Buchanan	33	NB only	Extend acceleration lane at Exit 162	$10,800,000	
—	171.7	175.6	Salem	Botetourt County	34	NB only	Curve improvements (flashing chevrons)	-	
—	175.3	171.4	Salem	Botetourt County	35	SB only	Curve improvements (flashing chevrons)	-	
116246	189.0	189.4	Staunton	Rockbridge County	41	NB only	Acceleration Lane Extension at Exit 188	$2,600,000	
116282	200.5	205.0	Staunton	Rockbridge County	60	SB only	Widen to three lanes between Exit 205 and Exit 200	$111,700,000	
116245	204.9	204.6	Staunton	Rockbridge County	59	SB only	Acceleration Lane Extension at Exit 205	-	
115801	205.3	205.7	Staunton	Rockbridge County	42	NB only	Acceleration Lane Extension at Exit 205	-	
116279	221.2	221.0	Staunton	Augusta County	58	SB only	Add Auxiliary Lane between Exit 221 and Exit 220	-	
116269	221.4	225.6	Staunton	Augusta County / Staunton	61	Both Directions	Widen to three lanes between Exit 221 and Exit 225	$140,500,000	
116271	232.4	232.8	Staunton	Augusta County	43	NB only	Acceleration Lane Extension at Northbound Mt Sidney Rest Area	-	
116276	232.5	231.9	Staunton	Augusta County	57	SB only	Acceleration Lane Extension at Southbound Mt Sidney Rest Area	-	
116275	232.9	232.7	Staunton	Augusta County	56	SB only	Deceleration Lane Extension at Southbound Mt Sidney Rest Area	-	
116277	234.1	237.7	Staunton	Augusta County / Rockingham County	44	NB only	Truck Climbing Lane at Weyers Cave (Northbound)	$45,700,000	
116278	237.9	234.2	Staunton	Augusta County	55	SB only	Truck Climbing Lane at Weyers Cave (Southbound)	$43,100,000	
116280	242.0	248.8	Staunton	Rockingham County / Harrisonburg	62	Both Directions	Widen to three lanes between Exit 243 and Exit 247	$319,500,000	
115802	268.8	268.9	Staunton	Shenandoah County	45	NB only	Deceleration Lane Extension at Exit 269	-	
115848	272.7	271.8	Staunton	Shenandoah County	54	SB only	Curve Improvements (Flashing Chevrons)	-	
116243	278.6	278.4	Staunton	Shenandoah County	53	SB only	Acceleration Lane Extension at Exit 279	-	
115804	282.8	282.6	Staunton	Shenandoah County	52	SB only	Acceleration Lane Extension at Exit 283	-	
116270	291.8	292.1	Staunton	Shenandoah County	46	NB only	Acceleration Lane Extension at Exit 291	-	
116244	296.1	296.0	Staunton	Shenandoah County	51	SB only	Acceleration Lane Extension at Exit 296	-	
116268	299.6	295.4	Staunton	Shenandoah County / Warren County	50	SB only	Widen to three lanes between MM299 and MM296	$82,700,000	
115870	302.0	302.2	Staunton	Frederick County	48	NB only	Deceleration Lane Extension at Exit 302	-	
116236	302.6	302.9	Staunton	Frederick County	47	NB only	Acceleration Lane Extension at Exit 302	-	
115803	303.5	303.8	Staunton	Frederick County	49	NB only	Deceleration Lane Extension at Truck Scales (MM 304)	-	
116281	313.8	317.5	Staunton	Frederick County / Winchester	63	Both Directions	Widen to three lanes between Exit 313 and Exit 317	$193,900,000	

LEGEND Preliminary Engineering Phase Right-of-Way Acquisition Phase Construction Phase

Appendix B:

Improvements Summary Table

RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker From		Mile Marker To	Improvement Description
27	116170	Bristol	Washington County / Bristol	SB only	8.0	to	9.9	Widen to three lanes between Exit 10 and Exit 7
26	116171	Bristol	Abingdon	SB only	16.5	to	16.8	Extend acceleration lane at Exit 17
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvements (flashing chevrons)
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvements (flashing chevrons)
2	116155	Bristol	Washington County / Abingdon	NB only	19.1	to	19.4	Extend deceleration lane at Exit 19
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvements (flashing chevrons)
23	115346	Bristol	Washington County	SB only	26.1	to	25.9	Extend acceleration lane at Exit 26
22	115345	Bristol	Washington County	SB only	26.8	to	26.7	Extend deceleration lane at Exit 26
3	116156	Bristol	Washington County	NB only	32.5	to	33.5	Add truck climbing lane
21	116172	Bristol	Washington County	SB only	32.8	to	34.3	Add truck climbing lane
20	116173	Bristol	Smyth County	SB only	38.1	to	39.2	Install high friction overlay and animal control fence
5	116159	Bristol	Smyth County	NB only	38.6	to	38.9	Extend deceleration lane at Exit 39
19	116174	Bristol	Smyth County	SB only	39.4	to	39.7	Extend deceleration lane at Exit 39
4	116157	Bristol	Smyth County	NB only	39.5	to	40.8	Add truck climbing lane
17	116167	Bristol	Smyth County / Marion	SB only	42.8	to	43.1	Extend acceleration lane at Exit 44
6	116160	Bristol	Smyth County / Marion	NB only	45.1	to	45.7	Extend deceleration lane at Exit 45
16	116158	Bristol	Smyth County / Marion	SB only	47.3	to	47.7	Extend acceleration lane at Exit 47
7	116161	Bristol	Smyth County / Marion	NB only	48.1	to	48.9	Extend acceleration lane at Exit 47
15	116169	Bristol	Smyth County	SB only	54.1	to	54.5	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
8	116162	Bristol	Wytheville	NB only	67.1	to	67.4	Extend deceleration lane at Exit 67
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevrons)
10	116163/ 122267	Bristol	Wytheville	NB only	72.5	to	73.3	Extend deceleration lane at Exit 72
18	116175	Bristol	Wythe County	SB only	72.7	to	73.4	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane
11	116164	Bristol	Wytheville	NB only	"73.0 (I-81)"	to	"42.9 (I-77)"	Extend I-77 deceleration lane and reconfigure off-ramp
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Extend deceleration lane at Exit 81
12	116165	Bristol	Wythe County	SB only	84.3	to	84.6	Extend deceleration lane at Exit 84
28	115794	Salem	Pulaski County	NB only	88.0	to	88.0	Curve improvements (flashing chevrons)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Extend acceleration lane at Exit 89
38	116200	Salem	Pulaski County / Pulaski	SB only	94.2	to	93.7	Extend acceleration lane at Exit 94
30	116198	Salem	Montgomery County / Radford	NB only	105.5	to	106.0	Extend acceleration lane at Exit 105
31	116196	Salem	Montgomery County / Christianburg	NB only	116.2	to	128.4	Widen to three lanes between MM116 and Exit 128
32A	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	137.1	Widen to three lanes between Exit 128 and Exit 137
32B	116197	Salem	Montgomery County / Roanoke County / Salem	SB only	137.1		128.4	Widen to three lanes between Exit 137 and Exit 128
39A	116203	Salem	Roanoke County / Salem	Both Directions	136.0	to	139.0	Widen to three lanes between Exit 137 and Exit 140
39B		Salem	Roanoke County / Salem	Both Directions	139.0	to	142.0	Widen to three lanes between Exit 140 and Exit 141
40	116201	Salem	Roanoke County / Botetourt County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
37	116202	Salem	Botetourt County	SB only	158.0	to	157.2	Extend acceleration lane at Troutville Safety Rest Area
36		Salem	Botetourt County	SB only	158.4	to	158.2	Extend deceleration lane at Troutville Safety Rest Area
33	116199	Salem	Botetourt County / Buchanan	NB only	162.4	to	162.9	Extend acceleration lane at Exit 162
34	--	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevrons)
35	--	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevrons)
41	116246	Staunton	Rockbridge County	NB only	189.0	to	189.4	Acceleration Lane Extension at Exit 188
60	116282	Staunton	Rockbridge County	SB only	200.5	to	205.0	Widen to three lanes between Exit 205 and Exit 200
59	116245	Staunton	Rockbridge County	SB only	204.9	to	204.6	Acceleration Lane Extension at Exit 205
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Acceleration Lane Extension at Exit 205
58	116279	Staunton	Augusta County	SB only	221.2	to	221.0	Add Auxiliary Lane between Exit 221 and Exit 220
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.4	to	225.6	Widen to three lanes between Exit 221 and Exit 225
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Acceleration Lane Extension at Northbound Mt Sidney Rest Area
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Acceleration Lane Extension at Southbound Mt Sidney Rest Area
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Deceleration Lane Extension at Southbound Mt Sidney Rest Area
44	116277	Staunton	Augusta County / Rockingham County	NB only	234.1	to	237.7	Truck Climbing Lane at Weyers Cave (Northbound)
55	116278	Staunton	Augusta County	SB only	237.9	to	234.2	Truck Climbing Lane at Weyers Cave (Southbound)
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242.0	to	248.8	Widen to three lanes between Exit 243 and Exit 247
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Deceleration Lane Extension at Exit 269
54	115848	Staunton	Shenandoah County	SB only	272.7	to	271.8	Curve Improvements (Flashing Chevrons)
53	116243	Staunton	Shenandoah County	SB only	278.6	to	278.4	Acceleration Lane Extension at Exit 279
52	115804	Staunton	Shenandoah County	SB only	282.8	to	282.6	Acceleration Lane Extension at Exit 283
46	116270	Staunton	Shenandoah County	NB only	291.8	to	292.1	Acceleration Lane Extension at Exit 291
51	116244	Staunton	Shenandoah County	SB only	296.1	to	296.0	Acceleration Lane Extension at Exit 296
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	299.6	to	295.4	Widen to three lanes between MM299 and MM296
48	115870	Staunton	Frederick County	NB only	302.0	to	302.2	Deceleration Lane Extension at Exit 302
47	116236	Staunton	Frederick County	NB only	302.6	to	302.9	Acceleration Lane Extension at Exit 302
49	115803	Staunton	Frederick County	NB only	303.5	to	303.8	Deceleration Lane Extension at Truck Scales (MM 304)
63	116281/ 126389	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317

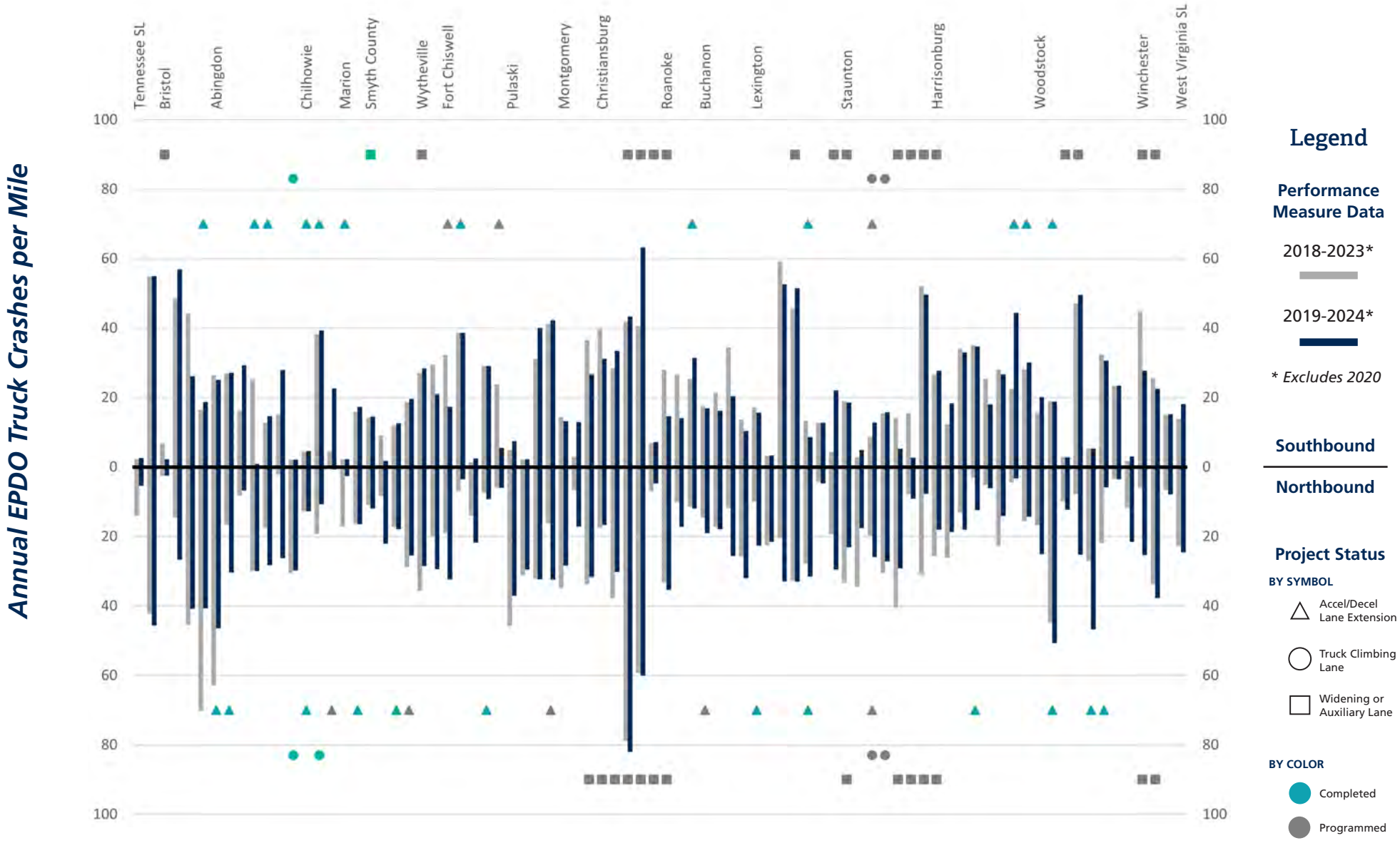
LEGEND

SYIP Projects Complete SYIP Projects Programmed

Appendix C:

Crash Frequency and Severity Per Mile for Truck-Related Crashes

Annual EPDO Truck Crashes per Mile



Appendix D:

December 2024 I-81 Advisory Committee Presentations


VDOT
Virginia Department of Transportation

I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

Dave Covington, PE

December 13, 2024

Program Benefits – Unlocking I-81



Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



Reduced Congestion

The program will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improve speed of incident clearance to help limit travel delays.



Economic Development

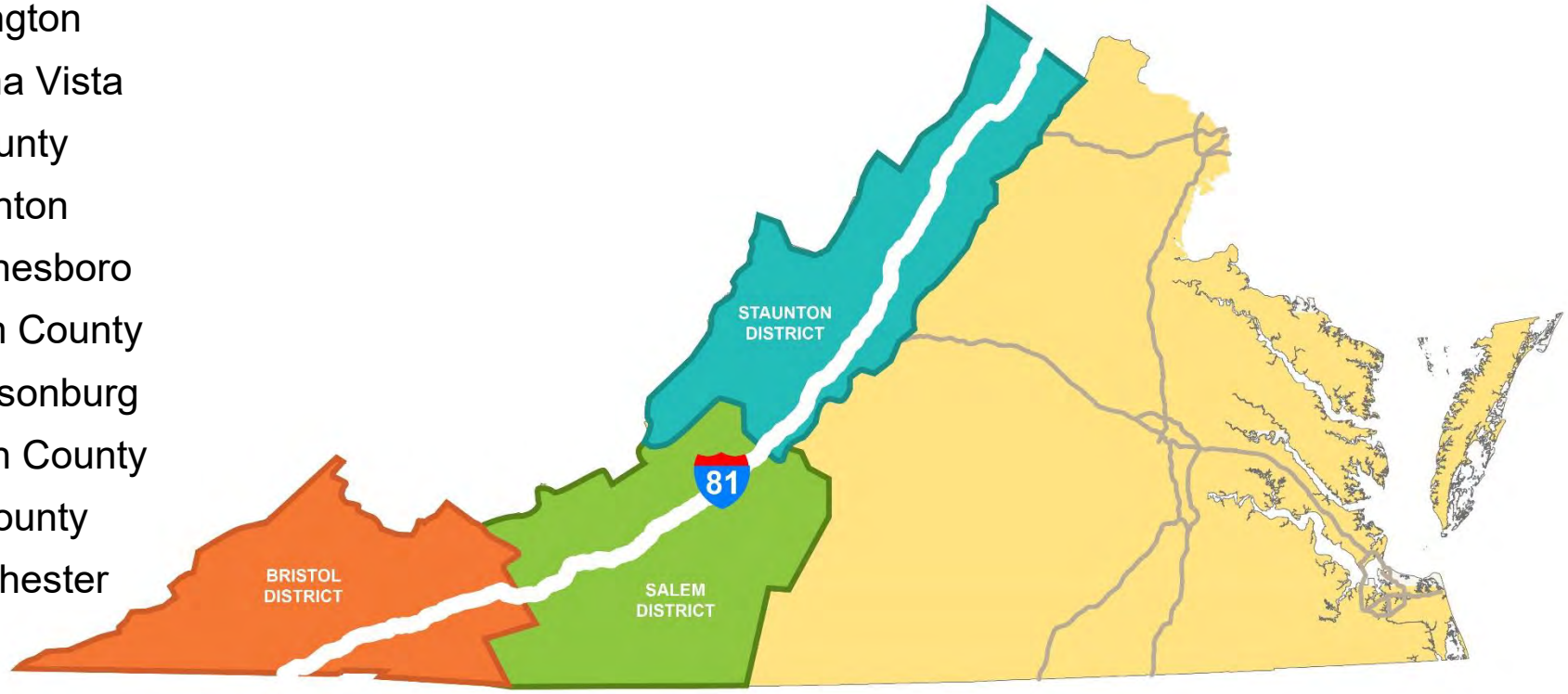
I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

Planned Improvements

The **325-mile long corridor** spans three VDOT districts: **Bristol, Salem, and Staunton.**

Localities along the corridor include:

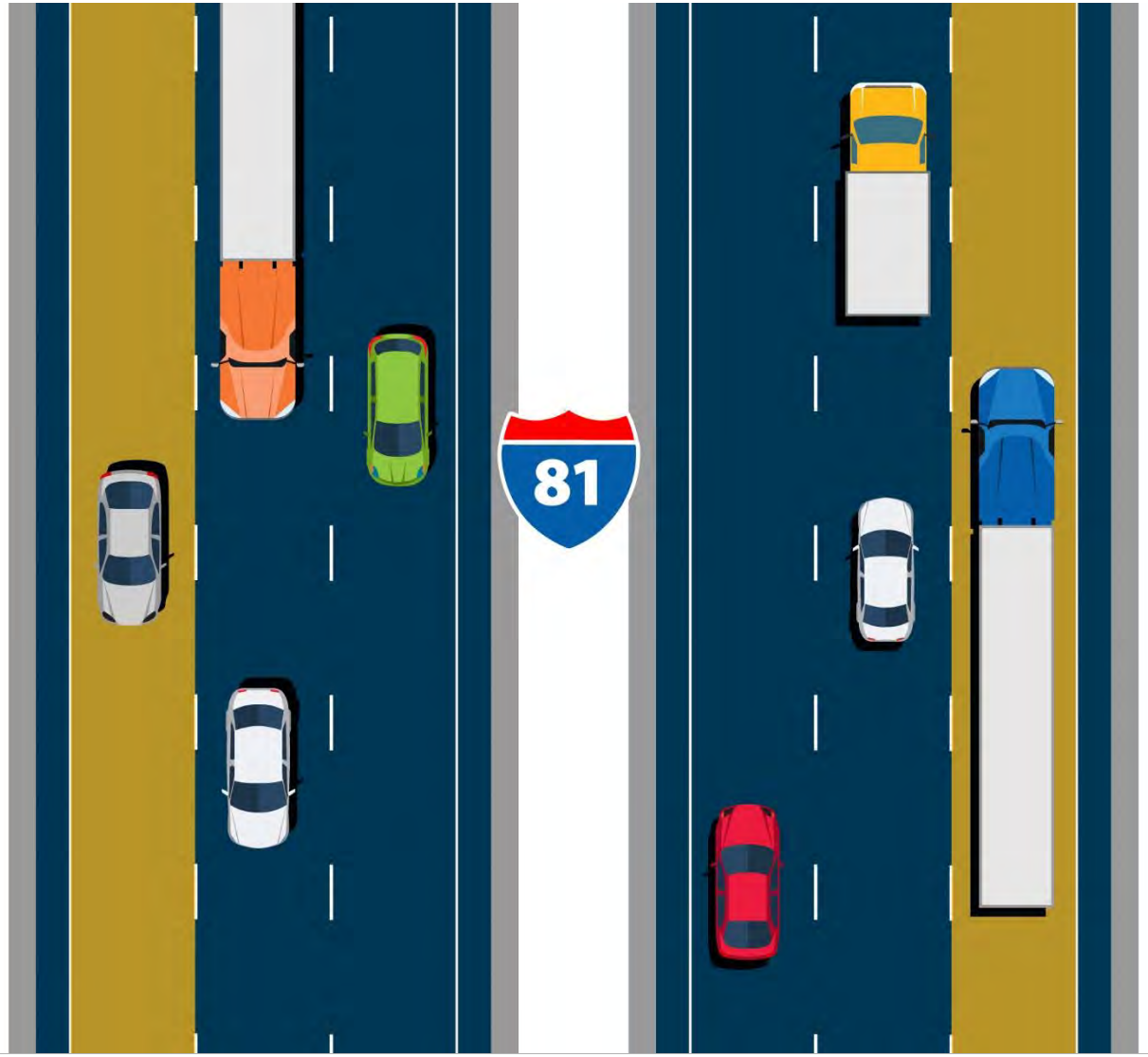
City of Bristol
Washington County
Smyth County
Wythe County
Pulaski County
City of Radford
Montgomery County
City of Salem
Roanoke County
City of Roanoke
Botetourt County
Rockbridge County
City of Lexington
City of Buena Vista
Augusta County
City of Staunton
City of Waynesboro
Rockingham County
City of Harrisonburg
Shenandoah County
Frederick County
City of Winchester



Takeaway Scorecard

	Projects	Status	Anticipated Completion
Operational Projects	Improved Incident Clearance	Complete	N/A
	Safety Service Patrol Expansion	Complete	N/A
	Additional Cameras (51)	Complete	N/A
	Additional Digital Message Signs (30)	Complete	N/A
	Arterial and Signal Upgrades	Underway	June 2025
Capital Projects	Completed Projects (35)	Complete	N/A
	Active Construction Projects (16)	Underway	March 2031
	Remaining capital projects (14)	Upcoming Projects	All complete by 2035

Types of Projects



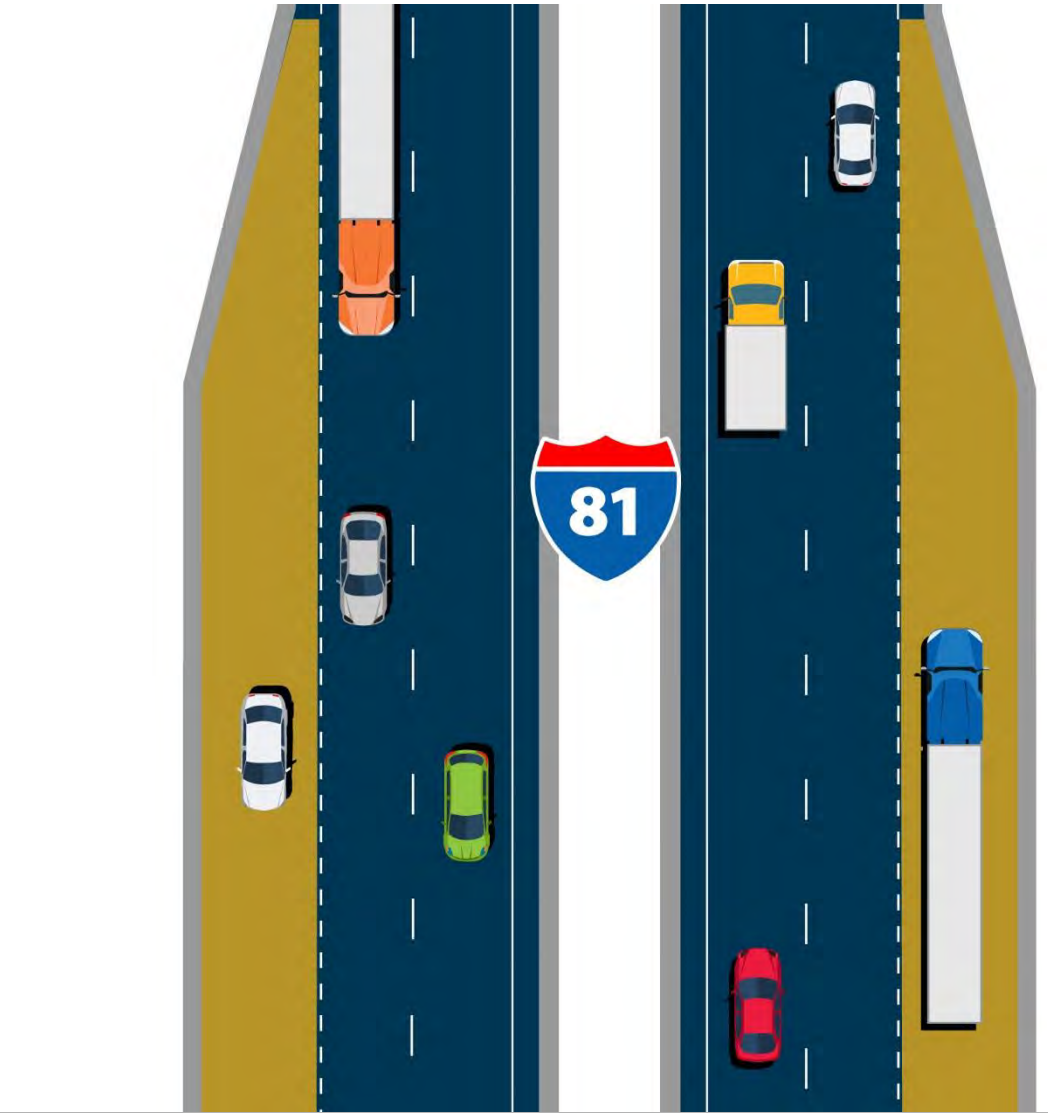
Capital Improvement Projects

Widening +1

12 Improvements

- 6 Projects Under Construction – Completion in 2031.
- 6 Future Projects – Completion by 2035 or earlier

Types of Projects



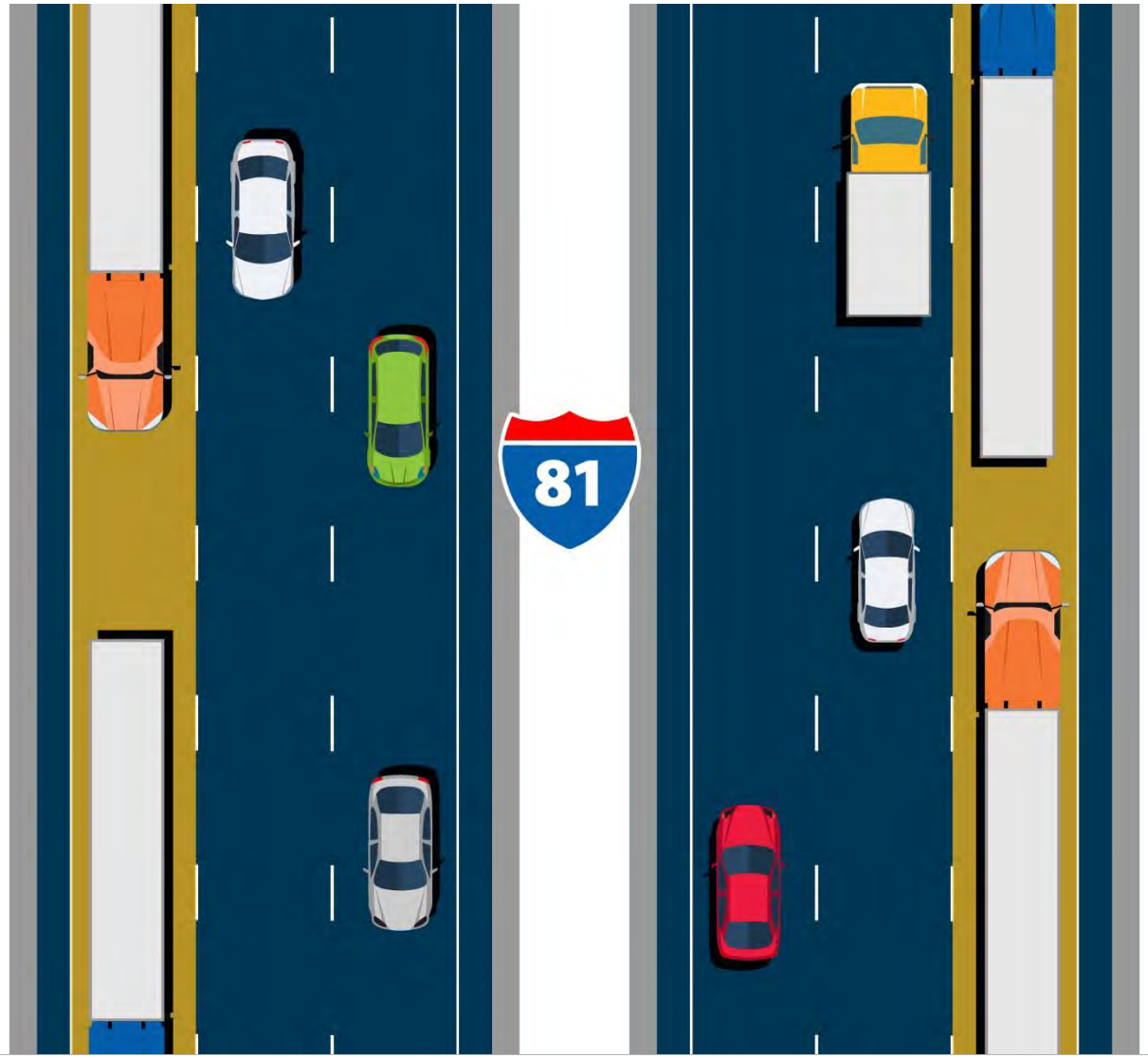
Capital Improvement Projects

Acceleration & Deceleration Extension

36 Improvements

- 25 Projects Complete
- 3 Projects Under Construction
- 8 Future Projects – Completion by 2033

Types of Projects



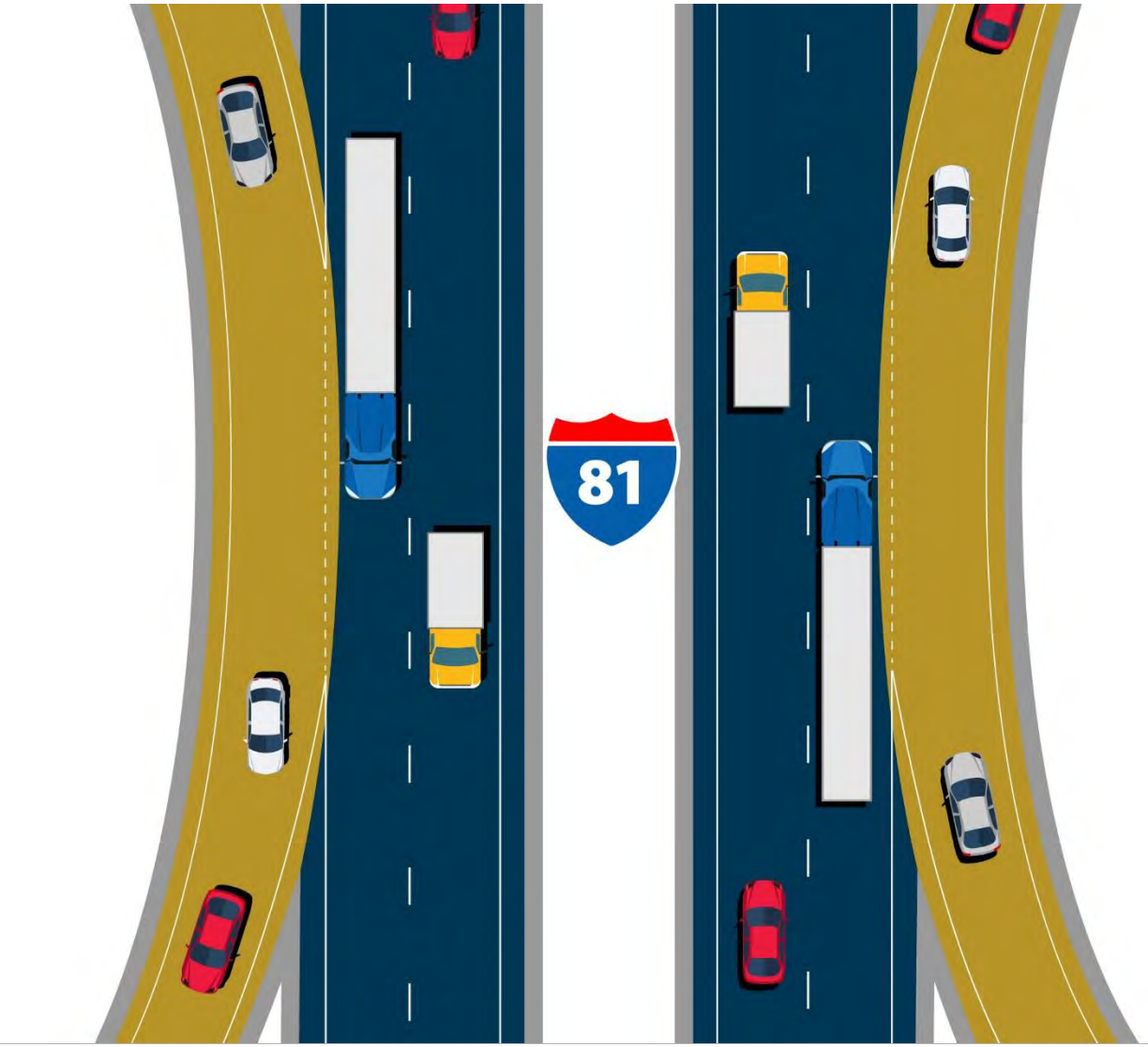
Capital Improvement Projects

Truck Climbing Lanes

5 Improvements

- 1 Complete
- 4 Projects Under Construction – 2 Complete in 2025, 2 Complete by 2028

Types of Projects

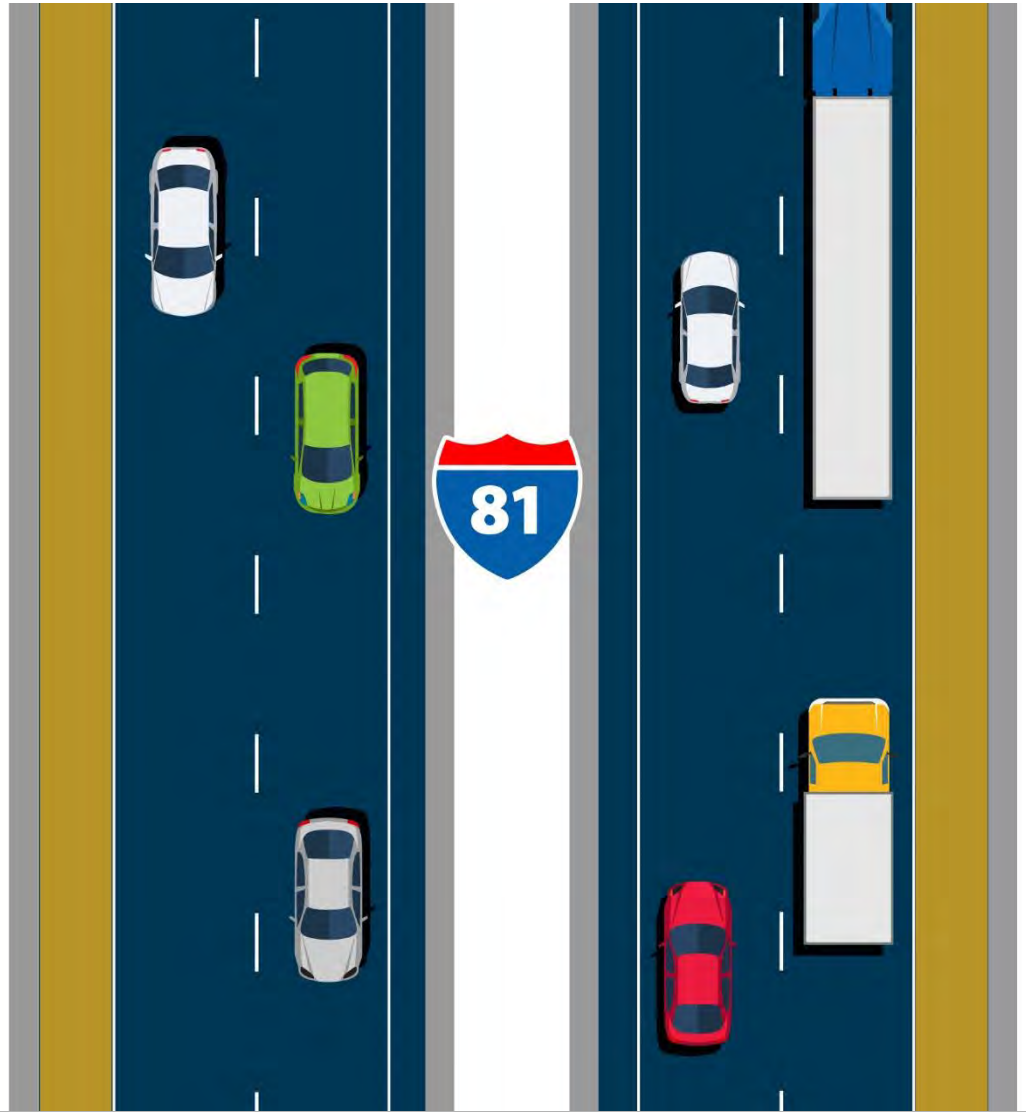


Capital Improvement Projects

Auxiliary Lane

4 Improvements
- 1 Project Complete
- 3 Under Construction

Types of Projects



Capital Improvement Projects

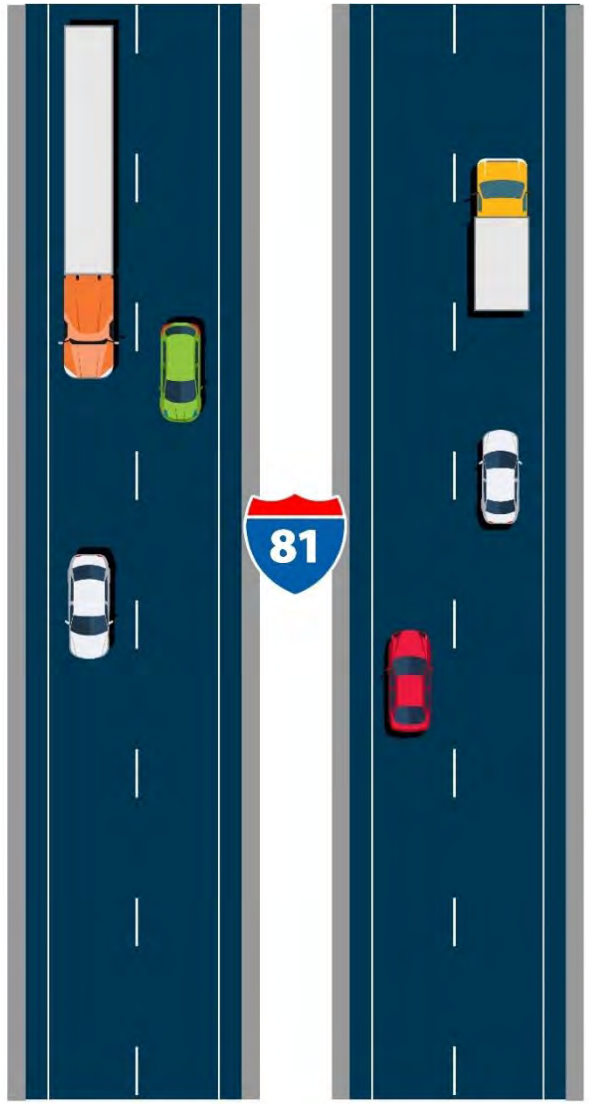
+S Shoulder Widening

Curve Improvements

8 Total Improvements

- All Complete
- Note – 1 shoulder widening project converted to full lane widening project (Exit 205 to Exit 200 SB)

Types of Projects



+30

New digital message signs

+51

New traffic cameras

+45

Miles coverage

Extended safety service patrols

+200

Arterial and signal improvements

24%

Clearance time

Improved incident clearance

Operational Improvement Projects

Operational Improvements

5 Improvement Types

- 42 VDOT signal improvements complete
- 46 VDOT signal improvements under construction (complete 2025)
- 55 Locality signal improvements complete
- 57 Locality signal improvements under construction (complete 2025)
- 3 Geometric Improvements complete

Project Development Process (Capital Projects)

Project Status Today (65 Projects)

* Note – Due to the addition of the southbound Exit 137 to Exit 128 project in Salem District, there are now 65 Capital Improvement Projects within the Program.

Planning	Preliminary Engineering (PE) & Environmental Evaluation	Design	Right of Way & Utility Coordination	Construction	Completed
0 PROJECTS	2 PROJECTS	12 PROJECTS	0 PROJECTS	16 PROJECTS	35 PROJECTS

Project Status October 2023 (64 Projects)

2 PROJECTS	4 PROJECTS	18 PROJECTS	0 PROJECT	6 PROJECTS	34 PROJECTS

Bristol District Project Status (Capital Projects)

- **Completed Projects:**
  - Exit 26 SB Acceleration Lane Extension (Emory)
  - Exit 26 SB Deceleration Lane Extension (Emory)
  - Exit 67 Deceleration Lane Extension (South of Wytheville)
  - Exit 19 Deceleration Lane Extension (Abingdon)
  - Exit 84 SB Deceleration Lane Extension (North of Fort Chiswell)
  - Bundle project (Exit 39 NB Decel, Exit 47 SB Accel, Exit 39 SB Decel, Exit 43 SB Accel)
  - Exit 39 SB Acceleration Lane Extension (Seven Mile Ford)
  - Exit 47 NB Acceleration Lane Extension, single phase DB (Marion)
  - Exit 54 SB Auxiliary Lane - (South of Rural Retreat)
  - Exit 17 SB Acceleration Lane Extension (Abingdon)
  - MM 39.5 to MM 40.8 NB Truck Climbing Lane (Chilhowie)
  - Four curve improvements (chevron signs in Wytheville and Abingdon)

+12



+1



+4



+1

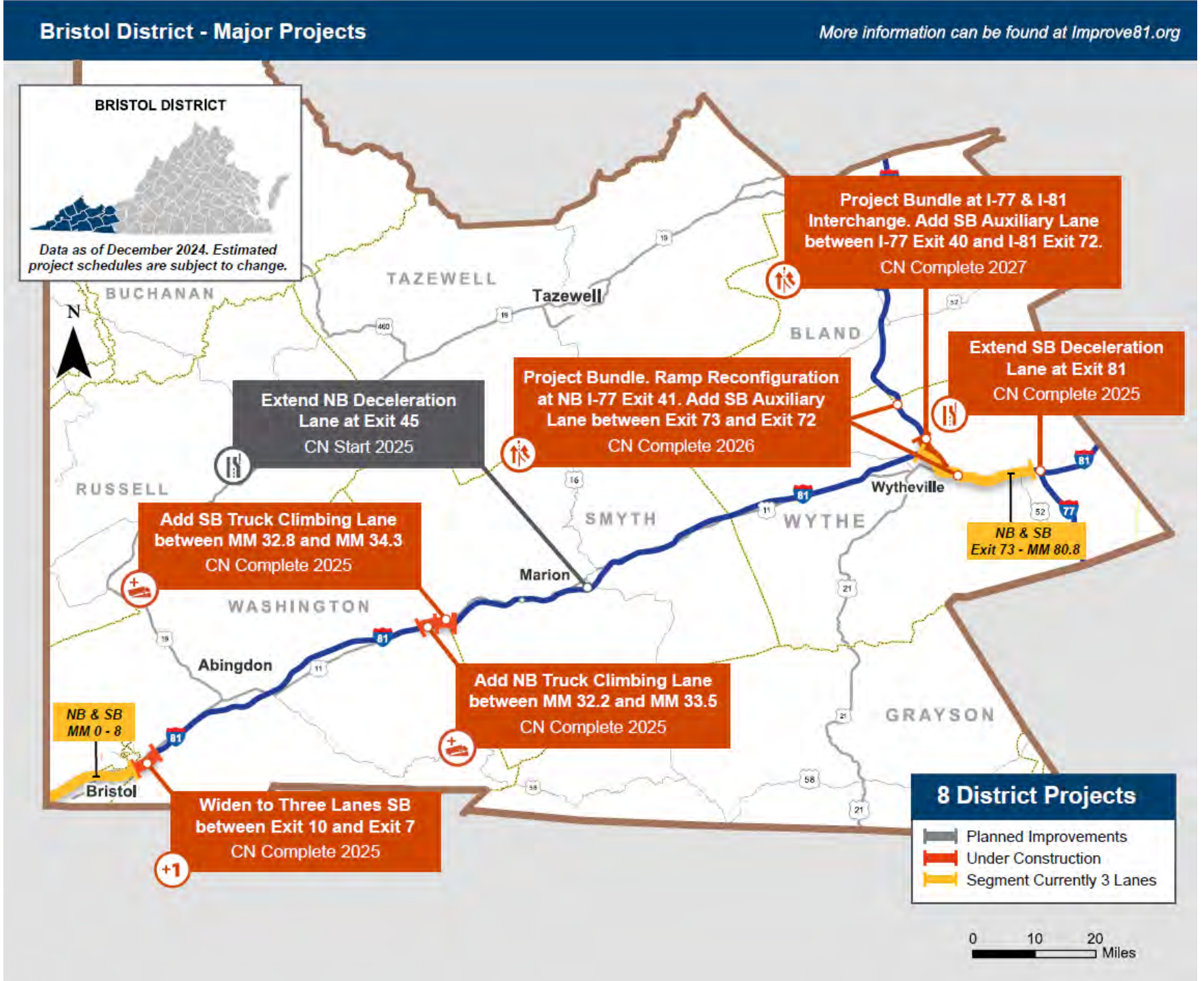


Bristol District Project Status (Capital Projects)

- **Projects Under Construction:**
  - MM 32.2 to MM 33.5 NB Truck Climbing Lane (Chilhowie) – Completion June 2025
  - MM 34 to MM 33 SB Truck Climbing Lane (Washington County) – Completion June 2025
  - Exit 81 SB Extend Deceleration Lane (Wythe County) – Completion November 2025
  - Exit 10 to Exit 7 SB Widening (Bristol) – Completion November 2025
  - Auxiliary Lane SB Exit 73 to Exit 72 – Completion November 2026
  - I-77 NB Extend Deceleration Lane (Wytheville) – Completion November 2026
  - Exit 72 NB Extend Deceleration Lane (Wytheville) – Completion November 2027
  - Auxiliary Lane I-77 Exit 40 to I-81 Exit 72 (Wytheville) – Completion November 2027

Bristol District - Major Projects

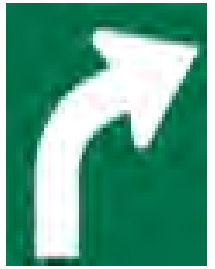
More information can be found at Improve81.org



Salem District Project Status (Capital Projects)

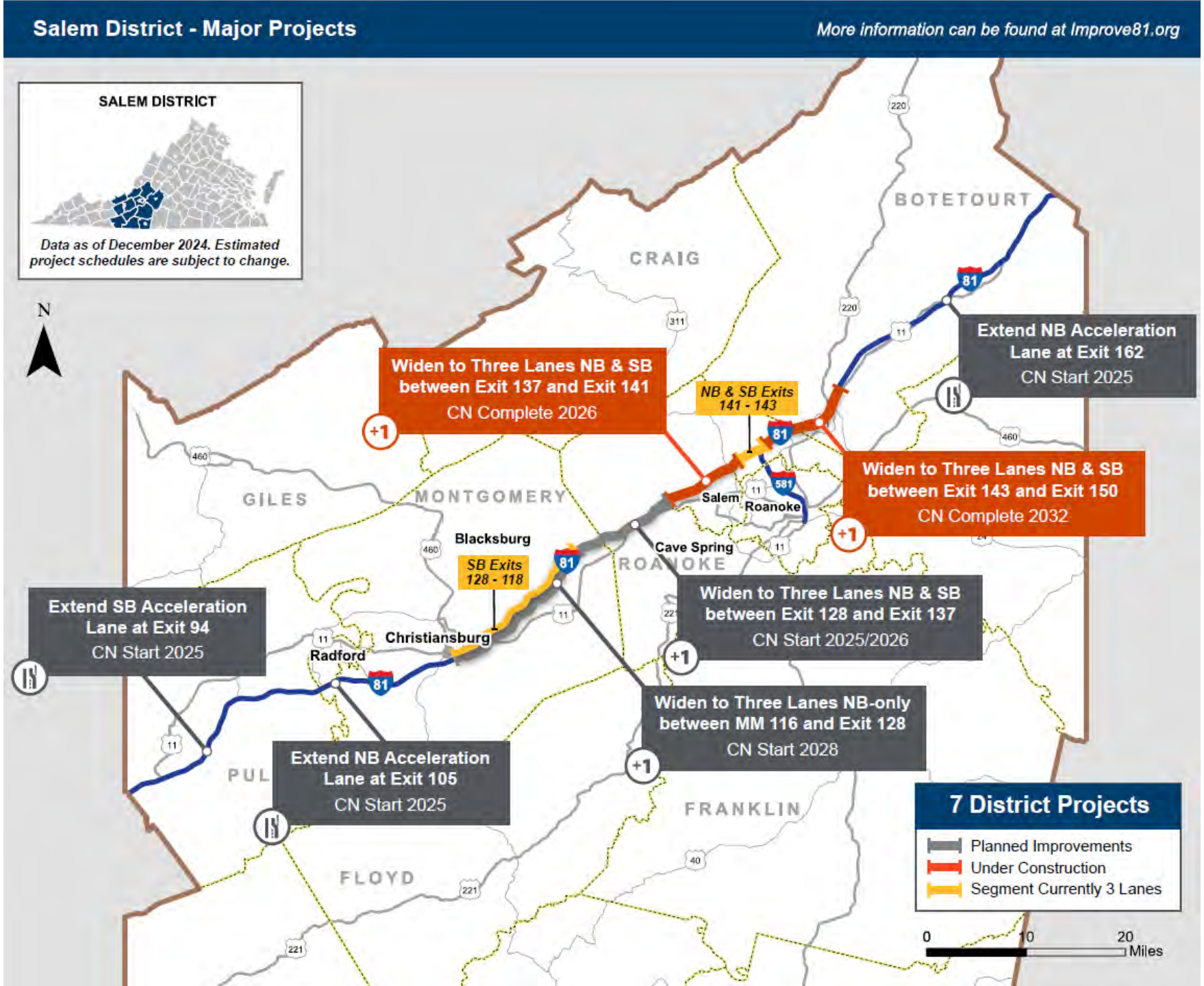
- **Completed Projects:** +3
  - Exit 89 NB Acceleration Lane Extension (Pulaski)
  - Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville
  - Three curve improvements (chevron signs south of Draper and south of Natural Bridge) +3
- **Projects Under Construction:**
  - Exit 137 to Exit 141 Widening NB and SB (Design-Build, 2 projects bundled) – Salem
    - Completion January 2026
  - Exit 143 to Exit 150 Widening NB and SB (Design-Build) – Roanoke to Troutville
    - Completion March 2031





Salem District - Major Projects

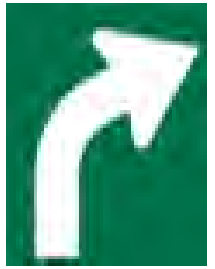
More information can be found at Improve81.org



Staunton District Project Status (Capital Projects)

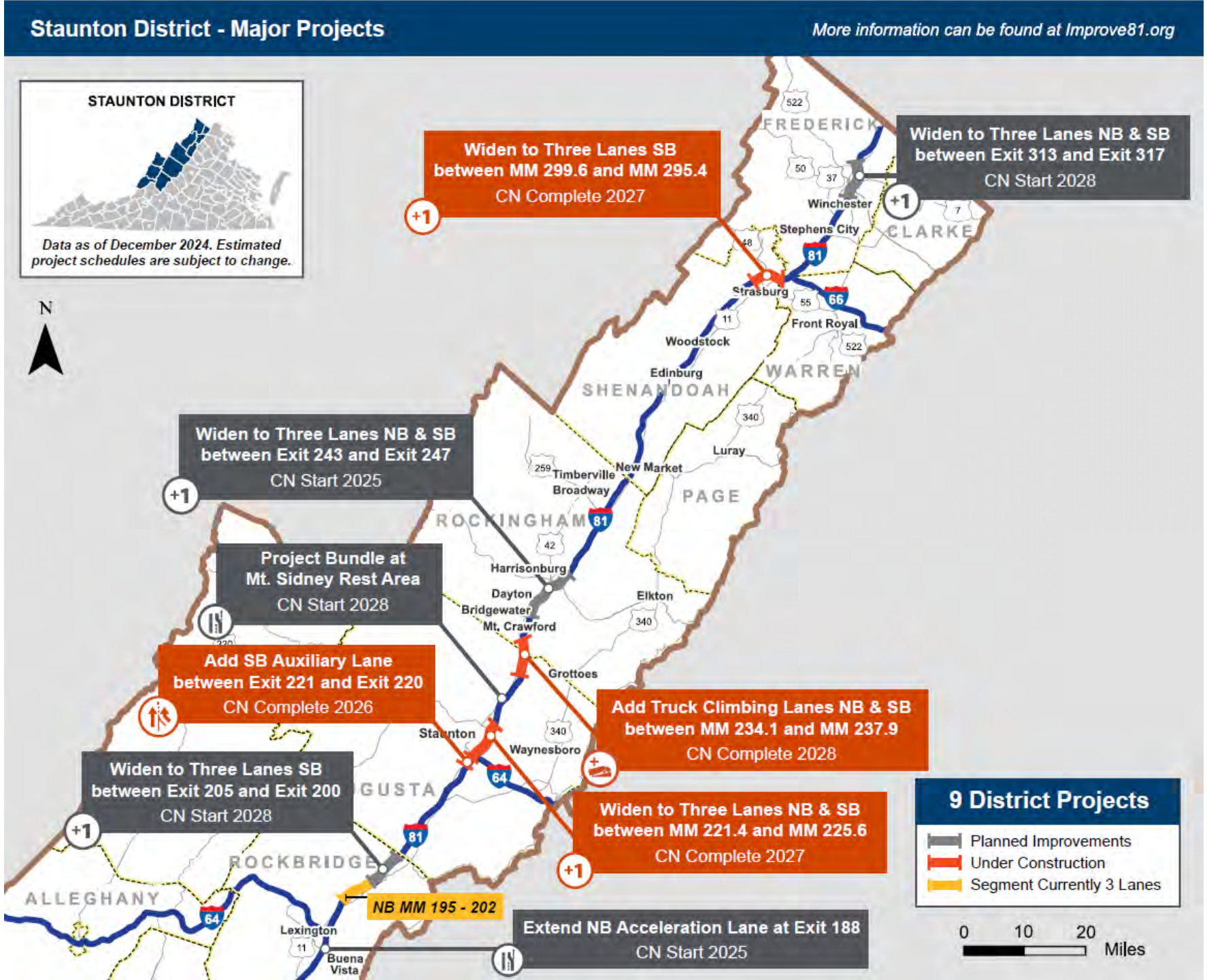
- **Completed Projects:**
  - Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel, **+10**
  - Exit 269 NB Decel, Exit 279 SB Accel
  - Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel
  - Exit 205 SB Accel, Exit 205 NB Accel (Raphine)
  - One curve improvement (chevron signs at Mount Jackson) **+1**
- **Projects Under Construction:**
  - Exit 221 to Exit 220 SB Auxiliary Lane – Completion October 2025
  - Exit 221 to Exit 225 NB and SB Widening – Completion June 2027
  - MM 299 to MM 296 SB Widening – Completion September 2027
  - Weyers Cave Truck Climbing Lanes (NB & SB, 2 Projects) – Complete 2028





Staunton District - Major Projects

More information can be found at Improve81.org



Upcoming Capital Projects (Corridor-wide)

Bristol District

Project Description	Anticipated Construction Start
Exit 45 NB Deceleration Lane Extension (Marion)	2025

Salem District

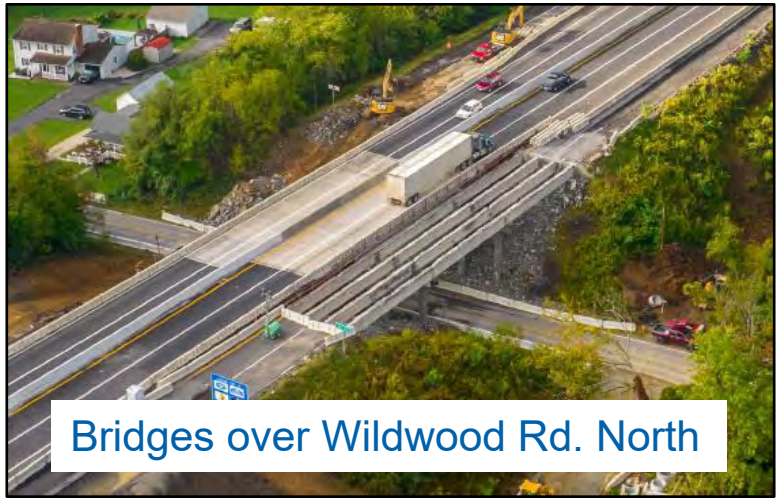
Project Description	Anticipated Construction Start
Exit 94 SB Acceleration Lane, Exit 105 NB Acceleration Lane, Exit 162 NB Acceleration Lane	2025
Exit 128 to Exit 137 Widening NB and SB (Ironto to Salem) – 2 Projects	2025/2026
MM 116 to Exit 128 Widening NB Only (Christiansburg to Ironto)	2028

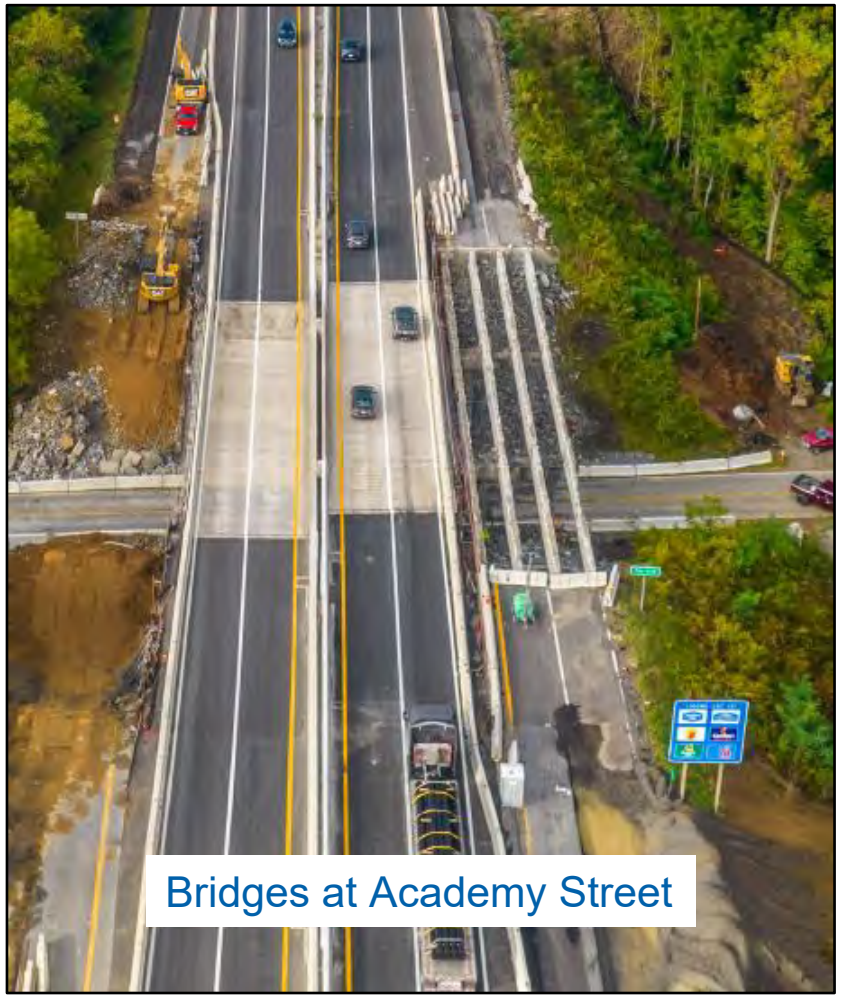
Staunton District

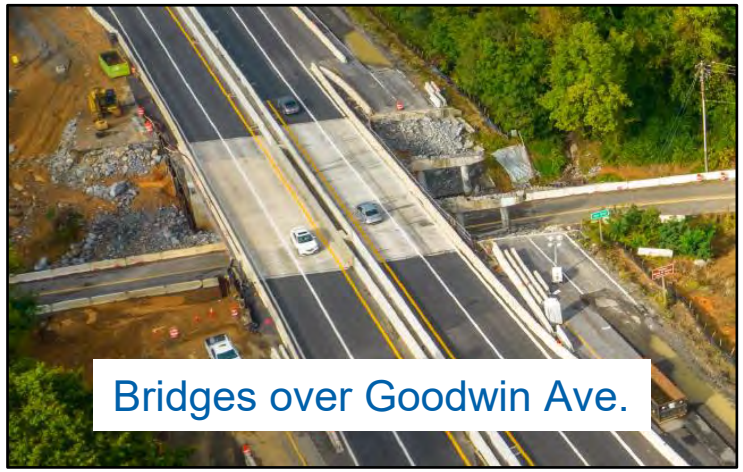
Project Description	Anticipated Construction Start
MM 242 to MM 248 NB and SB Widening (Harrisonburg)	2025
Exit 313 to Exit 317 NB and SB Widening – Construction 2028 (Winchester)	2028
Mount Sidney Rest Area (SB Deceleration Lane, SB Acceleration Lane, NB Acceleration Lane)	2028
Exit 205 to Exit 200 SB Widening (Raphine to Fairfield)	2028
Exit 188 NB Acceleration Lane	2025

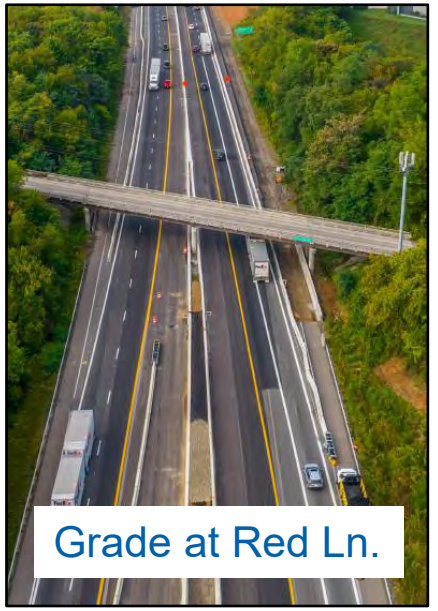
Salem Exit 137 to Exit 141 Project Progress
Illustrative of major widening project


Bridges over Wildwood Rd.


Bridges over Wildwood Rd. North


Bridges at Academy Street


Bridges over Goodwin Ave.


Grade at Red Ln.

Staunton Exit 221 to Exit 225 Project Progress
Illustrative of major widening project



Median Grading and Drainage



Median Grading



Median Grading and Stream Stabilization at Lewis Creek

Stay up-to-date – Videos, Podcasts, Newsletters



IMPROVE 81

Fall 2024

81 INSIDER

Bridge replacements in the exit 143-150 project include both spans over Route 220

Contract Awarded for Major Widening Project

One of the largest and most complex projects in the I-81 Corridor Improvement Program (CIP) has taken a giant leap forward. In mid-July the Commonwealth Transportation Board awarded a $362 million design-build contract to Branch Civil Inc. of Roanoke for the widening of I-81 in Roanoke and Botetourt counties.

The seven-mile project adds a third northbound and southbound lane between exit 143 (I-581 interchange) and exit 150 (Route 220). It also replaces eight bridges on the interstate and installs more than 8,500 feet of sound barrier along the northbound lanes.

"The Branch team is developing the final design and working to acquire the necessary environmental permits," explains Craig Moore, Assistant Salem District Location & Design Engineer. "VDOT is excited to work with them to finish design work and move toward construction."

Right of way and utility-relocation work is scheduled to begin in fall 2024 and continue through the end of 2025. Preliminary construction activities such as tree-clearing and installation of erosion and sediment controls are expected to start in early 2025.

continued on page 2

- Download a copy at Improve81.org
- Sign up to receive the quarterly newsletter via email at Improve81.org
- Or – scan the QR code below!

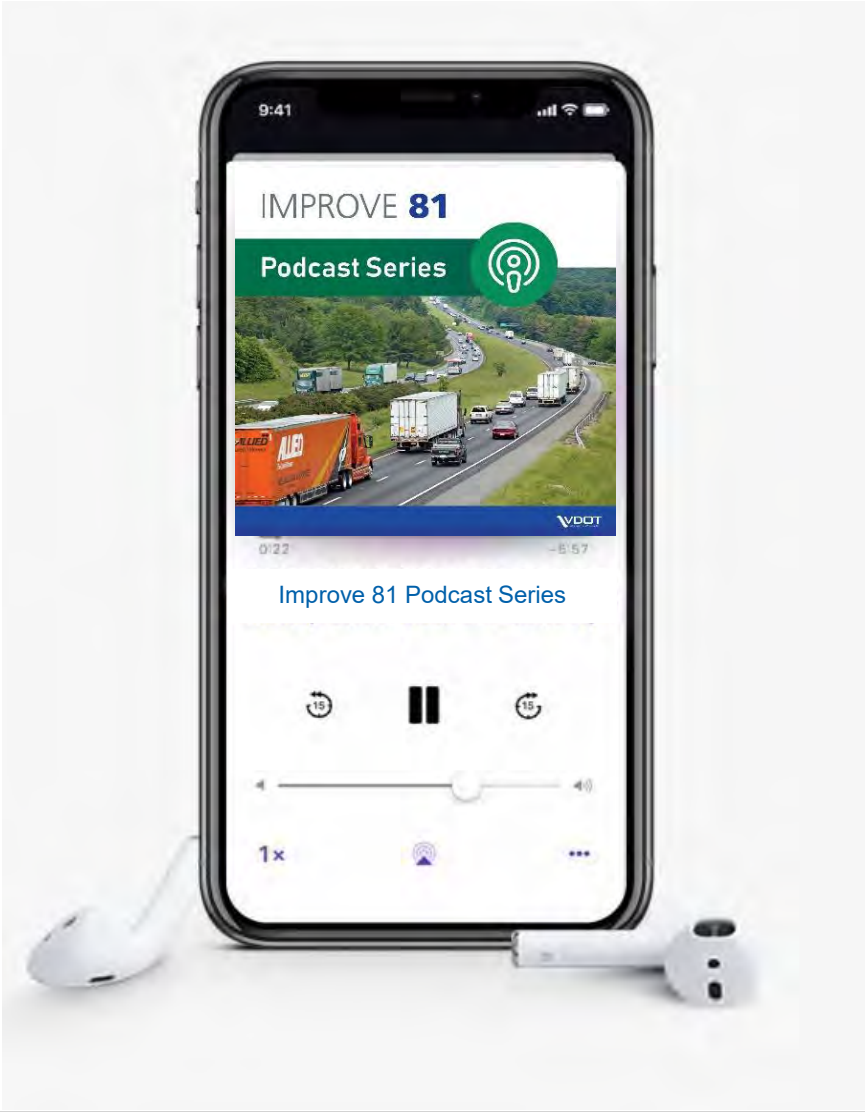
Click here!



Program Specific Website – Learn More!

Improve81.org





I-81 Corridor Finance Update

Laura Farmer
- Chief Financial Officer
Ben Mannell
- TMPD Acting Director

December 13, 2024

Legislative Background

- Chapters 837 and 846 (HB 2718 and SB 1716, 2019 Session)
  - Created the Interstate 81 Corridor Improvement Program and Fund
  - Provided new transportation revenues to support the interstate highways and specifically I-81
- Chapters 1230 and 1275 (HB 1414 and SB 890, 2020 Session)
  - Authorized the sale and issuance of bonds with an aggregate principal amount not to exceed $1 billion
  - Changed the localities contributing to fuel tax revenue for I-81 Fund to those through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
  - Provided allocated funding through the Interstate Operations and Enhancement Program (IOEP)

Legislative Background

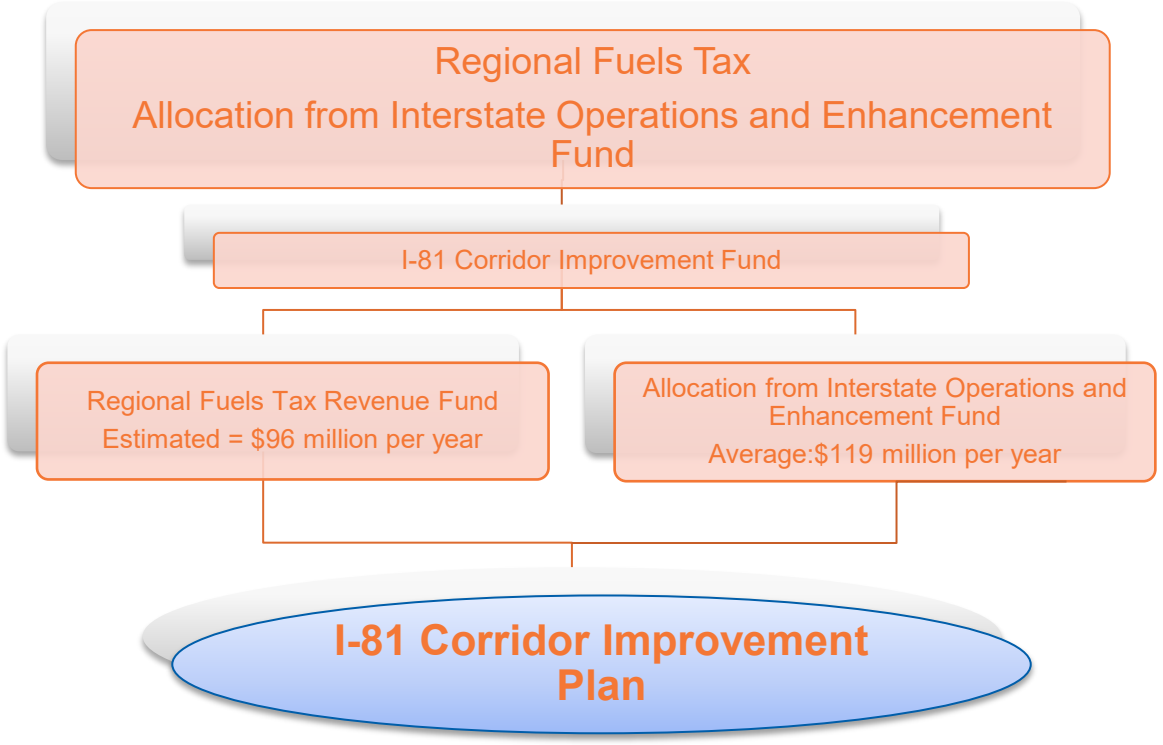
- ***Code of Virginia,* Section 33.2-214. E.**

  The Commonwealth Transportation Board shall only include a project or program wholly or partially funded from the Interstate Operations and Enhancement Program (IOEP) if the allocation of funds from IOEP and other funding committed to such a project or program is within the six-year horizon of the SYIP, sufficient to complete the project or program.

- **With the long-term dedicated funding source and financial plan, flexibility has been provided to the I-81 Corridor Improvement Program (CIP)**
  - **Chapter 2 Budget Bill (HB 6001, 2024 Special Session I)**
    - Allows the Commonwealth Transportation Board to advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Program as adopted by the Board
      - Anticipated funding for the construction portion of the project must be planned for within the subsequent three years after the Six-Year Improvement Program
      - Report on all projects advanced in this manner to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees

Funding Sources and Structure

- **Dedicated funding for the I-81 Program is deposited in the I-81 Corridor Improvement Fund and includes:**
  - Regional Fuels Tax along the I-81 Corridor
  - Share of statewide revenues from allocation of the IOEP
- **Regional Fuels Tax**
  - July 1, 2019 through June 30, 2020, additional 2.1% tax on gasoline and diesel sold by a distributor to a retail dealer
  - Effective July 1, 2020, changed to a per gallon rate subject to annual CPI-U adjustment
  - Current tax rate as of July 1, 2024: 9.0 cents/gallon gasoline; 9.1 cents/gallon diesel
  - Can be leveraged for debt service and paygo
- **Allocation from IOEP**
  - I-81 receives allocation equal to ratio of Vehicle Miles Traveled (VMT) on I-81 by vehicles Class 6 or higher to total VMT on all Interstate highways
  - Can provide funding only for paygo



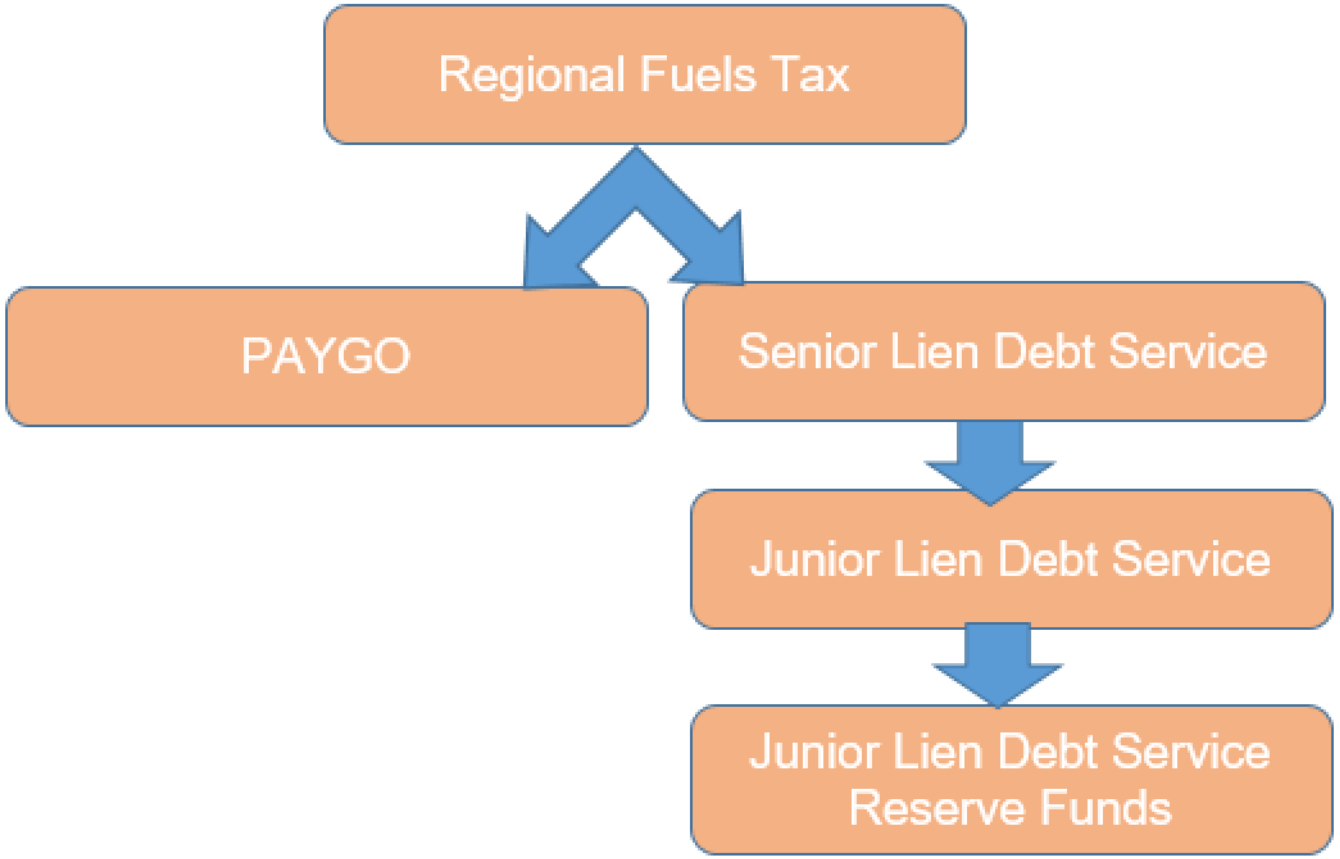
Historical Truck VMT for Interstate 81

- **I-81 receives allocation equal to ratio of Vehicle Miles Traveled (VMT) on I-81 by vehicles Class 6 or higher to total VMT on all Interstate highways**

Applicable Fiscal Year	I-81 Share of Truck VMT
2022	43.7%
2023	43.5%
2024	43.7%
2025	43.9%

**VMT data is provided in December each year providing data for the previous calendar year to inform assumptions for the subsequent fiscal year*

Planned Use of Regional Fuels Tax



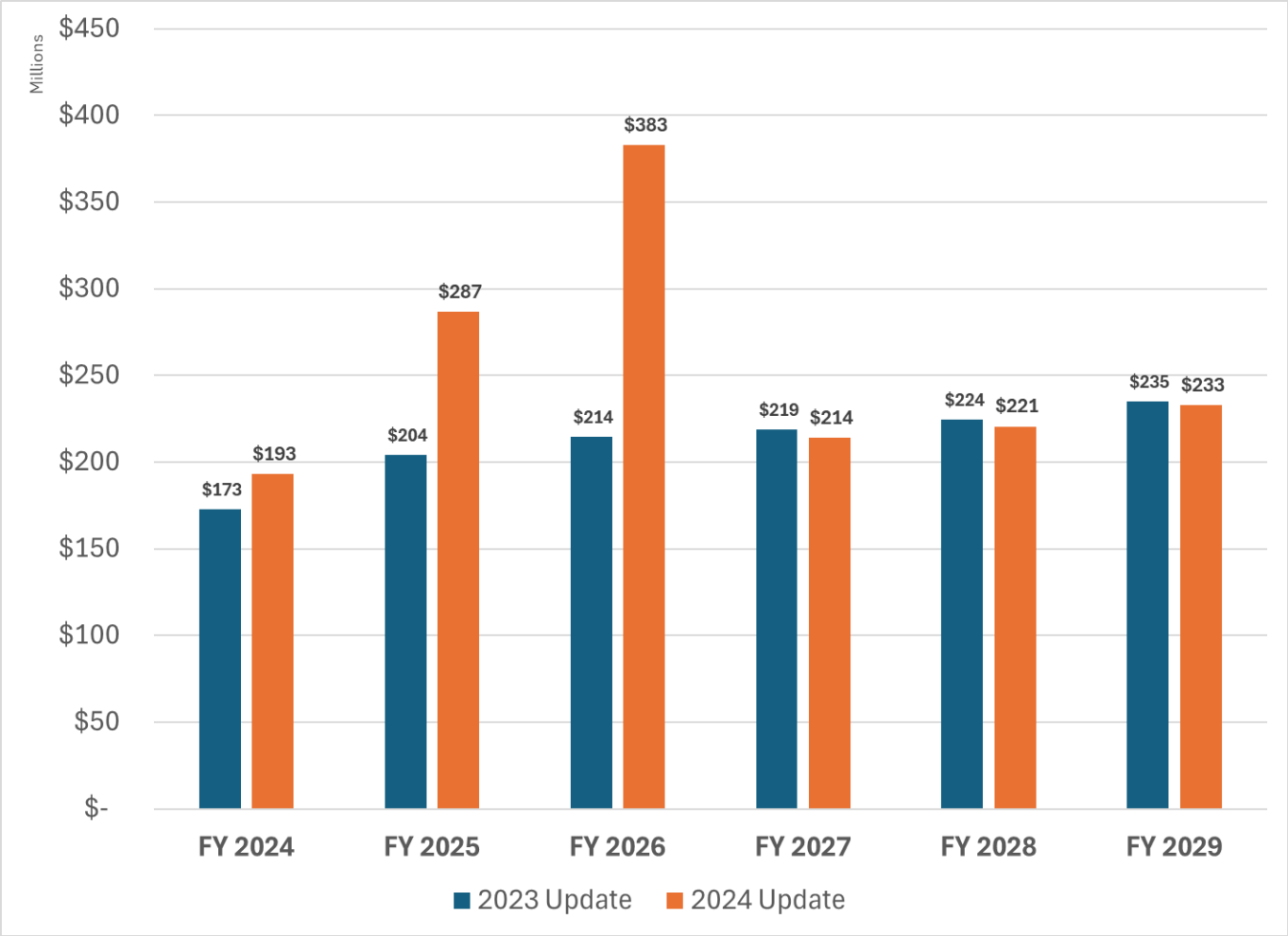
Debt service for the program can only be supported by the regional fuels tax collections

Additional Funding

- **Chapter 2 Budget Bill (HB 6001, 2024 Special Session I)**
  - Provided $70 million of General Fund from the first year (FY 2025) to support the advancement of projects in the Interstate 81 Corridor
- **Federal Earmark**
  - Provided $42 million from Highway Infrastructure Programs (HIP) Community Project Grant for I-81 Corridor Improvements
- **General Fund Surplus from FY 2024**
  - To provide $175 million to support continue advancement of projects in the Interstate 81 Corridor
  - Subject to appropriation during the 2025 General Assembly Session

Total of $287 million of directed funding to Interstate 81

Impact of Additional Funding



FY 2026 amount includes $175 million in General Fund, subject to appropriation

Comparison to 2023 Committee Update

Earmarked funds provide for additional infusions in FY 2025 and 2026, allowing projects to advance sooner

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions)
Activity through June 30, 2024

Sources	Actuals Through FY 2024
Regional Fuels Tax	$380.3
Interstate Operations and Enhancement Program Allocation (State and Federal)	354.8
Other Sources Prior to FY 2021/Other	29.3
Interest Income	29.9
Total	**$794.3**
Bonds/TIFIA Loan	**199.4**
Total	**$993.7**

Activity	Total
Expenditures	
Pay-Go Project Expenditures	$207.8
Bond / TIFIA Fund Project Expenditures	116.9
Debt Service	12.3
Financing Costs	1.2
Total	**$338.3**
Balance Remaining	
Fund Balance	$562.9
Bond Balance	0.0
Federal IOEP Balance	10.1
TIFIA Balance	82.6
Total Available	**$655.6**
Expenditures and Balance Remaining Total	**$993.9**

Totals differ due to rounding

Sources – Revenue Performance and Projections

Sources	Actuals Through FY 2024	FY 2025*	FY 2026**	FY 2027	FY 2028	FY 2029	FY 2030	Total
Regional Fuels Tax	$380.3	$90.2	$93.2	$95.2	$97.3	$99.5	$101.6	**$957.3**
Interstate Operations and Enhancement Program Allocation	354.8	84.5	114.7	118.7	123.2	133.3	138.5	**1,067.7**
Other Sources Prior to FY 2021/Other	29.3	112.0	175.0	-	-	-	-	**316.3**
Prior Year Revenue Adjustment	-	-	-	-	-	-	-	**-**
Interest Income	29.9	-	-	-	-	-	-	**29.9**
Total	**$794.3**	**$286.7**	**$382.9**	**$213.9**	**$220.5**	**$232.8**	**$240.1**	**$2,371.2**
Planned Debt for Construction	199.4	199.4	-	334.2	-	-	266.9	1,000.0
Total	**$993.7**	**$486.1**	**$382.9**	**$548.1**	**$220.5**	**$232.8**	**$507.0**	**$3,371.2**

Estimate Sources:
Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2023
Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2024
**FY 2025 Other Sources is the General Fund commitment and the federal Highway Infrastructure Programs Community Project Grant*
***FY 2026 Other Sources is the FY 2024 General Fund Surplus dedicated to I-81 (subject to future appropriation)*

Uses - Support I-81 Corridor Improvement Program

Uses (in millions)	Through FY 2024*	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Debt Service	$12.3	$5.3	$14.0	$9.7	$25.2	$22.9	$22.9	$112.3
Funding Available for Construction	780.7	280.1	367.1	202.4	193.9	208.5	216.8	2,249.5
Administration and Financing Costs	1.2	1.3	1.8	1.8	1.4	1.4	0.4	9.3
Total	**$794.3**	**$286.7**	**$382.9**	**$213.9**	**$220.5**	**$232.8**	**$240.1**	**$2,371.2**
Planned Debt to support Construction	199.4	199.4	-	334.2	-	-	266.9	1,000.0
Total with Planned Debt	**$993.7**	**$486.1**	**$382.9**	**$548.1**	**$220.5**	**$232.8**	**$507.0**	**$3,371.2**

*As of June 30, 2024; unaudited

FY 2026 Funding available for Construction includes the FY 2024 General Fund Surplus dedicated to I-81 (subject to future appropriation)

I-81 Corridor Program – Project Costs

- **The estimated cost of all improvements totals $3.6 billion, with projects funded through 2035 (based on the current revenue assumptions and debt model)**
  - **Based on recommendations from the Advisory Committee, the CTB added the Southbound MM 137-128 Widening to the I-81 CIP to advance with Northbound and prioritized the remaining planned widening segments on corridor in December 2023**
  - **CTB supported adding the remaining two projects in the original prioritized list in the following order, when revenue assumptions support their inclusion:**
    - UPC 116281 Widen to 3 lanes northbound and southbound from MM 312 to MM 318 (Winchester)
    - UPC 116196 Add northbound lane from MM 116 to MM 128 (Christiansburg)

    This prioritization was recommended to prevent a continuous work zone for 21 miles for a period of 4 to 5 years

Project Status in SYIP – I-81 Corridor Plan

- **Because of the flexibility provided by Chapter 2 (2024 Special Session I), the two remaining candidate projects were added to the current SYIP funding PE and RW activities:**
  - **UPC 116196 Add northbound lane from MM 116 to MM 128 (Christiansburg, current estimate: $459 million)**
  - **UPC 116281 Widen to 3 lanes northbound and southbound from MM 312 to MM 318 (Winchester, current estimate: $480 million)**
- **Current revenue projections can support funding the completion of the current I-81 program by 2035 with some residual funds**
  - **Construction schedules for the remaining widenings may extend beyond the 2035 horizon**

Debt Issuance Plan

- **The I-81 Regional Fuels Tax revenues will support all debt issued**
- **Will not impact debt capacity of the Commonwealth**
- **Mixture of municipal bonds and Transportation Infrastructure Financing Innovation Act (TIFIA) loans over the life of the program**

	2021 Bonds	2022 TIFIA Loans	Future Financings	Total
Funded Costs (in millions)				
Senior Lien Bonds	$101.9	$ -	$ -	**$101.9**
Senior Lien Rural TIFIA Loan	-	14.9	214.9	**229.8**
Junior Lien Regular TIFIA Loan	-	82.6	585.7	**668.3**
Total	**$101.9**	**$97.5**	**$800.6**	**$1,000.0**

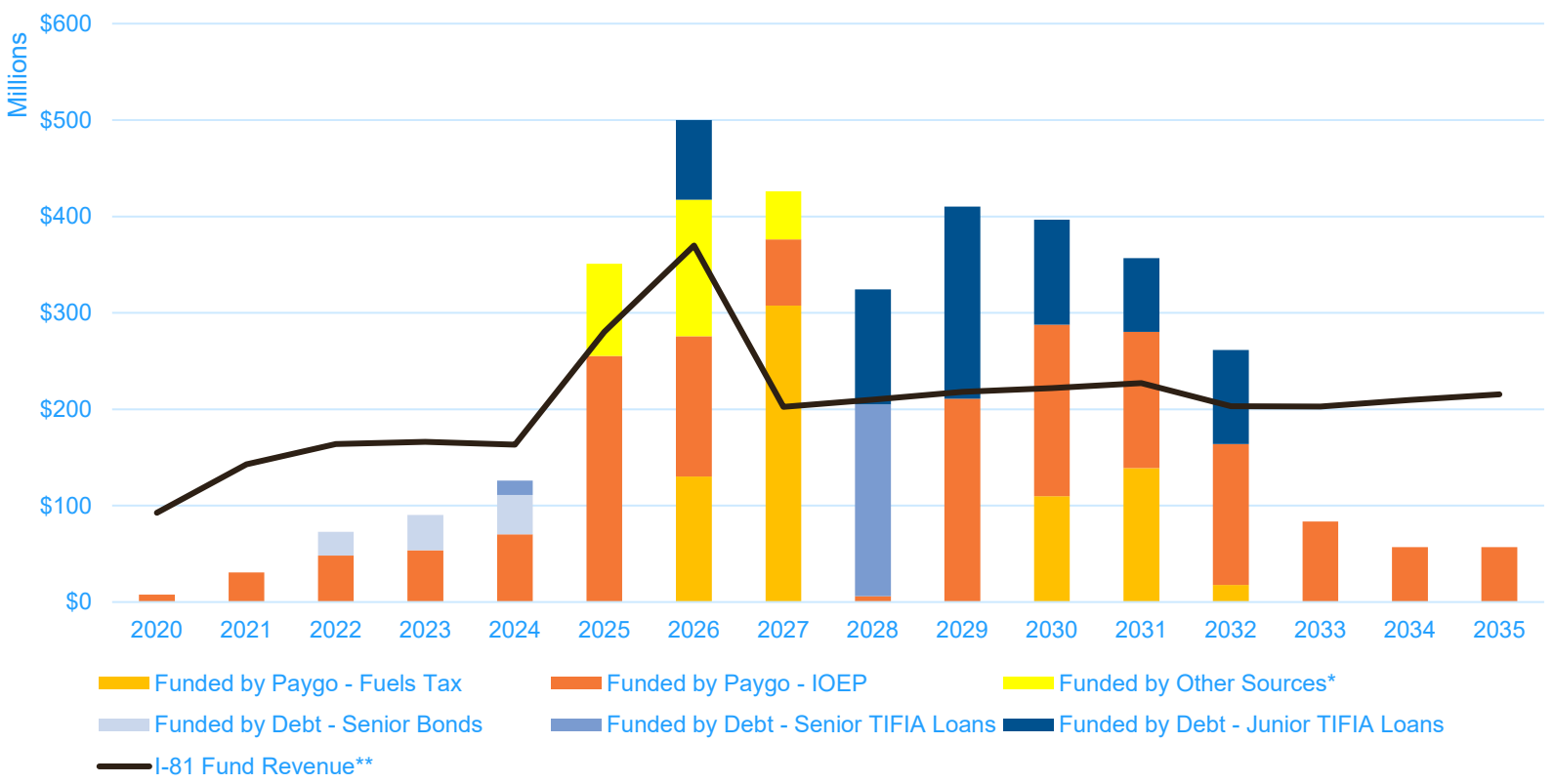
Preliminary, Subject to change, based on latest model

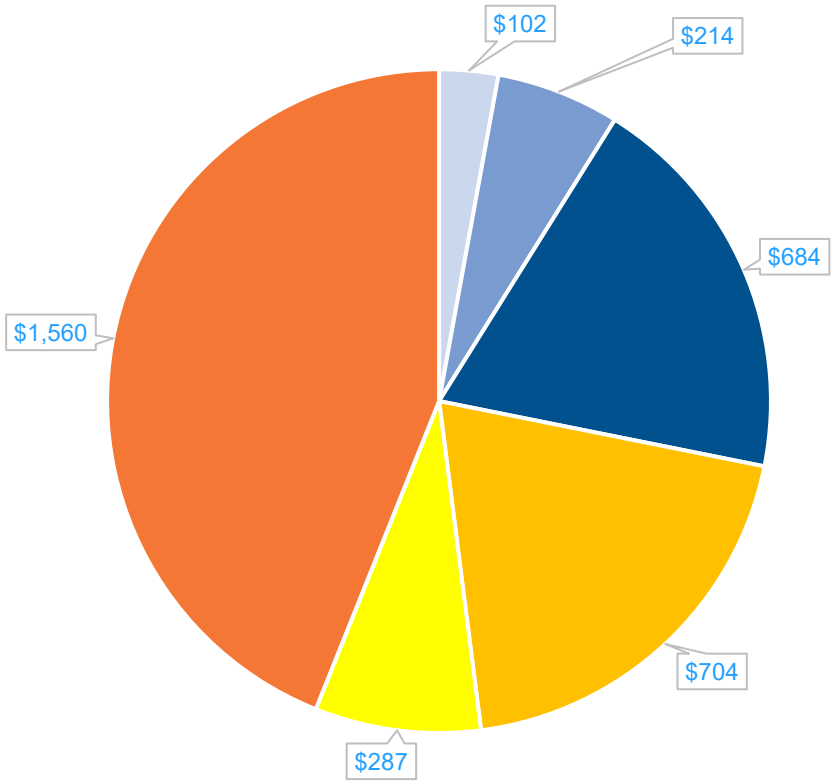
Debt authorization of $1 billion, last TIFIA loan planned for 2032 in current assumptions

Extended Financial Outlook for I-81 Program

Preliminary Funding by Year and Source

- **The current I-81 Program of $3.6 billion is fully funded by a mix of IOEP and fuels tax pay-go as well as multi-lien fuels tax debt**





** including $42 million Federal Earmark, $70 million General Fund appropriated in FY 2025, and $175 million General Fund Surplus dedicated to I-81 (subject to future appropriation)*
*** net of financing payments*

Potential Additional Candidate Projects

- The 2018 CIP identified 106 projects for consideration—64 projects were prioritized for funding
- Five additional candidate projects were identified beyond the original 64—these were the most complex, highest risk segments of the remaining capital projects from the CIP
- CTB took action to add one of the additional candidate projects to the SYIP—southbound widening between Exits 137 to 128; this resulted in a $70M cost savings on the delivery of that project as well as avoiding the creation of a bottleneck

Funding Plan for Additional Candidate Projects

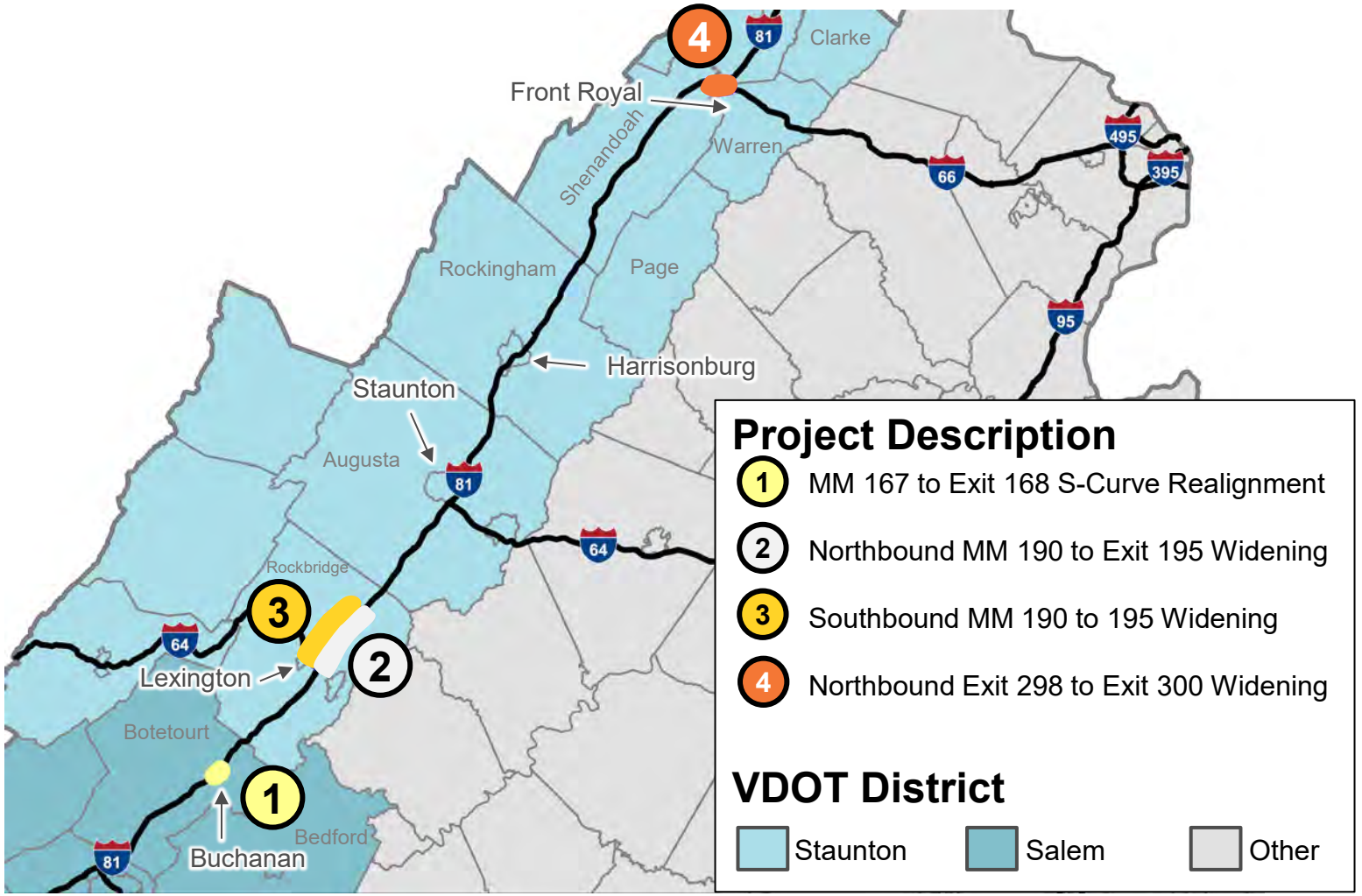
- The existing I-81 Program of 65 projects totaling $3.6 billion should be fully funded by FY 2035
- After funding the existing Program scope, there are residual I-81 Fund revenues that can advance the additional candidate projects
- Four Additional Candidate Projects from the CIP have been identified, and their current cost estimates in 2024 dollars are $656 million

Project	District	Description	2024 Estimate Midpoint (in millions)
1	Staunton	NB Widening MM 190-195	$110.0
2	Staunton	SB Widening MM 190-195	172.0
3	Staunton	NB Widening MM 298-300	100.0
4	Salem	NB/SB S-Curves MM 167-168	274.0
Total Cost			**$656.0**

- Not advancing the candidate projects could incur inflation costs of $20 million and growing per annum*

* Assumes an annual 3.0% inflation rate

Project Map – Additional Candidate Projects



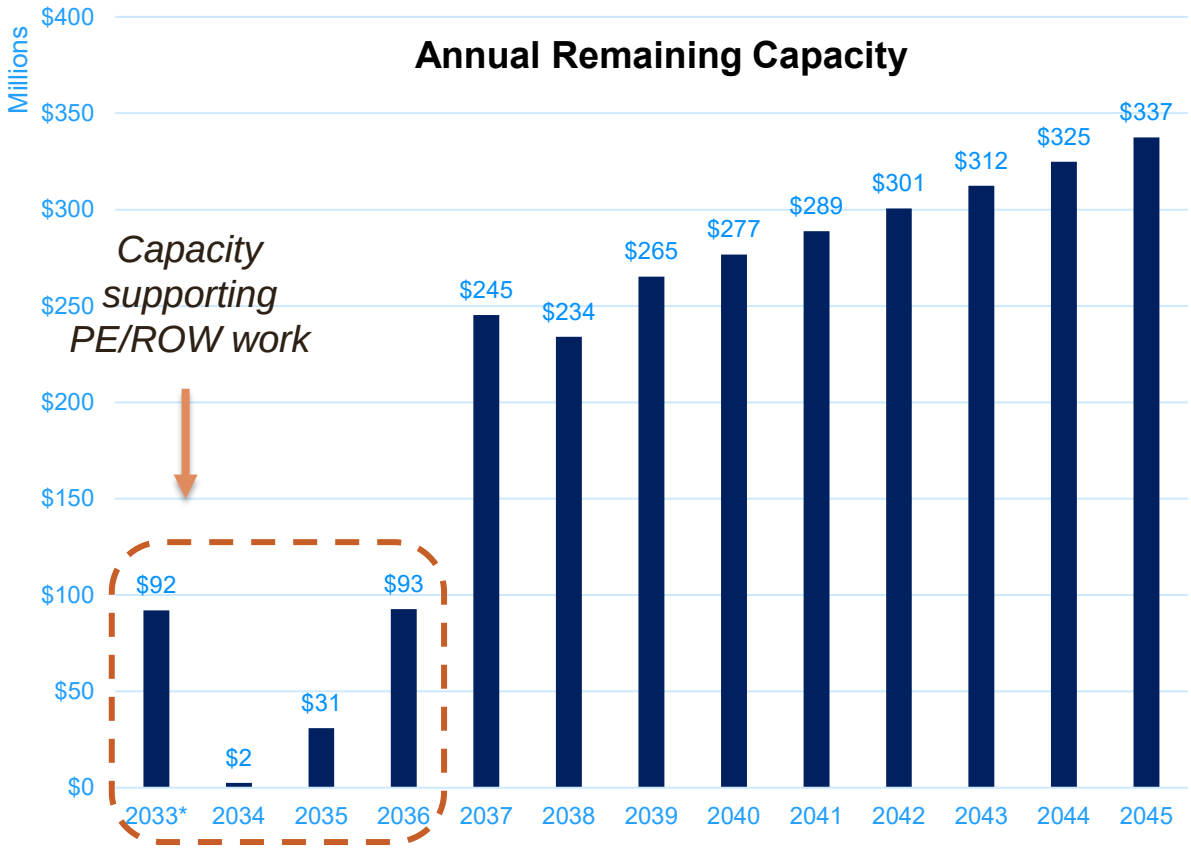
Additional Candidate Projects Advanced Schedules

- **The preliminary analysis indicates that the residual revenues can support implementing the Four Additional Candidate Projects to complete in mid 2030s**
- **There could be multiple combinations of when each of the Four Additional Candidate Projects can be completed. Below is an example:**

Project	District	Description	Example Schedule	
			Completion	Cost (in millions)
1	Staunton	NB Widening MM 190-195	FY 2036	$146.3
2	Staunton	SB Widening MM 190-195	FY 2036	228.8
3	Staunton	NB Widening MM 298-300	FY 2034	125.4
4	Salem	NB/SB S-Curves MM 167-168	FY 2036	364.4
Total Cost				**$864.9**

Remaining Capacity

- **After funding the existing I-81 Program and the Four Additional Candidate Projects, there are remaining revenue capacities starting FY 2033 to support more projects**
- **PE and ROW work could be implemented from FY 2033 to FY 2036, while construction can commence in FY 2038 when a greater amount of annual revenues become available**

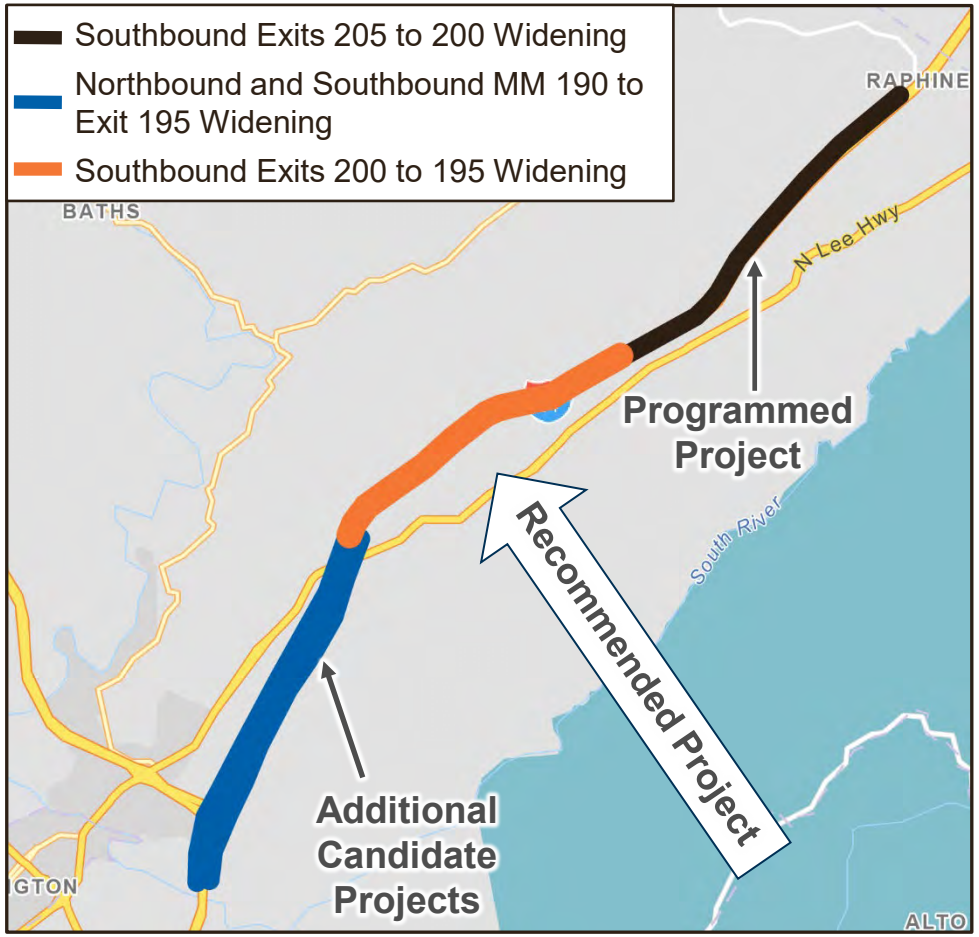


** $92 million in 2033 includes remaining revenues accumulated in prior years*

Planning for Further Improvements on Interstate 81

Recommended Project

- **Reviewed remaining 2018 CIP projects and identified recommended project**
- **Addresses safety and "gap"**
- **Opportunity to include this project with existing project(s) to achieve economy of scale and reduce costs**



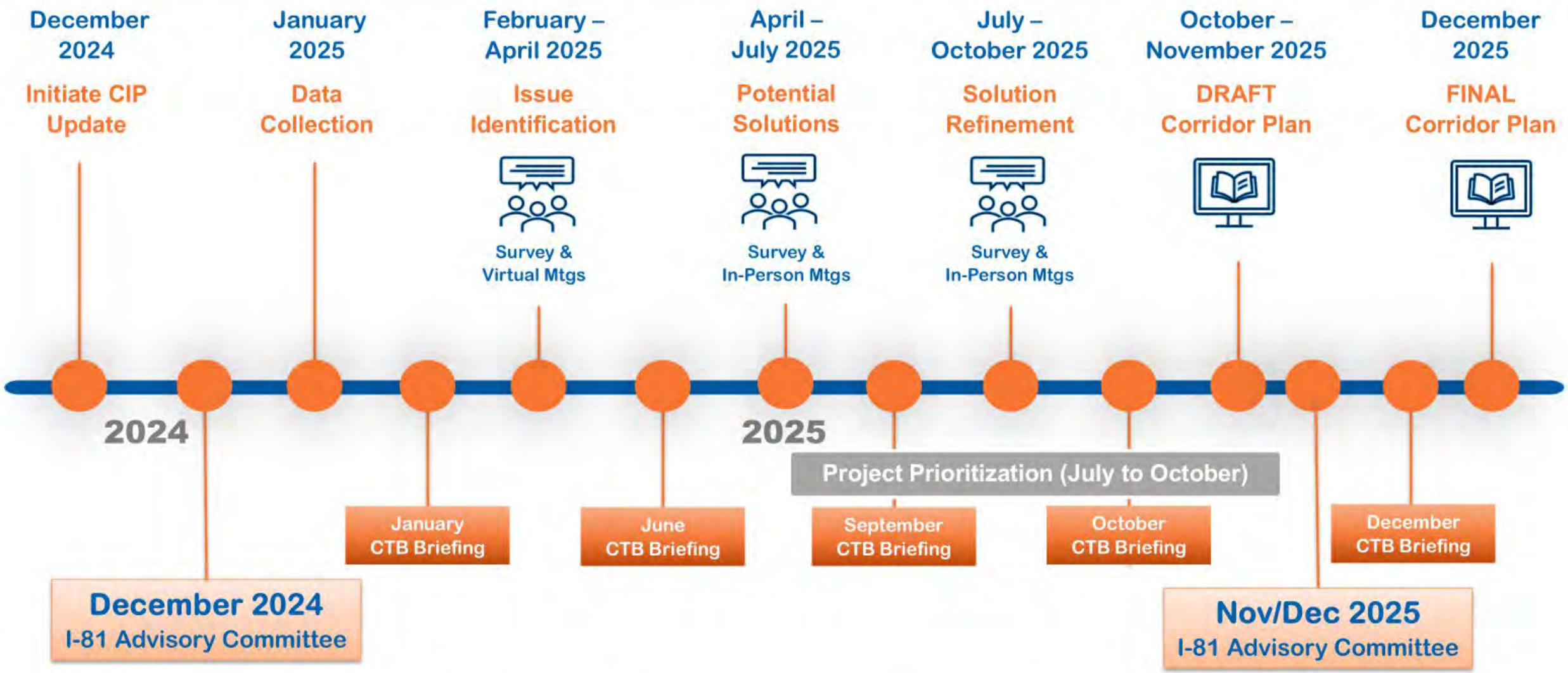
Description	Direction	Range*	
Widening Exit 200 to Exit 195	Southbound	$176.0 M	$195.0 M

** Estimates are in uninflated 2024 dollars*

Update to Corridor Improvement Plan

- Current financial outlook allows for additional projects for inclusion in the program
- New tranche of I-81 projects to be added to the program need to be identified
- Remaining 36 projects from the original CIP will be re-evaluated in the update
- Corridor Improvement Plan update to begin in 2025
- CIP update will include:
  - Problem identification
  - Potential solutions identification
  - Recommended priorities
  - Public outreach
  - I-81 Advisory Committee briefings
  - CTB briefings

Tentative CIP Schedule: November 2024 – December 2025



Public Outreach Anticipated

Virtual Meetings and Surveys

- Supporting issue identification
- All in-person meetings will include a virtual component

In-Person Public Meetings (8: 2 sets of 4 meetings)

- Supporting potential project solutions (4) and project refinement and prioritization (4)
- Locations: Bristol, Salem, and Staunton (north and south)

Five CTB Briefings

Two Advisory Committee Briefings

Recommendations and Next Steps

- **I-81 Advisory Committee recommendations:**
  - **Move forward with advancing the last five 2018 CIP projects to the Six-Year Improvement Program as funding becomes available**

Project	District	Description
1	Staunton	NB Widening MM 190-195
2	Staunton	SB Widening MM 190-195
3	Staunton	NB Widening MM 298-300
4	Salem	NB/SB S-Curves MM 167-168
5	Staunton	SB Widening MM 195-200

  - **Initiate update of the next I-81 CIP in accordance with the Code of Virginia § 33.2-3604**

Summary

- Updates to project estimates (to reflect market conditions), refined project scoping, and debt assumptions extended delivery of the original program of projects

- Revenue and allocations that support Interstate 81 Improvements continue to remain strong to support project delivery

- Capacity for additional projects will begin to be available from the program's current funding sources sooner, as a result of recent infusions

Virginia Breeze

Connecting the Commonwealth with Virginia's intercity bus service

Zach Trogdon, Chief of Public Transportation



DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Background

- Launched in 2017 after a needs assessment determined that bus operators had abandoned unproductive routes and were not meeting the intercity travel needs of the rural areas of the Commonwealth
- Valley Flyer was the original route and connected Blacksburg to Union Station in D.C. Service funded solely through FTA Intercity Bus Program and ticket sales
- Two new routes added in August 2020 – Piedmont Express (Danville to D.C. via Route 29) and Capital Connector (Martinsville to D.C. via 360/95)
- Operated by Dillon's Bus Service, which provides vehicles, drivers, and maintenance.

Background (cont.) – FTA Definition of Intercity Bus Service

- Stops in underserved rural communities that have lower levels of access to intercity transportation
- Provides meaningful connections with stops and schedules that allow public transit users or other passengers to transfer to the national intercity bus network
- Provides space for passengers' baggage
- Fixed-route, fixed-schedule
- Travels long-distance - generally meaning between two urban areas not in close proximity





EXTENDING VIRGINIA BREEZE SERVICE TO BRISTOL

- The I-81 Advisory Committee was created in 2019 and provided an opportunity to fund a multimodal project in the I-81 Corridor Improvement Plan (CIP). DRPT completed a study in 2020 that recommended using the funding to extend Virginia Breeze service to southwest Virginia with a terminus in Bristol.

- The Commonwealth Transportation Board approved I-81 funding that included $243,000 per year for five years (through November 2026) from operational improvement funds to support a portion of operating expenses for a service extension to Bristol. $100,000 in one-time capital funds were also included in the initial CIP for stop improvements on the route such as shelters and benches. The new service, named the Highlands Rhythm, began operation in November 2021. Stop improvements are underway.

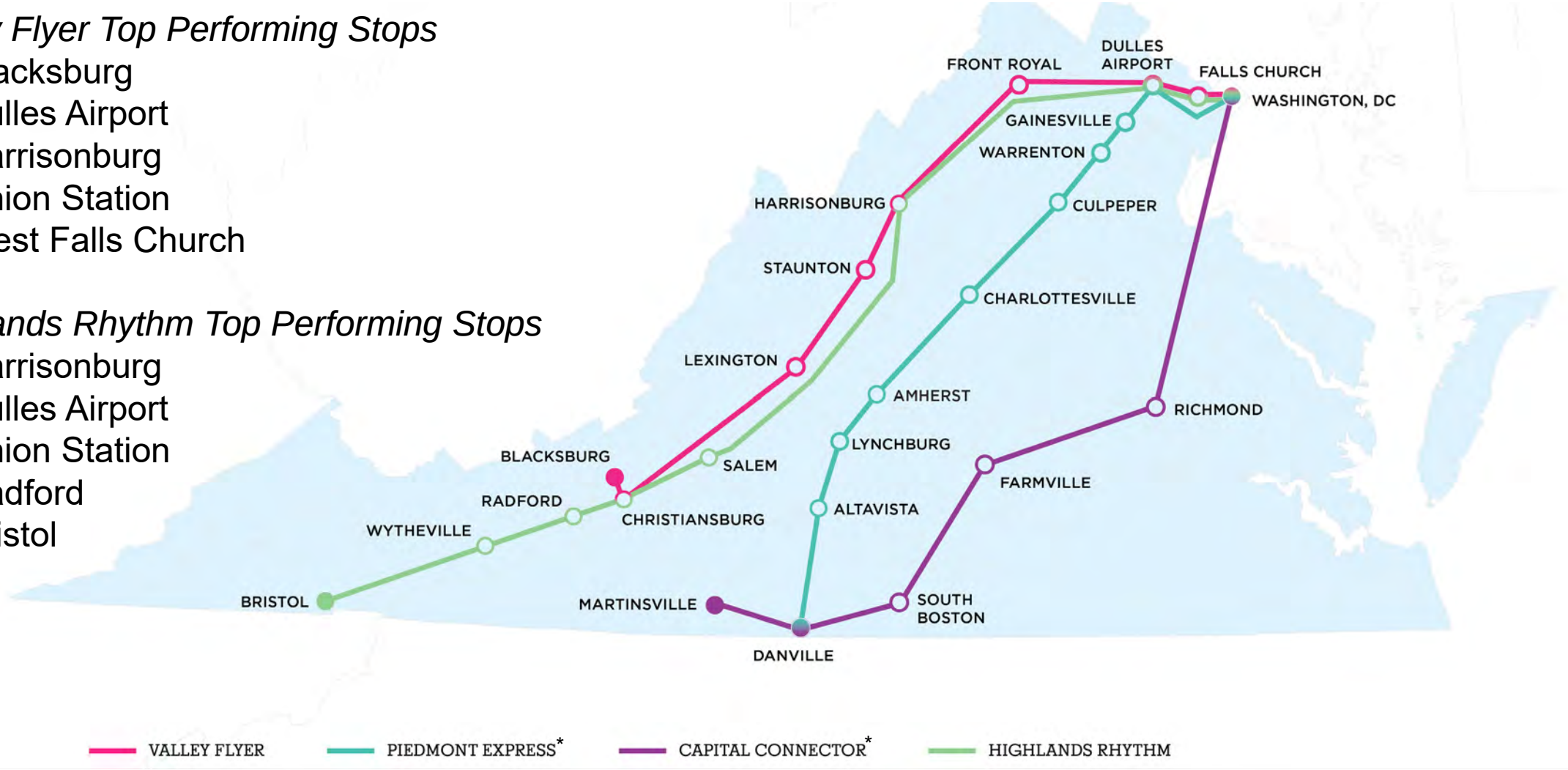
Virginia Breeze Routes

Valley Flyer Top Performing Stops

1) Blacksburg
2) Dulles Airport
3) Harrisonburg
4) Union Station
5) West Falls Church

Highlands Rhythm Top Performing Stops

1) Harrisonburg
2) Dulles Airport
3) Union Station
4) Radford
5) Bristol

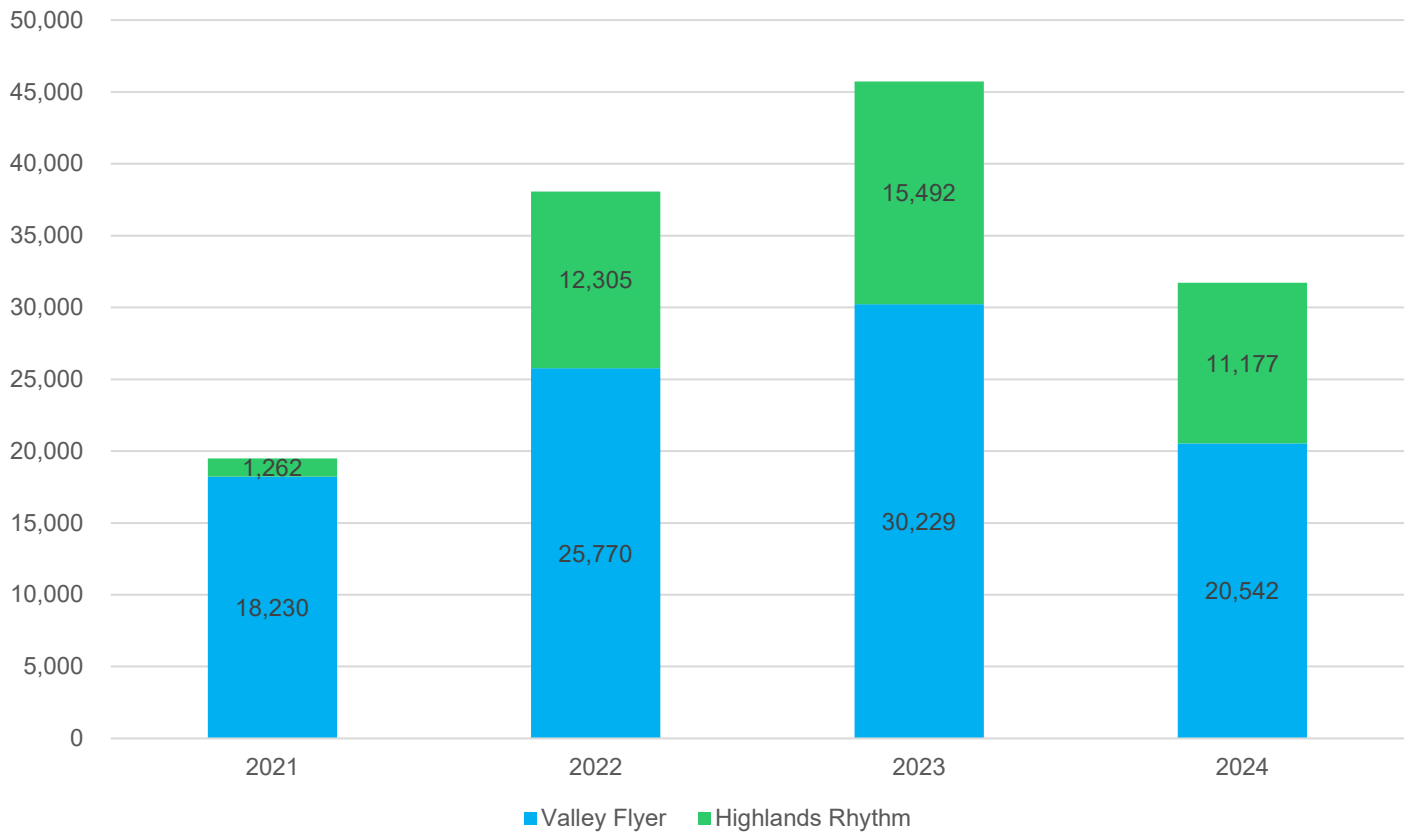


**Piedmont Express and Capital Connector routes shown for illustration. These routes do not serve the I-81 Corridor or receive I-81 funding.*

Highlands Rhythm Funding Sources

Funding Sources		
Source	***FY 2024 Actual***	***FY 2025 Budget***
I-81 Program Multimodal Funding	$243,000 (17%)	$243,000 (17%)
FTA 5311(f) Intercity Bus Program	$631,244 (46%)	$677,940 (47%)
Ticket Sales	$509,971 (37%)	$512,832 (36%)
Total Funding Sources	**$1,384,215**	**$1,433,772**

Virginia Breeze Ridership - I-81 Corridor



- Highlands Rhythm began operation in November 2021
- Valley Flyer does not receive funding from the I-81 program
- Ridership displayed by calendar year (January-December)
- *Ridership Year-to-Date for 2024

Ridership

- **2021: 19,492**
  - Valley Flyer: 18,230
  - Highlands Rhythm: 1,262
- **2022: 38,075**
  - Valley Flyer: 25,770
  - Highlands Rhythm: 12,305
- **2023: 45,721**
  - Valley Flyer: 30,229
  - Highlands Rhythm: 15,492
- **2024: 31,719 (Jan-Sept)***
  - Valley Flyer: 20,542
  - Highlands Rhythm: 11,177

Highlands Rhythm - Schedule

- Launched November 2021
- Operates 365 days per year with bidirectional travel along I-81/I-66
- Fares range from $21 to $60 depending on origin/destination and average fare is $31.

NORTHBOUND SCHEDULE

Bristol to Washington, D.C.

CITY / STOP (Change Direction)	DEPARTURE (DAILY)
BRISTOL Exit 5 Park and Ride Lot	11:00 AM
WYTHEVILLE Rural King Parking Lot	12:10 PM
RADFORD Radford University Parking Lot JJ	12:55 PM
CHRISTIANSBURG Falling Branch Park & Ride	1:10 PM
SALEM Exit 130 VDOT Park and Ride Lot	1:45 PM
HARRISONBURG JMU, Godwin Transit Center	3:40 PM
DULLES INTERNATIONAL AIRPORT Curb 2A	5:45 PM
WEST FALLS CHURCH West Falls Church Metrorail Station	6:20 PM
WASHINGTON, D.C. Union Station Bus Deck	6:55 PM

SOUTHBOUND SCHEDULE

Washington, D.C. to Bristol

CITY / STOP (Change Direction)	DEPARTURE (DAILY)
WASHINGTON, D.C. Union Station Bus Deck	12:50 PM
WEST FALLS CHURCH West Falls Church Metrorail Station	1:20 PM
DULLES INTERNATIONAL AIRPORT Curb 2A	1:55 PM
HARRISONBURG JMU, Godwin Transit Center	4:00 PM
SALEM Exit 130 VDOT Park and Ride Lot	5:50 PM
CHRISTIANSBURG Falling Branch Park & Ride	6:15 PM
RADFORD Radford University Parking Lot JJ	6:35 PM
WYTHEVILLE Rural King Parking Lot	7:20 PM
BRISTOL Exit 5 Park and Ride Lot	8:30 PM



I-81 Intercity Bus Enhancements

Wytheville Bus Stop Relocation

Efforts currently underway to utilize I-81 capital funds to relocate existing bus stop to have greater connectivity and amenities to include lighting, ADA accessibility, and a bus shelter. Estimated cost for shelter is $60,000 and anticipated construction to begin summer of 2025.

Tidewater Current Route Development

New route being developed linking I-64 and I-81 Corridors with proposed stops including Virginia Beach, Norfolk, Newport News, Williamsburg, New Kent, Richmond International Airport, Richmond Main Street Station, Charlottesville, Staunton, and Harrisonburg. Anticipated launch date is October 2025.





Questions?

Zach Trogdon
Chief of Public Transportation
zach.trogdon@drpt.virginia.gov

VIRGINIA PASSENGER RAIL AUTHORITY

New River Valley Passenger Rail Update

I-81 Advisory Committee
December 13, 2024

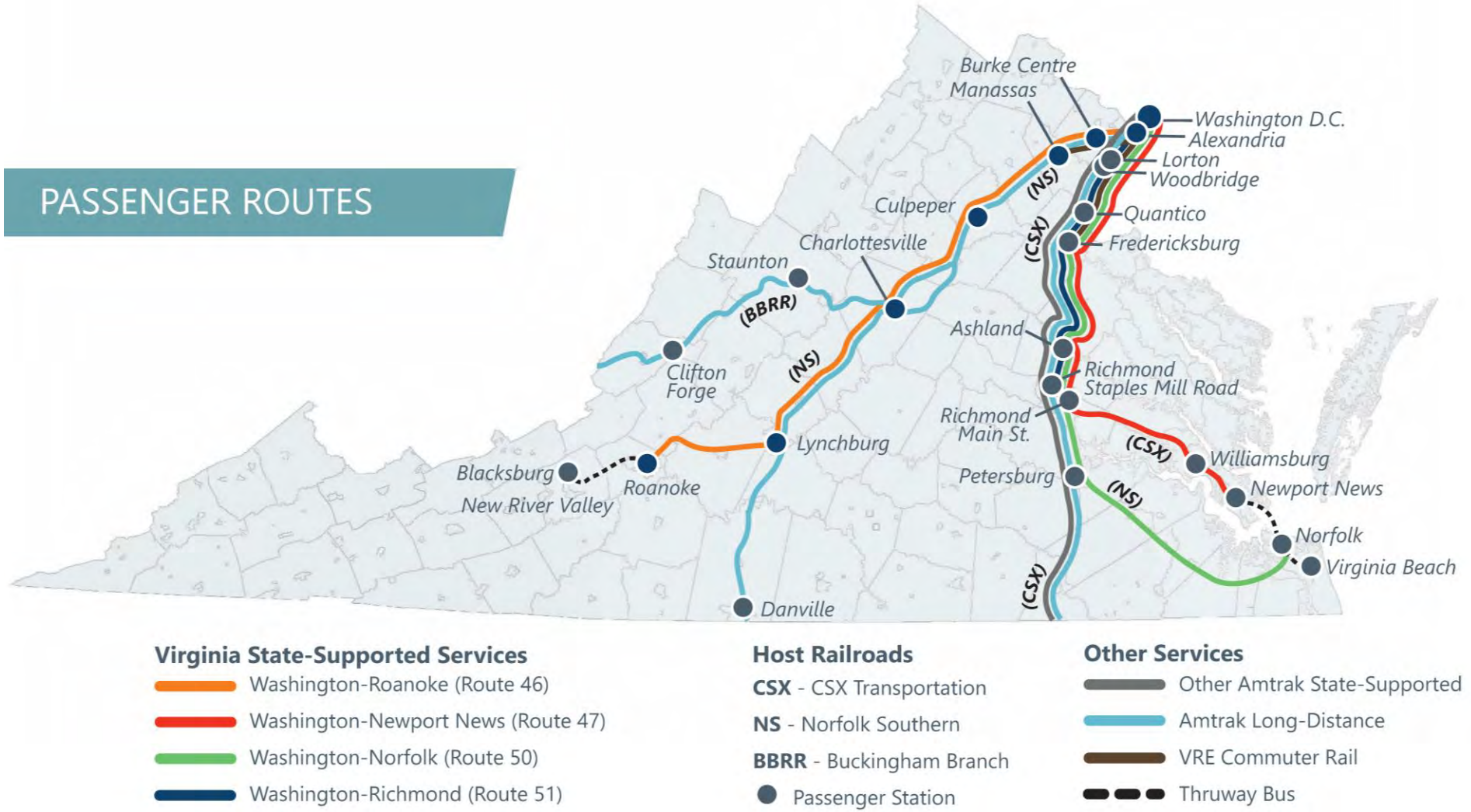




Background: Virginia Passenger Rail Network: 2024

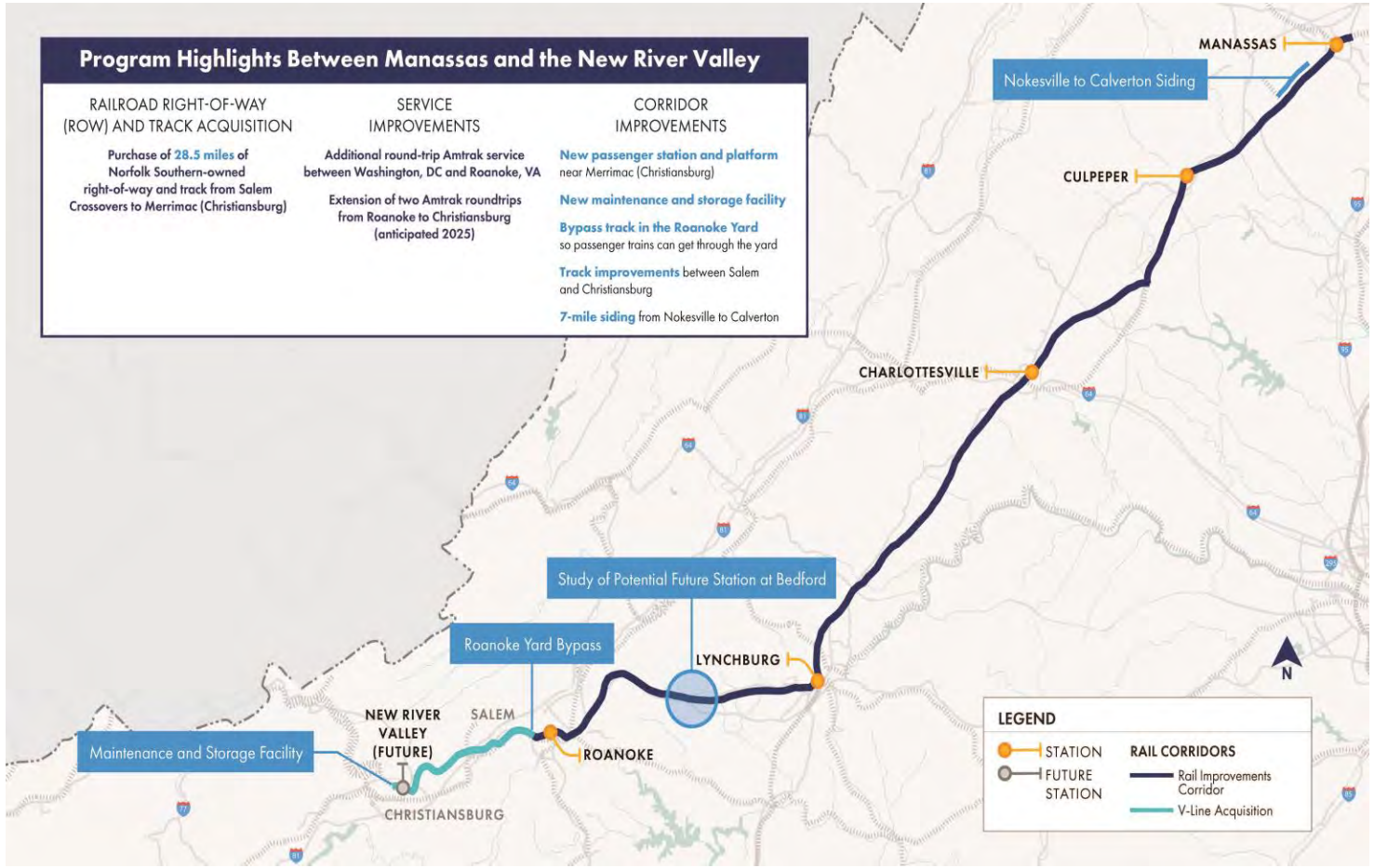
- Four State-Supported Amtrak Routes: 8 daily roundtrips
  - Roanoke: 2
  - Richmond: 1
  - Newport News: 2
  - Norfolk: 3
- Six Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip

- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
  - Manassas: 8
  - Fredericksburg: 8



Background: NS-VPRA 2022 Agreement

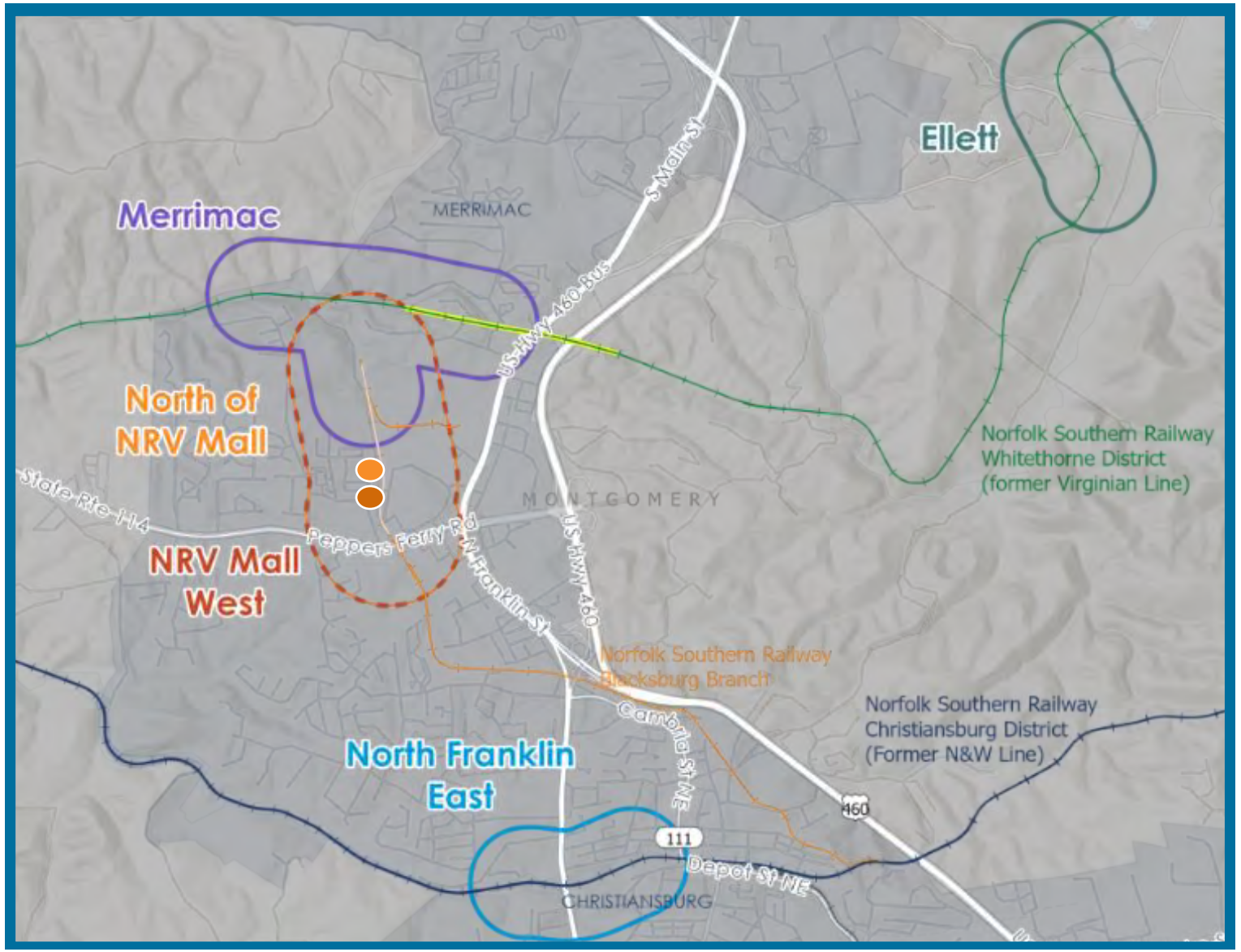
- Amtrak service began in 2009 with one round trip between Lynchburg and Boston - annual ridership forecast of 33,100; Service more than tripled the ridership forecast in the first year.
- Service expanded to Roanoke in November 2017.
- 2022 Agreement with NS included:
  - 2nd roundtrip to Roanoke, which began on July 11, 2022.
  - Extension to the New River Valley along the 28-mile Virginian Line, which Virginia purchased.
  - $36.5M to NS for passenger rail improvements in Roanoke Yard
  - $131M to NS for improvements along the Western Rail Corridor, such as Nokesville to Calverton double track



An estimated 80,000 net new riders annually will be added to the route due to the 2nd train to Roanoke and extension of both trains to the New River Valley.

NRV Station Feasibility Study (2022)

- Evaluated the feasibility of bringing passenger rail to the NRV.
- Assessed sites in the region that could feasibly support a passenger rail station.
  - Ellett
  - Merrimac
  - North of NRV Mall (NRV-N)
  - NRV Mall West (NRV-W)
  - North Franklin East



VPRA

NRV Extension & Challenges

2022 Concept: Extend Amtrak service to New River Valley along NS's secondary "Virginian Line" (V-Line)

2022 estimates at 0% design:

- Cost to extend to NRV: $257M
- Start of passenger service: 2026

January 2024 Challenges: 30% design showed higher costs and longer schedule

- Least expensive option to New River Valley: $545M
- Start of passenger service: 2028
- Extension to preferred Mall site an additional $240M-400M (service start 2029)



NRV Station Alternatives (2024)



2024 NS Deal: Saving Time and Money

- VPRA approached NS in January 2024 seeking better options to reach the New River Valley
- NS open to extending passenger service on NS N Line if VPRA acquires Manassas Line
- Agreement executed between Virginia and NS on August 29, 2024
- Start of passenger service to NRV no later than 2027
  - 1-2 years sooner than 2022 location(s)
- VPRA control of Manassas Line
  - Dispatch services
  - Enables night and weekend VRE service



2024 NS Deal: New River Valley

- Extend to Christiansburg on NS Main Line ("N-Line")
- Sale of the V-Line back to NS
- NS Constructs platform, pocket track, and layover facility
  - Service no later than 2027
- Acquire historic depot building
  - In service from 1906 -1979
- Adds Bedford station stop
- Opens door for Radford service and Third Daily Roanoke Train
- Keeps Bristol expansion possible by avoiding costly Merrimac Tunnel on V-Line

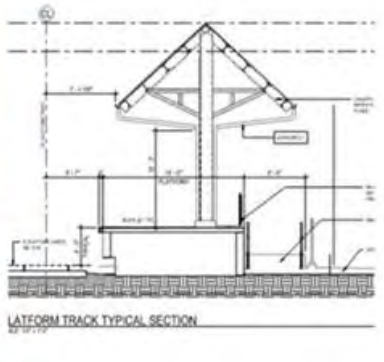


2024 NS Deal is Better for Virginia

1. Faster: Expands to New River Valley about two years sooner
2. Less Risk: Shifts risk of construction delivery to NS and incentivizes early and under-budget delivery
3. Cheaper: Saves the Commonwealth over $100M
4. Better Location: More central Christiansburg location; includes historic depot building
5. More Service: New Bedford service and opens possibility for Radford service and third Roanoke train
6. Cost Avoidance: Obviates maintenance costs on aging bridges and structures on V-Line
7. Favorable to Expansion: Locates passenger rail station on the mainline to Bristol, reducing future cost of potential SW expansion by avoiding costly tunnel upgrades
8. More Control: Dispatch and control of Manassas Line; add weekend and night VRE service
9. Cost Certainty: Guarantees VRE cost-controlled access to Manassas Line









VPRA

New River Valley Project Funding: Sources & Uses

Cambria platform, pocket track, parking, and layover facility at Radford: $65M

- $47.9M from 2021 Commonwealth Appropriations Act
- $17.5M from VPRA's Commonwealth Rail Funding

Roanoke Yard Improvements: $36.5M

- $36.4M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- $.1M from VPRA Commonwealth Rail Funding

Western Rail Improvements: $131.5M

- $100M from I-81 funding
- $13.5M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- $17.9M from VPRA Commonwealth Rail Funding)



New River Valley Passenger Rail Station Conceptual Facility Layout



Next Steps

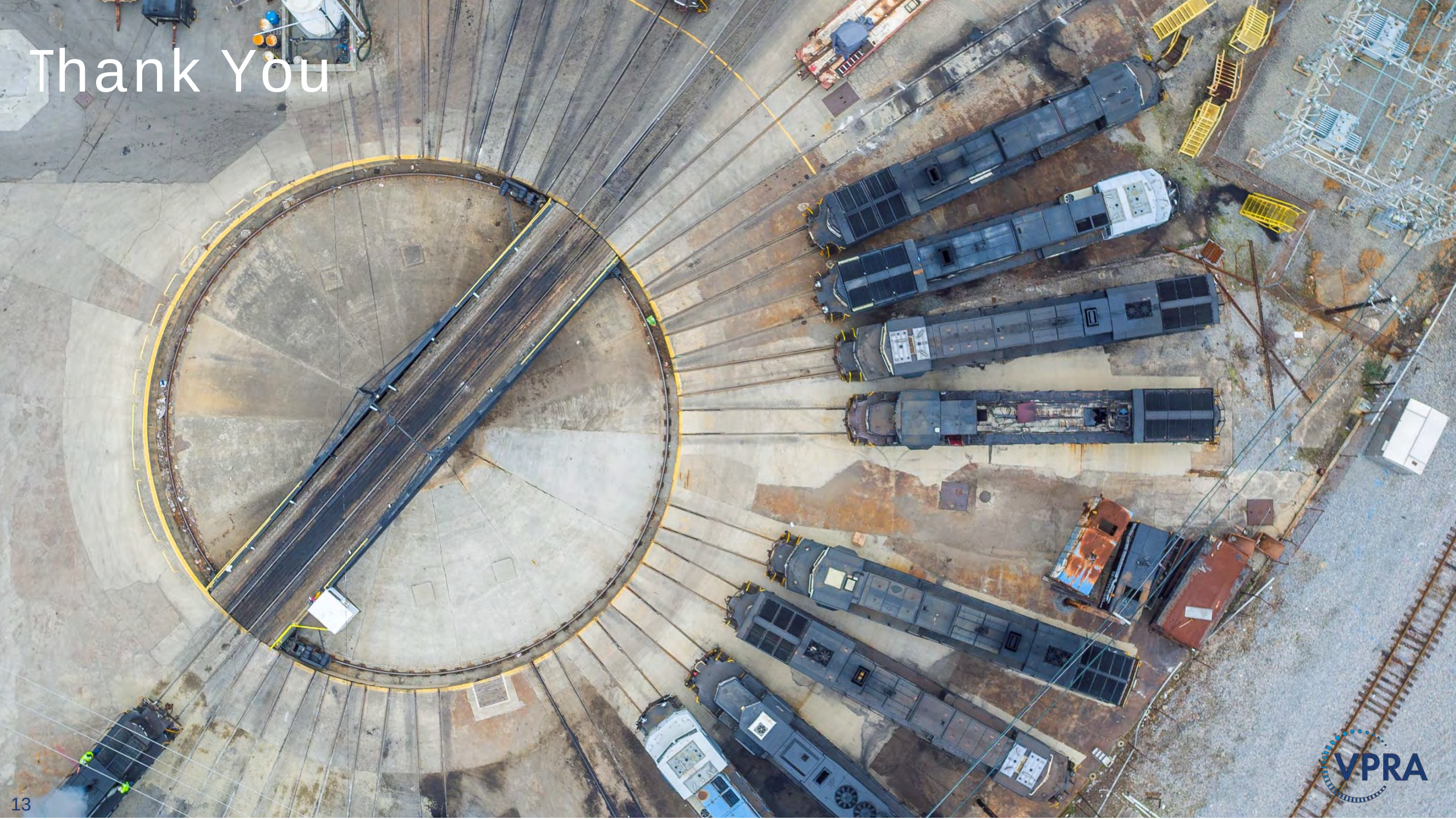
Immediate next steps:

- Prior to end of 2024: NS to complete final design of NRV Station and Layover Facility
- February 2025: State Environmental Impact Review on VPRA-owned infrastructure approved
- February-March 2025: NS to begin construction at Radford and Christiansburg
    - *Note: Construction of maintenance facility for NS at Christiansburg site has already begun*

Later steps:

- VPRA to pursue the transfer of $2M FRA funding to NRV Passenger Rail Station Authority (PRSA)
- VPRA & NRV PRSA to execute term sheet and MOA outlining roles and responsibilities of station area
- NS to convey Christiansburg and Radford sites no later than August 2027
- Passenger rail extends to Christiansburg

Thank You



Appendix

Cinnabar Site Improvements & Issues

$545M Cost Drivers: Slate Hill Tunnel, Grading for Layover Track and Site

Slate Hill Tunnel Improvements

- Egress shaft
- Ventilation systems
- Emergency notification systems

Cinnabar Road Site Improvements

- Property acquisition
- Earthwork needed to grade site for level equipment storage
- Need to create access for patrons, crews and vehicular traffic
- Wetland and stream impacts



Slate Hill Tunnel



Cinnabar Road Site

Mall Site/Tunnel Improvements & Issues

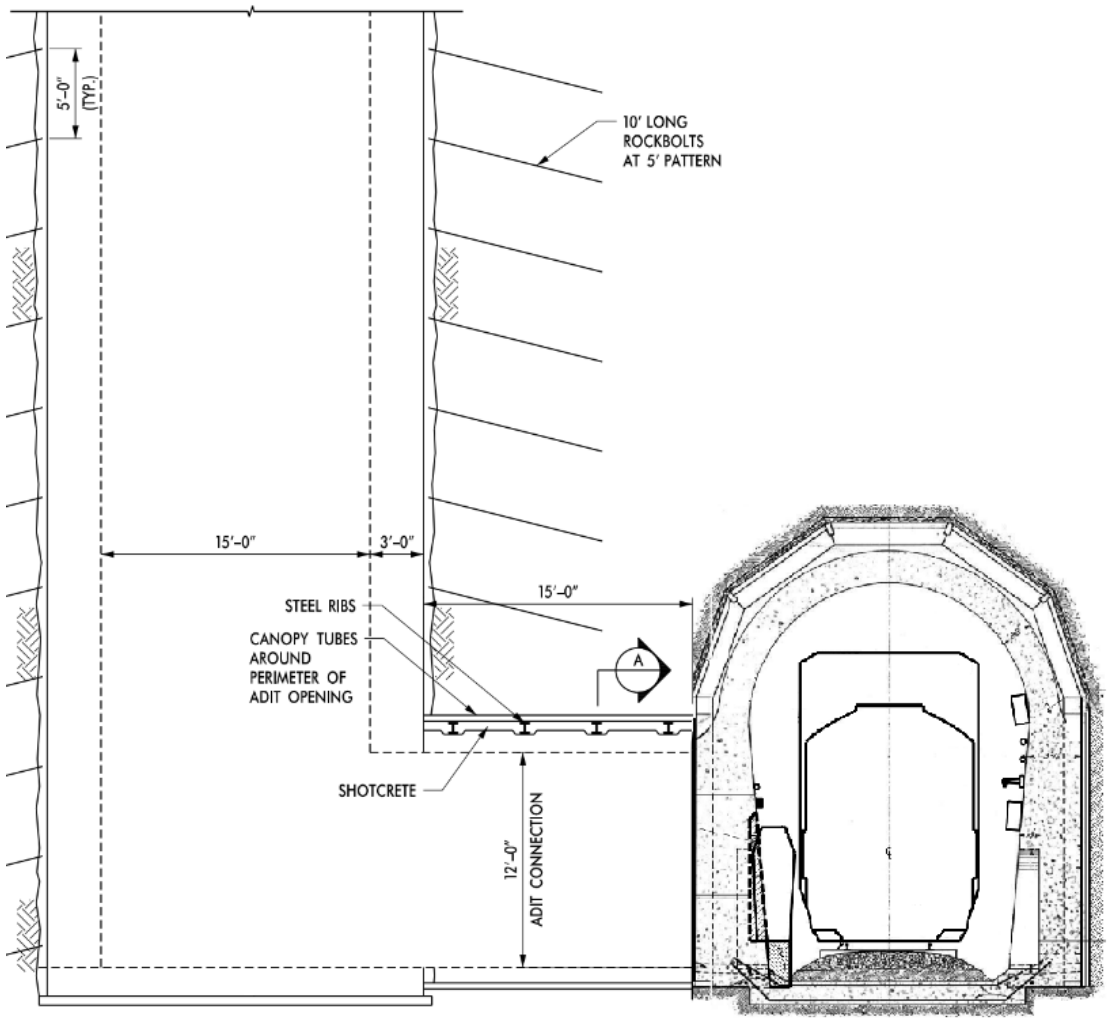
~$785M Costs to traverse Merrimac Tunnel and Construct Mall Station

Merrimac Tunnel Safety Improvements

- Egress shafts
- Ventilation systems
- Emergency notification systems

Mall Site Improvements

- Reverse curve along110 feet of elevation gain
- 600,000 cubic yards of rock cut





Appendix E:

July 2025 I-81 Advisory Committee Presentations


VDOT
Virginia Department of Transportation

I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

July 14, 2025

Project Development Process (Capital Projects)

Project Status Today (65 Projects)

* Note – Due to the addition of the southbound Exit 137 to Exit 128 project in Salem District, there are now 65 Capital Improvement Projects within the Program.



Planning

0 PROJECTS



Preliminary Engineering (PE) & Environmental Evaluation

0 PROJECTS



Design

12 PROJECTS



Right of Way & Utility Coordination

1 PROJECTS



Construction

14 PROJECTS

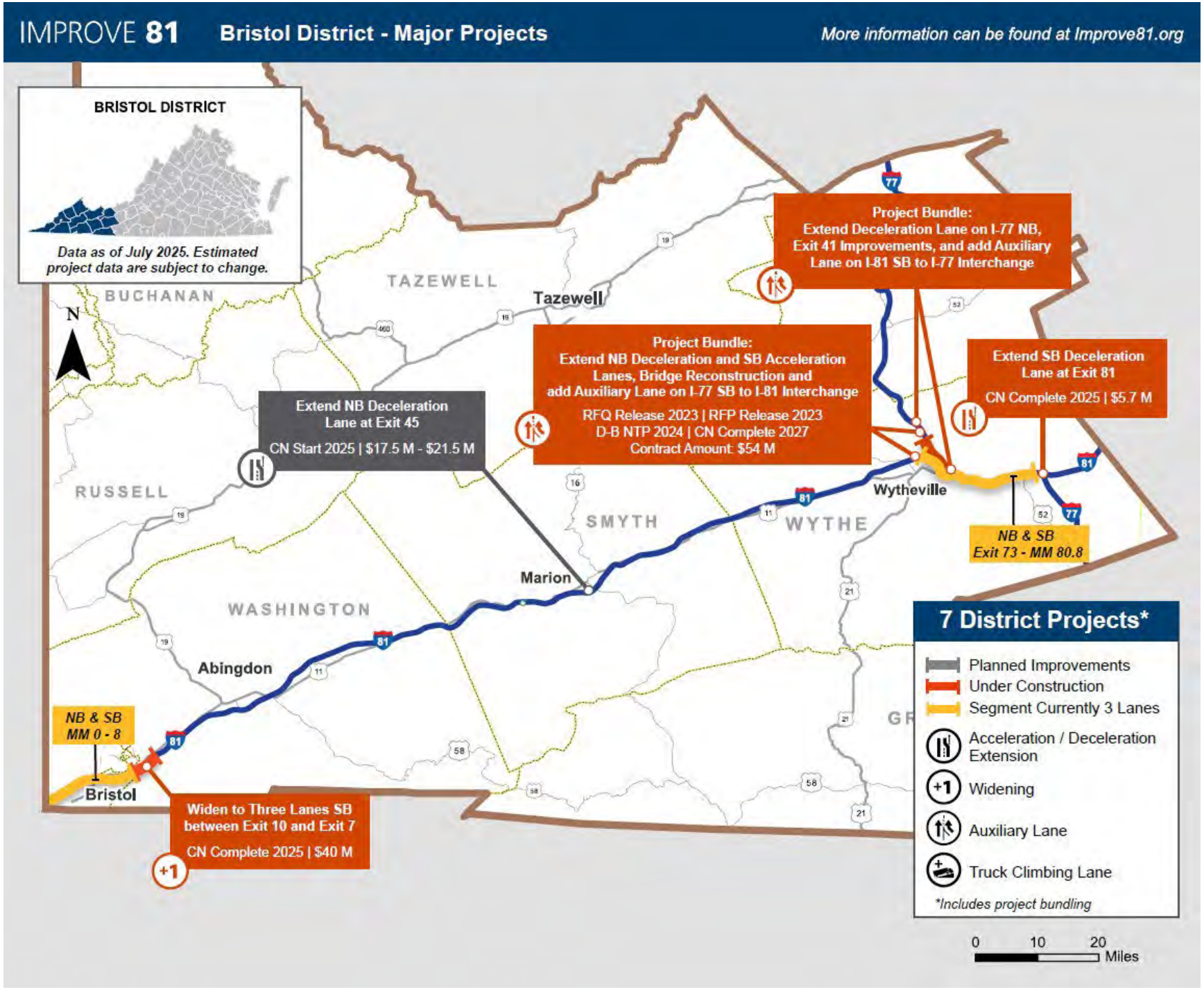


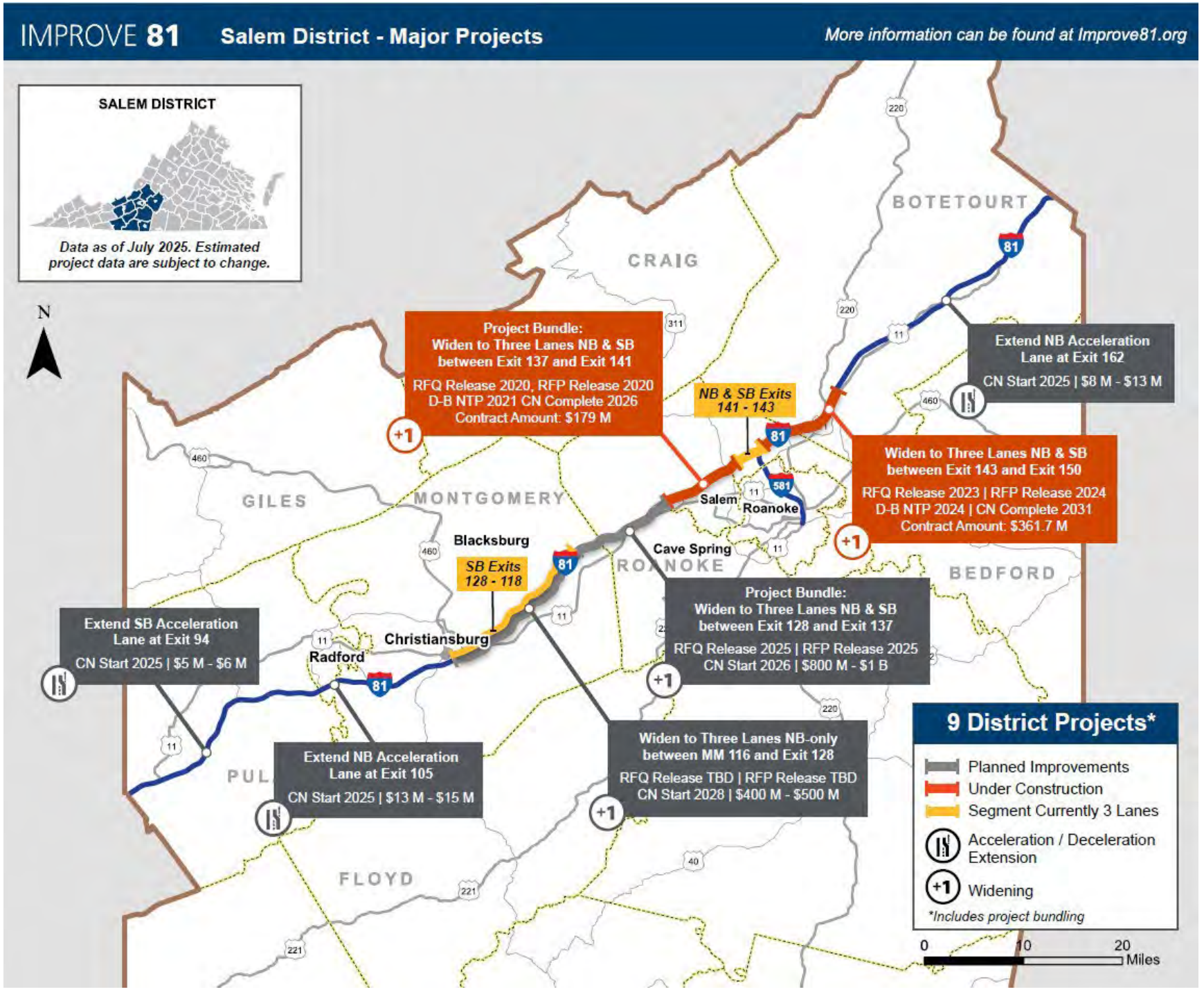
Completed

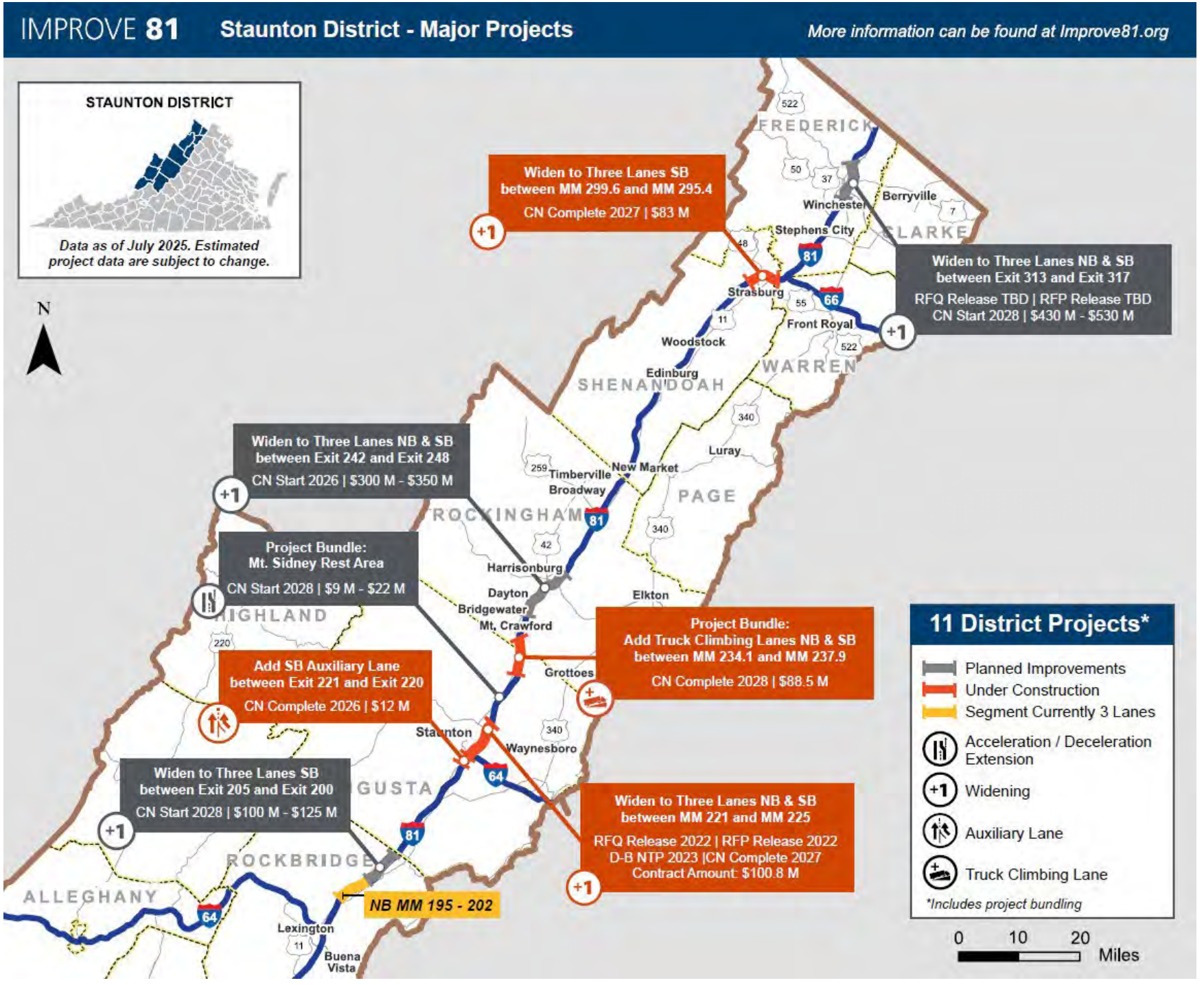
38 PROJECTS

Project Status December 2024 (65 Projects)

0 PROJECTS | 2 PROJECTS | 12 PROJECTS | 0 PROJECTS | 16 PROJECTS | 35 PROJECTS


IMPROVE 81
Bristol District - Major Projects
More information can be found at Improve81.org
BRISTOL DISTRICT
Data as of July 2025. Estimated project data are subject to change.
N
BUCHANAN
TAZEWELL
Tazewell
RUSSELL
SMYTH
WYTHE
Wytheville
WASHINGTON
Marion
Abingdon
Bristol
Project Bundle:
Extend Deceleration Lane on I-77 NB, Exit 41 Improvements, and add Auxiliary Lane on I-81 SB to I-77 Interchange
Project Bundle:
Extend NB Deceleration and SB Acceleration Lanes, Bridge Reconstruction and add Auxiliary Lane on I-77 SB to I-81 Interchange
RFQ Release 2023 | RFP Release 2023
D-B NTP 2024 | CN Complete 2027
Contract Amount: $54 M
Extend SB Deceleration Lane at Exit 81
CN Complete 2025 | $5.7 M
Extend NB Deceleration Lane at Exit 45
CN Start 2025 | $17.5 M - $21.5 M
NB & SB
Exit 73 - MM 80.8
NB & SB
MM 0 - 8
Widen to Three Lanes SB between Exit 10 and Exit 7
CN Complete 2025 | $40 M
+1
7 District Projects*
Planned Improvements
Under Construction
Segment Currently 3 Lanes
Acceleration / Deceleration Extension
+1 Widening
Auxiliary Lane
Truck Climbing Lane
*Includes project bundling
0 10 20 Miles

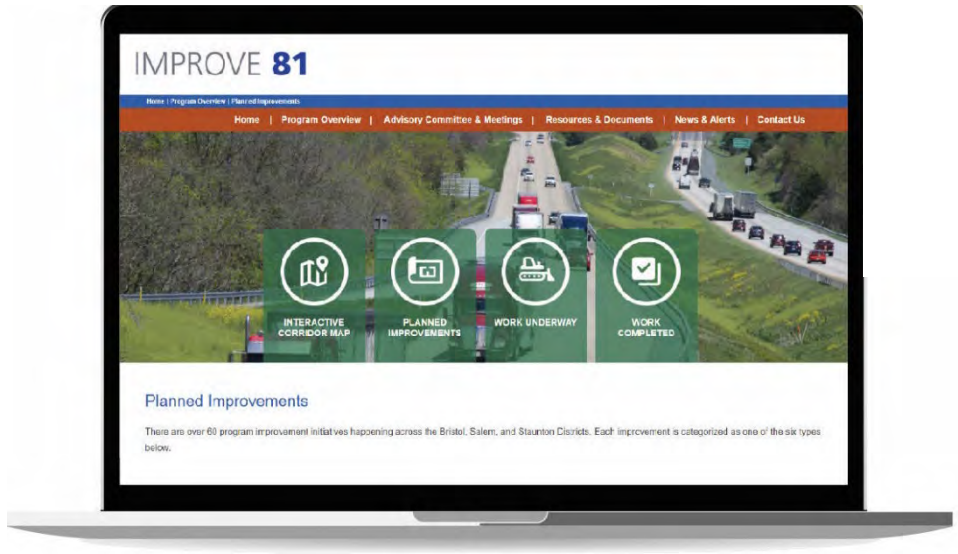

IMPROVE 81
Salem District - Major Projects
More information can be found at Improve81.org
SALEM DISTRICT
Data as of July 2025. Estimated project data are subject to change.
N
Project Bundle:
Widen to Three Lanes NB & SB between Exit 137 and Exit 141
RFQ Release 2020, RFP Release 2020
D-B NTP 2021 CN Complete 2026
Contract Amount: $179 M
NB & SB Exits 141 - 143
Extend NB Acceleration Lane at Exit 162
CN Start 2025 | $8 M - $13 M
Widen to Three Lanes NB & SB between Exit 143 and Exit 150
RFQ Release 2023 | RFP Release 2024
D-B NTP 2024 | CN Complete 2031
Contract Amount: $361.7 M
Blacksburg
SB Exits 128 - 118
Christiansburg
Radford
Salem
Roanoke
Cave Spring
Extend SB Acceleration Lane at Exit 94
CN Start 2025 | $5 M - $6 M
Project Bundle:
Widen to Three Lanes NB & SB between Exit 128 and Exit 137
RFQ Release 2025 | RFP Release 2025
CN Start 2026 | $800 M - $1 B
Extend NB Acceleration Lane at Exit 105
CN Start 2025 | $13 M - $15 M
Widen to Three Lanes NB-only between MM 116 and Exit 128
RFQ Release TBD | RFP Release TBD
CN Start 2028 | $400 M - $500 M
CRAIG
BOTETOURT
GILES
MONTGOMERY
ROANOKE
BEDFORD
FLOYD
9 District Projects*
Planned Improvements
Under Construction
Segment Currently 3 Lanes
Acceleration / Deceleration Extension
Widening
*Includes project bundling
0
10
20
Miles


IMPROVE 81
Staunton District - Major Projects
More information can be found at Improve81.org
STAUNTON DISTRICT
Data as of July 2025. Estimated project data are subject to change.
N
Widen to Three Lanes SB between MM 299.6 and MM 295.4
CN Complete 2027 | $83 M
Widen to Three Lanes NB & SB between Exit 313 and Exit 317
RFQ Release TBD | RFP Release TBD
CN Start 2028 | $430 M - $530 M
Widen to Three Lanes NB & SB between Exit 242 and Exit 248
CN Start 2026 | $300 M - $350 M
Project Bundle: Mt. Sidney Rest Area
CN Start 2028 | $9 M - $22 M
Add SB Auxiliary Lane between Exit 221 and Exit 220
CN Complete 2026 | $12 M
Project Bundle: Add Truck Climbing Lanes NB & SB between MM 234.1 and MM 237.9
CN Complete 2028 | $88.5 M
Widen to Three Lanes SB between Exit 205 and Exit 200
CN Start 2028 | $100 M - $125 M
Widen to Three Lanes NB & SB between MM 221 and MM 225
RFQ Release 2022 | RFP Release 2022
D-B NTP 2023 |CN Complete 2027
Contract Amount: $100.8 M
NB MM 195 - 202
FREDERICK
CLARKE
WARREN
SHENANDOAH
PAGE
ROCKINGHAM
HIGHLAND
AUGUSTA
ROCKBRIDGE
ALLEGHANY
Winchester
Berryville
Stephens City
Strasburg
Front Royal
Woodstock
Edinburg
Luray
New Market
Timberville
Broadway
Harrisonburg
Dayton
Bridgewater
Mt. Crawford
Elkton
Grottoes
Staunton
Waynesboro
Lexington
Buena Vista
11 District Projects*
Planned Improvements
Under Construction
Segment Currently 3 Lanes
Acceleration / Deceleration Extension
Widening
Auxiliary Lane
Truck Climbing Lane
*Includes project bundling
0 10 20
Miles

Upcoming Capital Projects (Corridor-wide)

	Project Description	Anticipated Construction Start
Bristol District	Exit 45 NB Deceleration Lane Extension (Marion)	2025
Salem District	Exit 94 SB Acceleration Lane, Exit 105 NB Acceleration Lane, Exit 162 NB Acceleration Lane	2025/2026
	Exit 128 to Exit 137 Widening NB and SB (Ironto to Salem) – 2 Projects to be delivered under 3 construction contracts	2026
	MM 116 to Exit 128 Widening NB Only (Christiansburg to Ironto)	2028
Staunton District	MM 242 to MM 248 NB and SB Widening (Harrisonburg)	2026
	Exit 313 to Exit 317 NB and SB Widening – Construction 2028 (Winchester)	2028
	Mount Sidney Rest Area (SB Deceleration Lane, SB Acceleration Lane, NB Acceleration Lane)	2028
	Exit 205 to Exit 200 SB Widening (Raphine to Fairfield)	2028

Program Specific Website – Learn More!





Virginia Breeze

Connecting the Commonwealth with Virginia's Intercity Bus Service

Zach Trogdon, Chief of Public Transportation

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



What is Intercity Bus Service?

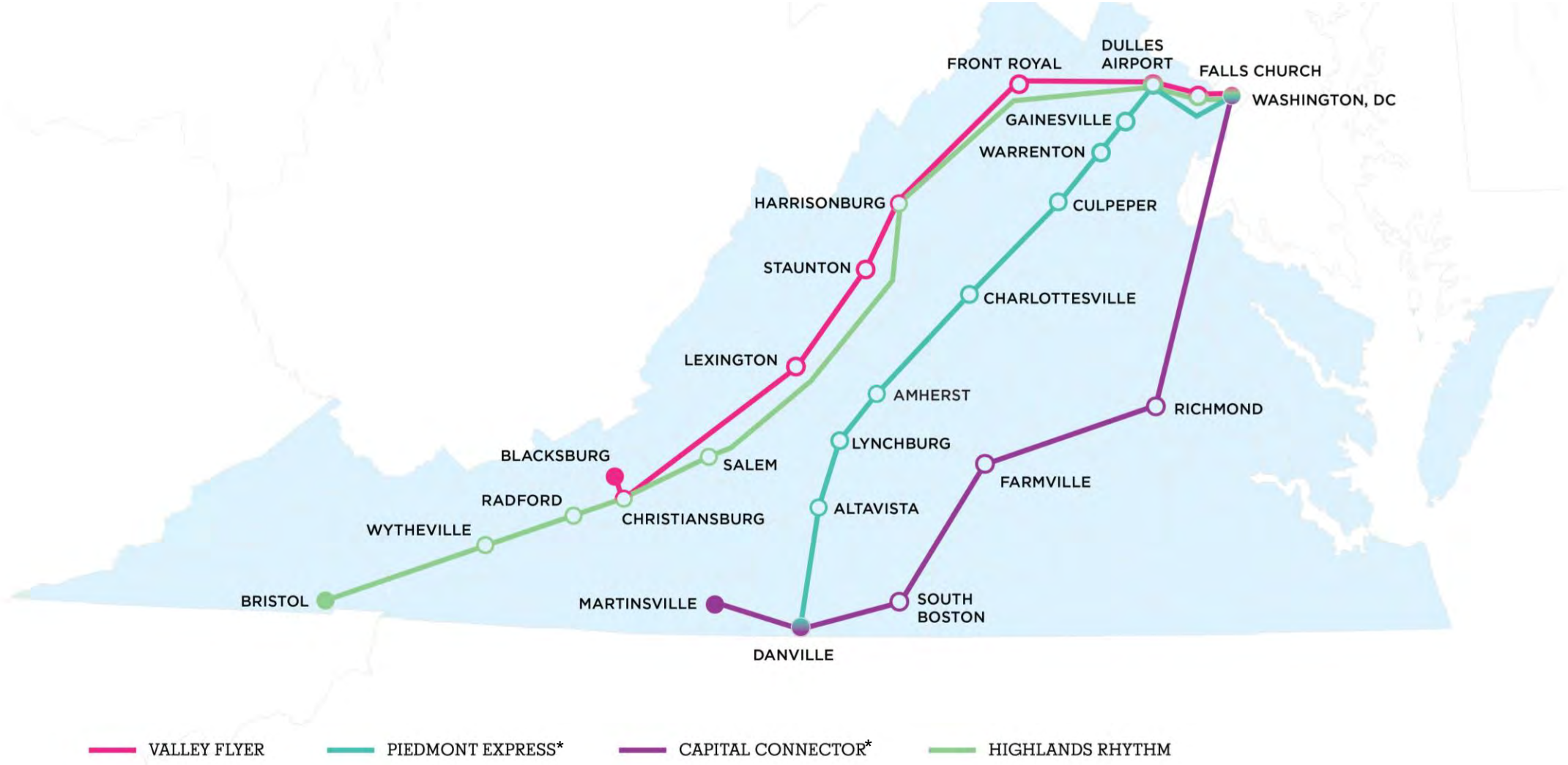
- Has stops in underserved rural communities that have lower levels of access to intercity transportation
- Provides meaningful connections with stops and schedules that allow public transit users or other passengers to transfer to the national intercity network
- Provides space for passengers' baggage
- Maintains a fixed-route, fixed-schedule
- Travels long-distance - generally meaning between two urban areas not in proximity



What is the Virginia Breeze?

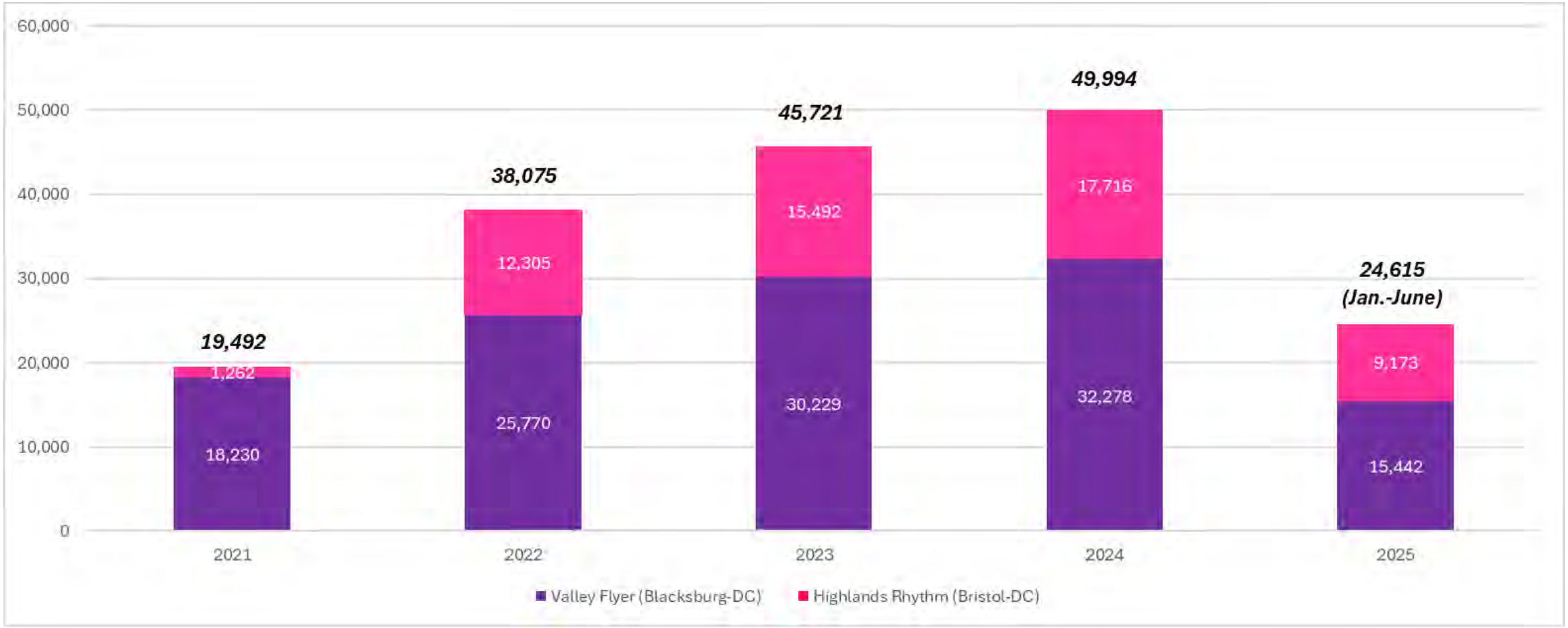
- Launched in 2017 after a needs assessment determined that bus operators had abandoned unproductive routes and were not meeting the travel needs of rural Virginia
- Valley Flyer was the original route connecting Blacksburg to Union Station in D.C. Service funded solely through FTA Intercity Bus Program and ticket sales
- Two new routes added in August 2020 – Piedmont Express (Danville to D.C. via Route 29) and Capital Connector (Martinsville to D.C. via 360/95)
- The Highlands Rhythm began operation in November 2021. CTB approved I-81 funding of $243,000 annually for five years (through November 2026) to support a portion of operating expenses for Bristol extension. $100,000 in one-time capital funds were also included for stop improvements such as shelters and benches
- Operated by Dillon's Bus Service, which provides vehicles, drivers, and maintenance

Virginia Breeze Routes



**Piedmont Express and Capital Connector routes shown for illustration. These routes do not serve the I-81 Corridor or receive I-81 funding.*

Virginia Breeze Ridership
I-81 Corridor



- Highlands Rhythm began operation in November 2021
- Valley Flyer does not receive funding from the I-81 program
- Ridership displayed by calendar year (January-December)

Highlands Rhythm
Daily Schedule

Northbound Schedule (Bristol-DC)	Departure
Bristol*	11:00am
Wytheville	12:10pm
Radford*	12:55pm
Christiansburg	1:10pm
Salem	1:45pm
Harrisonburg*	3:40pm
Dulles Airport*	5:45pm
West Falls Church	6:20pm
Washington, DC*	6:55pm

Southbound Schedule (DC-Bristol)	Departure
Washington, DC*	12:50pm
West Falls Church	1:20pm
Dulles Airport*	1:55pm
Harrisonburg*	4:00pm
Salem	5:50pm
Christiansburg	6:15pm
Radford*	6:35pm
Wytheville	7:20pm
Bristol*	8:30pm

* Top-Performing Stops

Highlands Rhythm Funding Sources

Source	FY 2025 Actual	FY 2026 Budget
I-81 Program Multimodal Funding	$243,000 (16%)	$243,000 (15%)
FTA 5311(f) Intercity Bus Program	$681,790 (44%)	$729,515 (45%)
Ticket Sales*	$609,346 (40%)	$652,000 (40%)
Total Funding Sources	**$1,534,136**	**$1,624,515**

*Fares range from $21 to $60 depending on origin/destination and average fare is $31.

I-81 Intercity Bus Enhancements

Wytheville Bus Stop Relocation

Efforts currently underway to utilize I-81 capital funds to relocate existing bus stop to have greater connectivity and amenities to include lighting, ADA accessibility, and a bus shelter. Construction to be completed by the end of the year.

Tidewater Current Route Development

New route being developed linking I-64 and I-81 Corridors with proposed stops including Virginia Beach, Norfolk, Newport News, Williamsburg, New Kent, Richmond International Airport, Richmond Main Street Station, Charlottesville, Staunton, and Harrisonburg. DRPT anticipates selecting a contractor in Fall 2025 with a service launch in early 2026.



Questions?

Zach Trogdon
Chief of Public Transportation
zach.trogdon@drpt.virginia.gov

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

VIRGINIA PASSENGER RAIL AUTHORITY

New River Valley Update

Presentation to the I-81 Committee
July 14, 2025



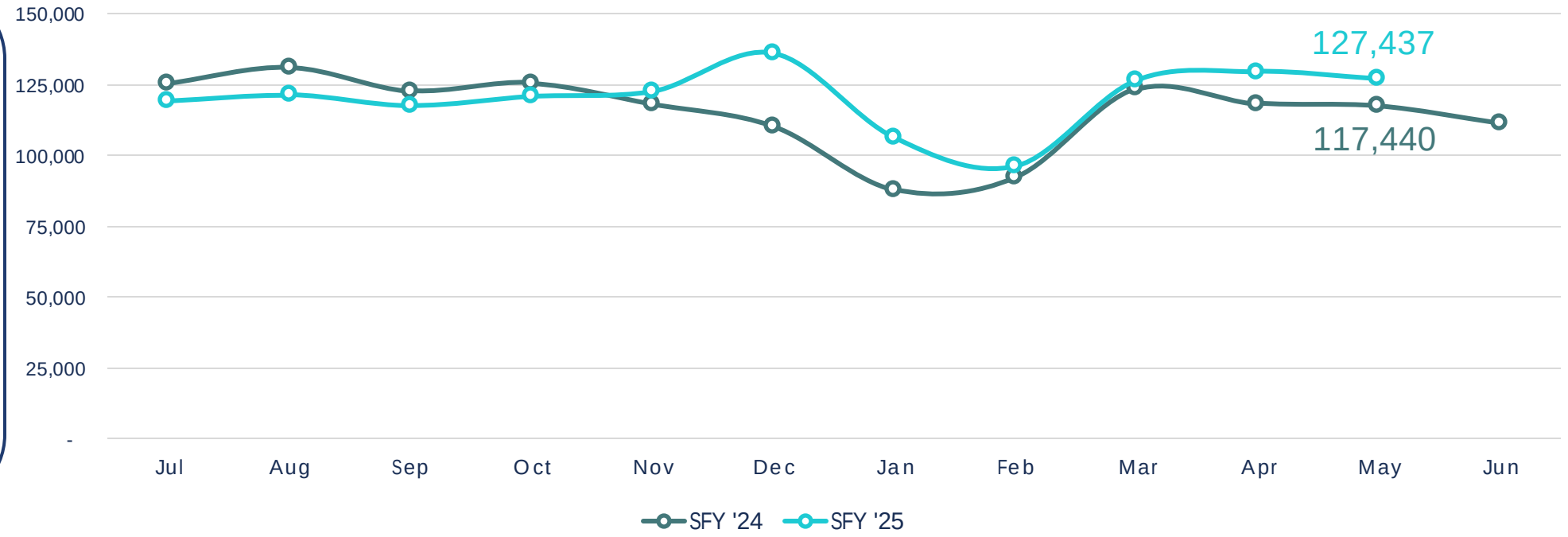


Virginia-Supported Amtrak Monthly Ridership and Station Activity

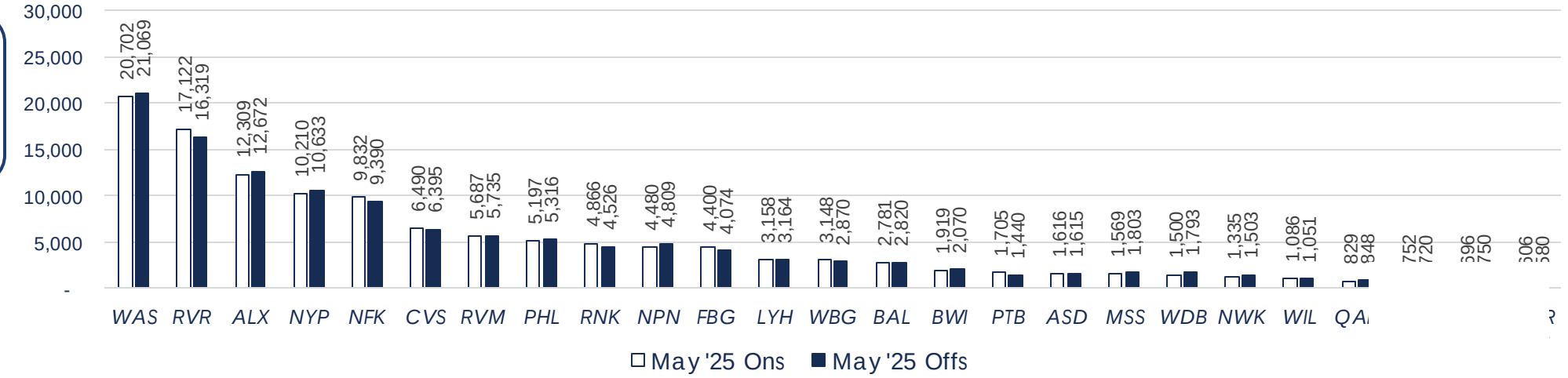
May 2025:
+8.5% ridership YoY

May 2025 was the fourth-highest ridership month since Virginia-supported service began in 2009 and had the highest May ridership on record.

State Fiscal Year Ridership To Date: +4.1%



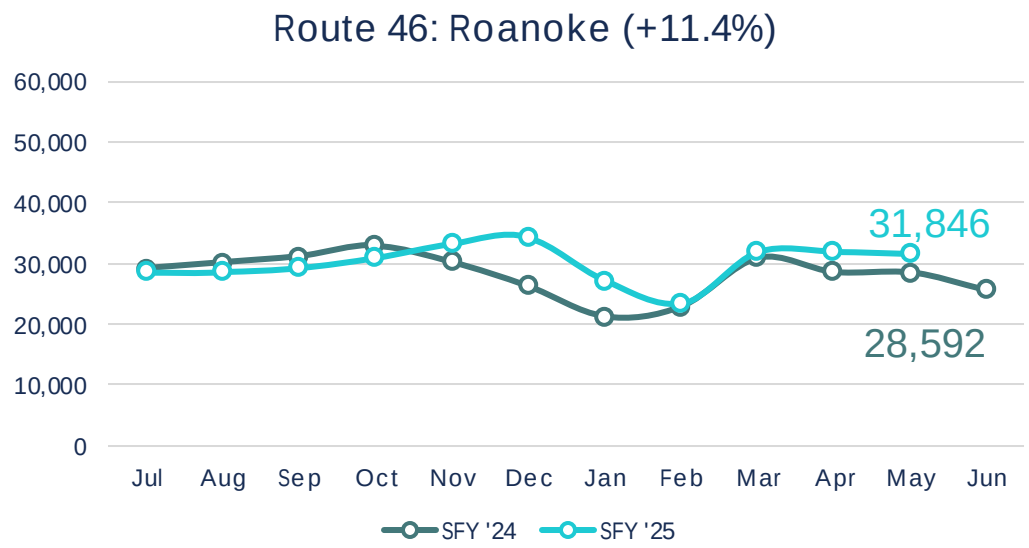
<u>Station Ons:</u> The number of passengers who board
<u>Station Offs:</u> The number of passengers who alight

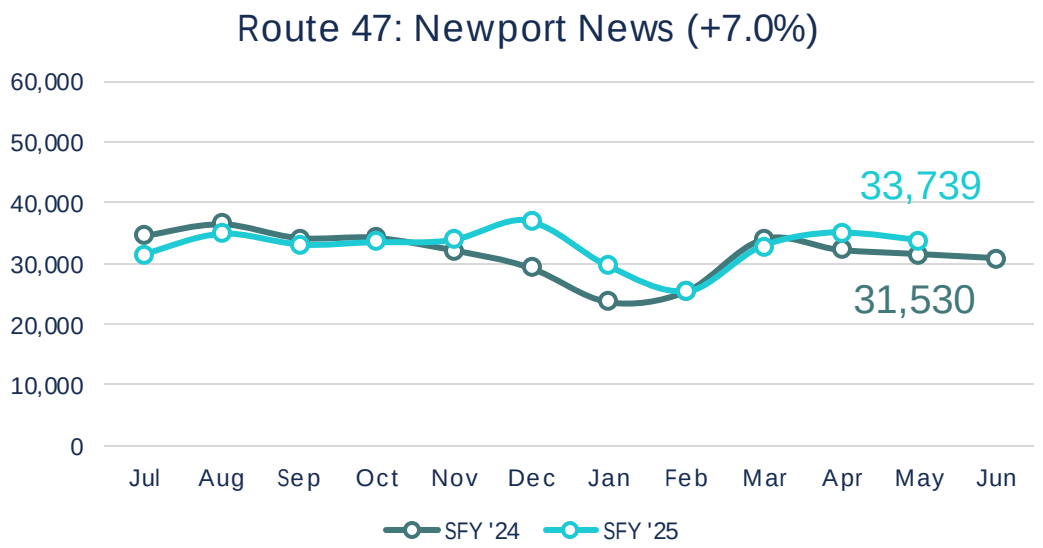


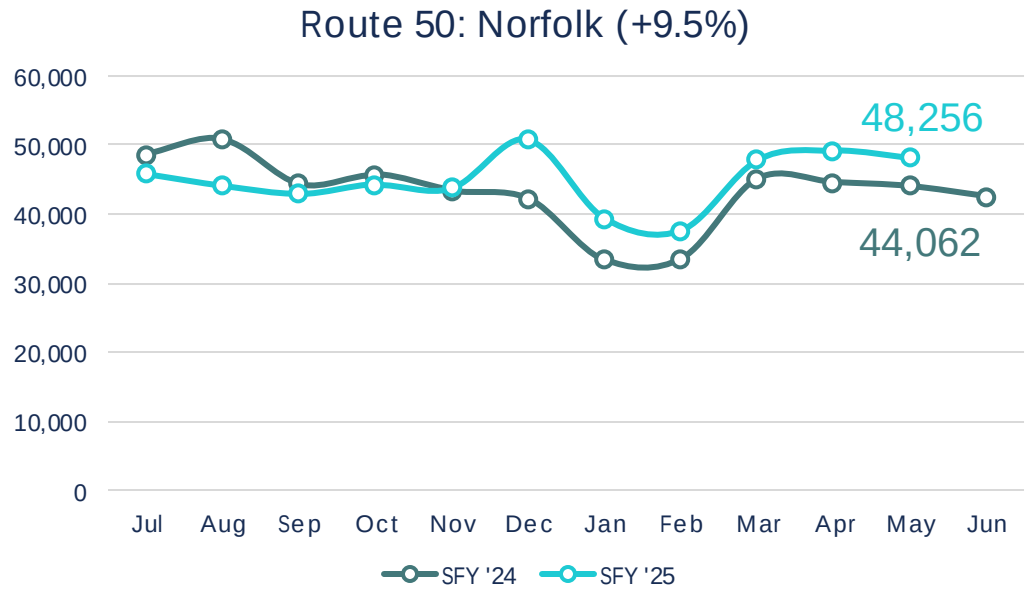
Virginia-**Supported Monthly Ridership by Route SFY '25 vs. SFY '24**

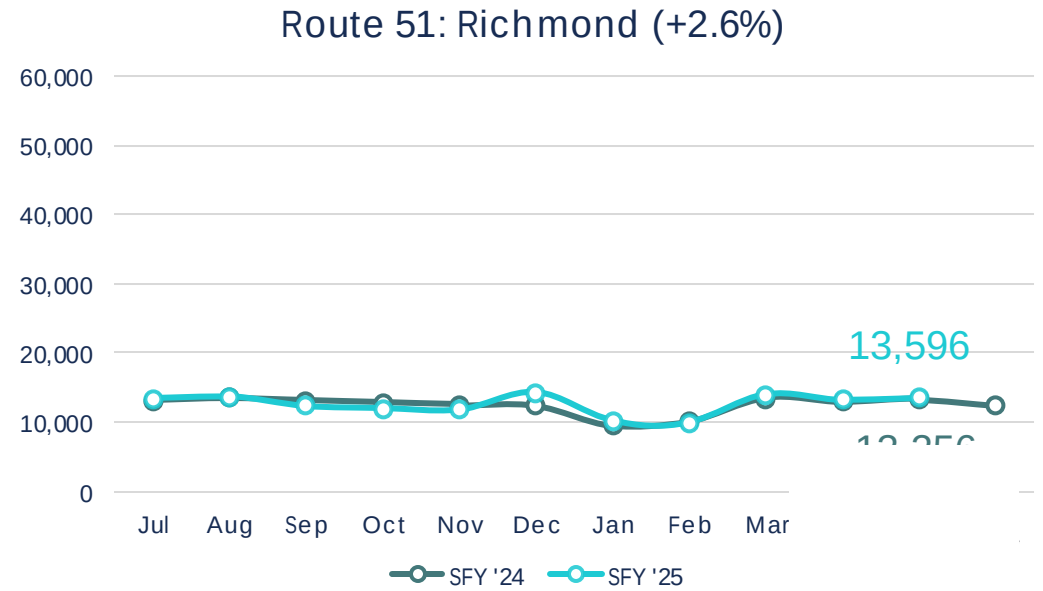
Eight trains cancelled due to WAS Terminal Interlocking work weekend of 5/17-5/18.

Friday – Sunday remain the most popular travel days.









Growth of Amtrak Virginia's Roanoke Corridor

Calendar Year	Ridership
2024	343,585
2023	331,836
2022	268,774
2021 - Pandemic	143,101
2020 - Pandemic	79,711
2019	224,521

*Ridership has increased 53% from pre-pandemic (record) levels.

New River Valley Project Overview

Extension of Roanoke service will bring passenger rail back to the New River Valley for the first time since 1979.

A new agreement between VPRA and Norfolk Southern, completed last fall, will result in service returning to Christiansburg sooner than expected and at a lower cost.

The New River Valley Passenger Rail Station Authority has the lead on the renovations to the historic station at Cambria.

Amtrak Virginia service is expected to begin in 2027 with two daily roundtrips between the New River Valley and Washington, DC connecting to Amtrak's Northeast Corridor.

New River Valley Project Funding: Sources & Uses

Cambria platform, pocket track, parking, and layover facility at Radford: $73M

- $48M from 2021 Commonwealth Appropriations Act
- $25M from VPRA's Commonwealth Rail Funding

Roanoke Yard Improvements: $36.5M

- $36.4M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- $.1M from VPRA's Commonwealth Rail Funding

Western Rail Improvements: $131.5M

- $100M from I-81 funding
- $13.5M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- $17.9M from VPRA's Commonwealth Rail Funding

Passenger Capacity Grant: $25M

- $25M from 2021 Commonwealth Appropriations Act



New River Valley Groundbreaking

Event held on April 24, 2025

Attendees included Governor Youngkin, Secretary Miller, local and state elected officials, and representatives from Norfolk Southern and Amtrak.

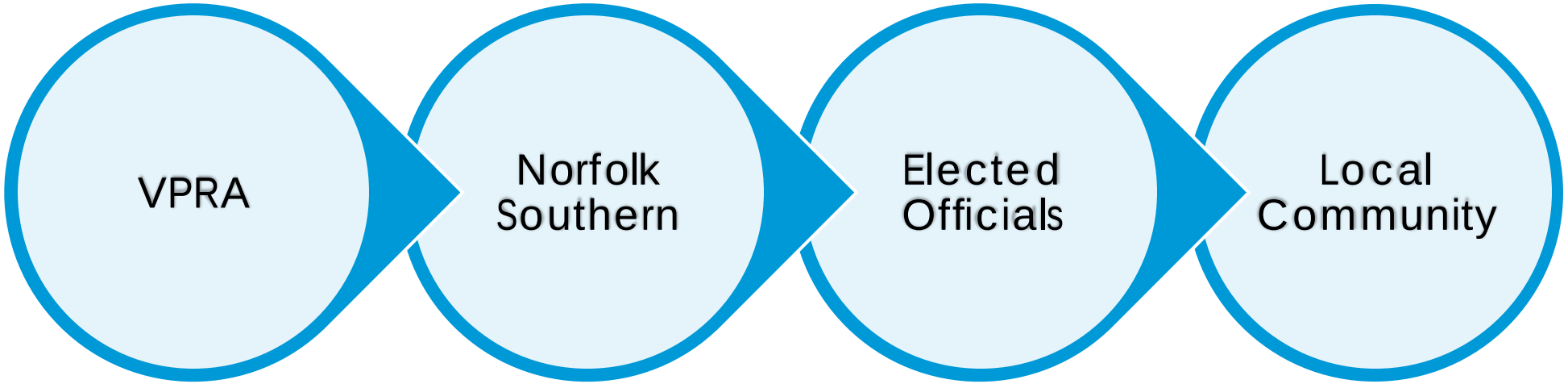
More than 200 local leaders attended.

Media coverage included all 4 Roanoke TV affiliates as well as all local news outlets and trade publications.

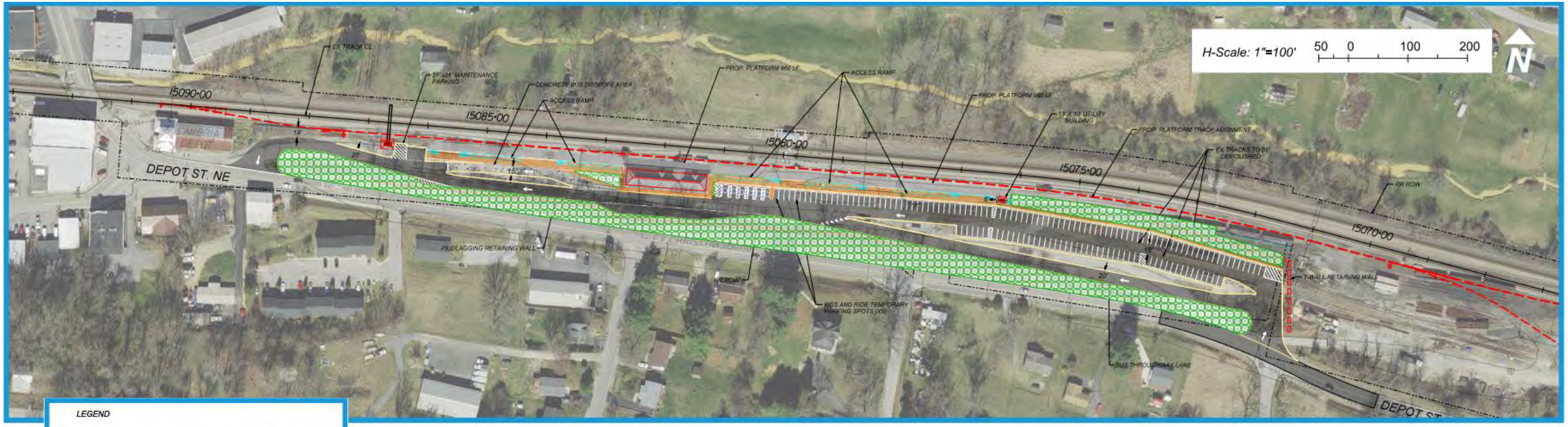


Success of NRV Project

- Strong local support for years led to plans for the extension of service.
- Partners working together will make the project run smoothly.
- Everyone willing to do what needs to be done means the project will be completed on time and on budget.



Cambria Station Site



VPRA is building platform with canopy, access roads, parking lot, and track improvements including an updated signaling system.

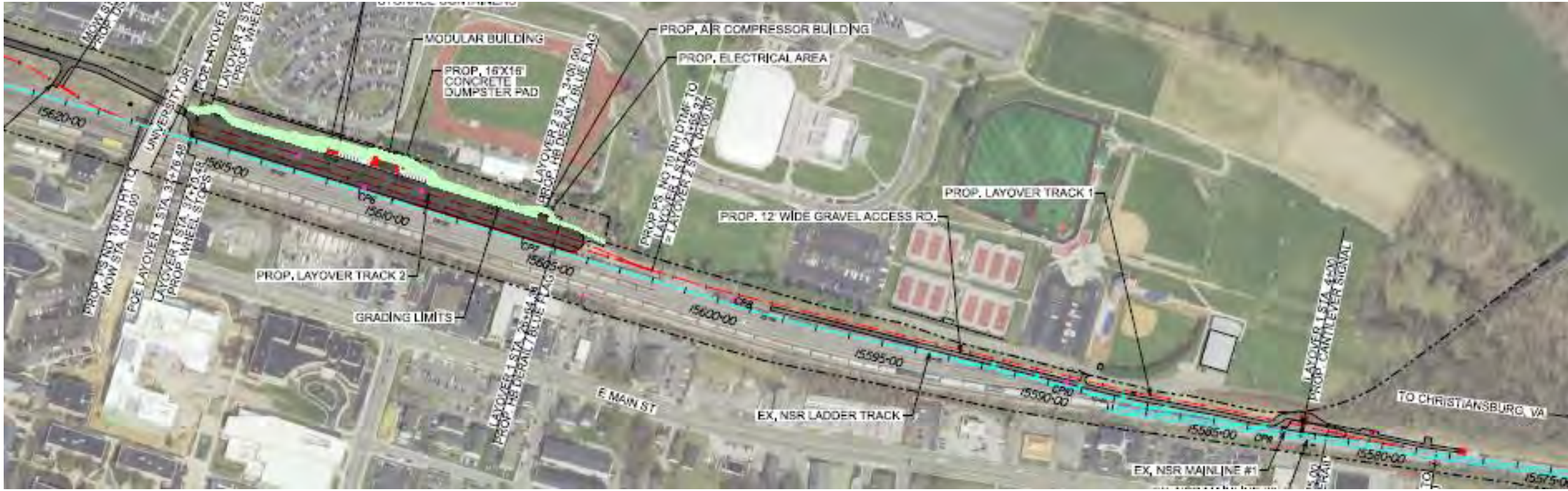
Construction Progress – Cambria Station Site

- Tree removal at the site is complete.
- Removal is necessary to make room for the jack and bore machines.
- These machines will be used to install pipes and other underground structures.
- Construction crews are removing the existing tracks east of the new Norfolk Southern Maintenance of Way building.
- Old yard tracks were removed to make way for construction of the platform and parking lot.
- Access road has been roughly graded.





Radford Layover Facility



VPRA is building a layover facility where trains will turn, be cleaned, and staged for their next departure north.

Construction Progress – Radford Layover Facility

- Crews are using a crane and vibratory hammer to install a sheet pile retaining wall.
- Should be completed in the next few weeks.
- Stormwater diversion ditch has been lined with erosion and sediment stone to slow the speed of storm runoff.
- Crews have placed a different, smaller stone along the access road east of the overpass.





Future Service

Service to launch in 2027

Two Daily Roundtrips

<u>Stops in Virginia:</u>

Roanoke, Lynchburg, Charlottesville, Culpeper, Manassas, Burke Centre, and Alexandria

<u>Trip Times:</u>

50 minutes between Christiansburg and Roanoke

Just under 6 hours from Christiansburg to Washington, DC



NRV Station at Cambria Rendering

Recent VPRA Updates

In the month of June, VPRA executed two major construction contracts.

For the Long Bridge North Package, VPRA executed the Phase 2 (Construction) Contract Amendment with Skanska-Flatiron Joint Venture on June 27.

- Project budget of $1.65B in FY26 Amended Budget.
- SFJV will continue early works construction activities on the North Package.



For the Franconia-Springfield Bypass, VPRA executed the Phase 2 (Construction) Contract Amendment with Flatiron-Herzog Joint Venture on June 13.

- Project budget of $532M in FY26 Amended Budget.
- VPRA issued notice to proceed to FHJV for construction of the shoofly tracks.



VIRGINIA PASSENGER RAIL AUTHORITY

Thank you!

https://vapassengerrailauthority.org/



I-81 Corridor Finance Update

Laura Farmer, Chief Financial Officer

July 14, 2025

Changes since December 2024 Financial Update

- **Dedicated I-81 Fuel Tax Estimate – Update provided by Department of Taxation**

- **Commonwealth Transportation Fund Revenue Update**
- **Allocation updates to VDOT Program Areas to address inflation and other needs**
- **Resulting changes to the funding available for Construction Formula Distribution**
  - **20% of state and federal funding available is dedicated to Interstate Operations and Enhancement Program**

Estimate/Allocation Changes since December Update (Overlapping years)	(in millions)					
	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
I-81 Fuel Tax	($4.6)	($5.7)	($5.9)	($6.1)	($6.2)	**($28.5)**
I-81 Share of Interstate Operations and Enhancement Program (IOEP)	(17.3)	(11.4)	(10.4)	(12.4)	(10.4)	**(61.9)**

- **Total estimated cost of the I-81 Corridor Program increased from $3.6 billion to $3.9 billion. This change is primarily due to the estimate update for the Ironto Widening Segment, Exit 128 to Exit 137**

Additional Funding

- General Fund Support - $245 million
  - $70 million provided during the 2024 Session to support continued advancement of projects in the Interstate 81 Corridor
  - $175 million from 2024 GF surplus to support projects on the corridor (Appropriated during the 2025 General Assembly Session)
- This funding was assumed in the December 2024 Advisory Committee Presentation

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions)

Activity through June 30, 2025 *(Preliminary)*

Sources	Actuals Through FY 2025
I-81 Fuels Tax	$465.7
Interstate Operations and Enhancement Program Allocation (State and Federal)	436.3
General Fund	245.0
Other Sources Prior to FY 2021/Other	71.5
Interest Income	48.5
Total	**$1,224.9**
Bonds/TIFIA Loan	**199.4**
Total	**$1,466.4**

Activity	Total
Expenditures	
Pay-Go Project Expenditures	$405.6
Bond / TIFIA Fund Project Expenditures	116.9
Debt Service	18.0
Financing Costs/Administration	1.4
Total	**$541.9**
Balance Remaining	
Fund Balance	$762.4
Bond Balance	0.0
Federal IOEP Balance	37.4
Federal Earmark	42.0
TIFIA Balance	82.6
Total Available	**$882.4**
Expenditures and Balance Remaining Total	**$1,466.2**

Totals differ due to rounding

Sources – Revenue Performance and Projections

Sources	Actuals Through FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Regional Fuels Tax	$465.7	$88.6	$89.5	$91.4	$93.4	$95.4	$95.4	**$1,019.4**
Interstate Operations and Enhancement Program Allocation	436.3	97.4	107.3	112.8	120.9	128.1	133.6	**1,136.4**
General Fund	245.0							**245.0**
Other Sources Prior to FY 2021/Other/Federal Earmark*	71.5	-	-	-	-	-	-	**71.5**
Interest Income	48.5	-	-	-	-	-	-	**48.5**
Prior Year Revision		(3.3)						**(3.3)**
Total	**$1,266.9**	**$182.7**	**$196.8**	**$204.2**	**$214.3**	**$223.5**	**$229.0**	**$2,517.4**
Planned Debt for Construction	199.4	199.4	334.2		266.9	-		**$1,000.0**
Total	**$1,466.4**	**$382.1**	**$531.0**	**$204.2**	**$481.2**	**$223.5**	**$229.0**	**$3,517.4**

Estimate Sources:
Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2024
Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2025
**Federal earmark of $42 million allocated in FY 2025*

Uses - Support I-81 Corridor Improvement Program

Uses (in millions)	Through FY 2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Debt Service	$18.0	$12.7	$10.6	$9.5	$14.2	$18.1	$18.1	**$101.2**
Remaining Fuel Tax Revenue	446.5	70.8	77.1	80.5	77.8	76.9	76.9	**906.5**
Interstate / IOEP Allocation / Other	801.3	97.4	107.3	112.8	120.9	128.1	133.6	**1,501.4**
Administration and Financing Costs	1.2	1.8	1.8	1.4	1.4	0.4	0.4	**8.4**
Total	**$1,266.9**	**$182.7**	**$196.8**	**$204.2**	**$214.3**	**$223.5**	**$229.0**	**$2,517.4**
Planned Debt to support Construction	199.4	199.4	334.2	-	226.9	-	-	**1,000.0**
Total with Planned Debt	**$1,466.4**	**$382.1**	**$531.0**	**$204.2**	**$481.2**	**$223.5**	**$229.0**	**$3,517.4**

*As of June 30, 2025; preliminary and unaudited

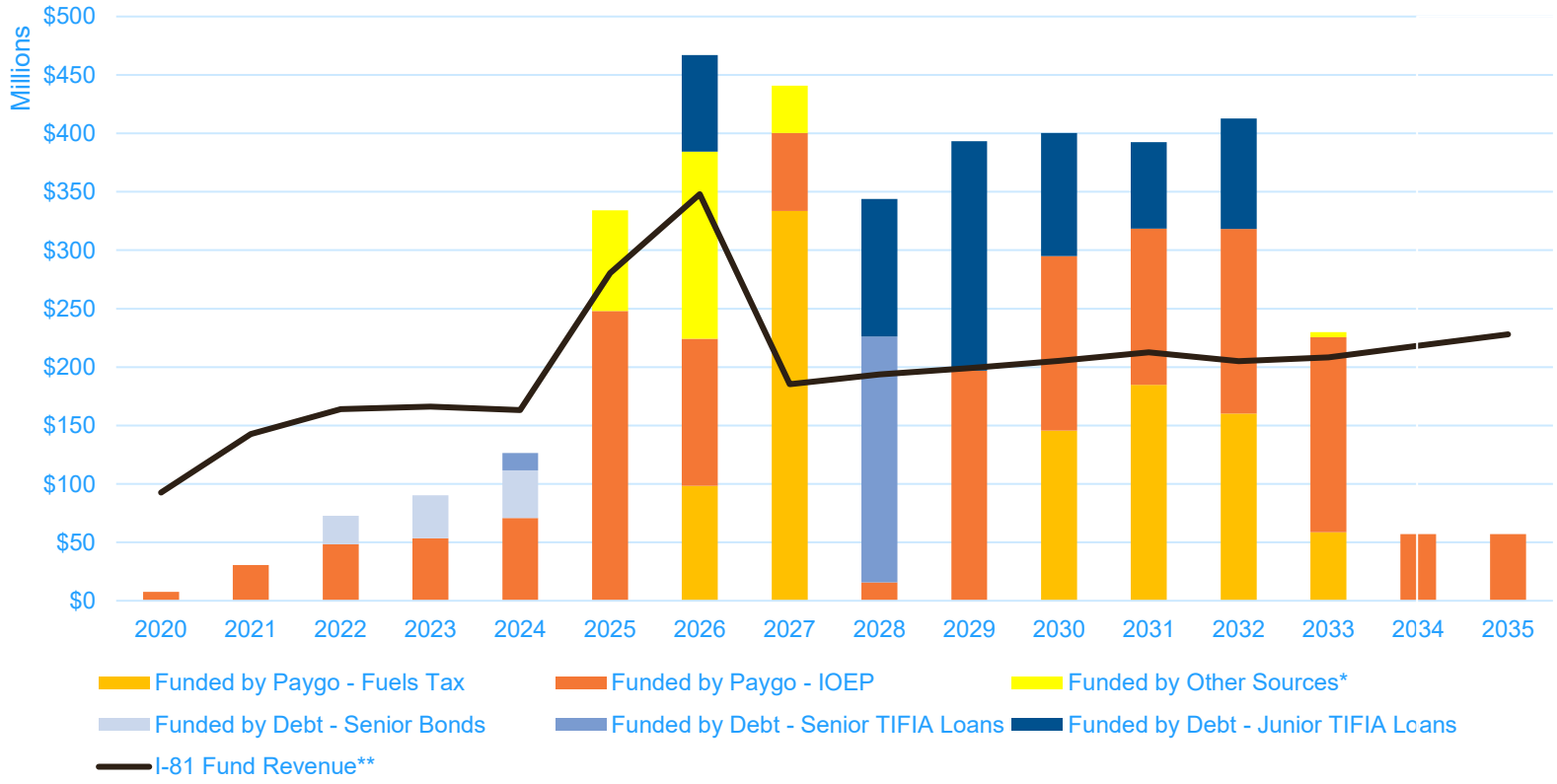
Extended Financial Outlook for I-81 Program

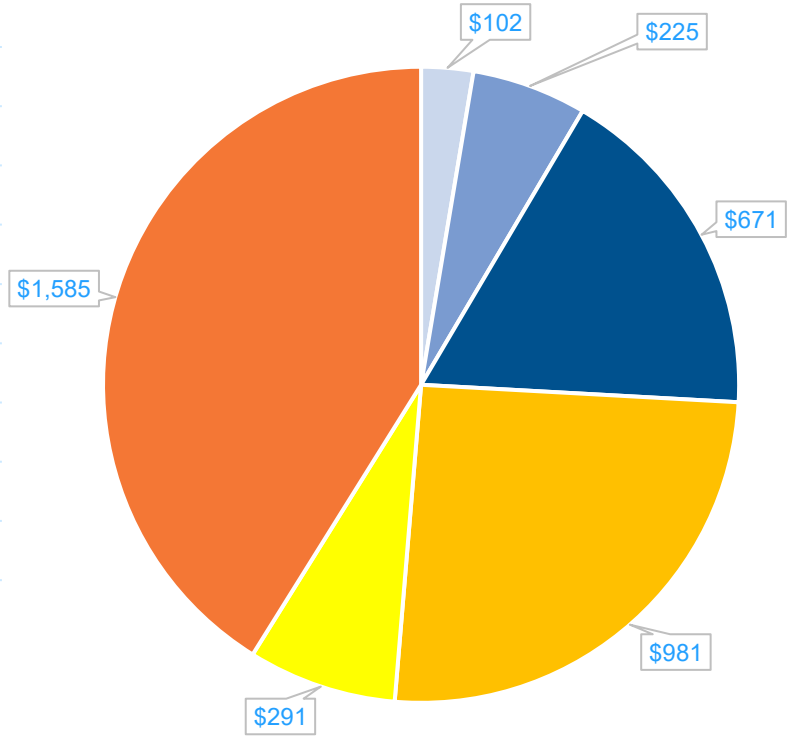
I-81 Corridor Program – Project Costs

The estimated cost of all improvements included in the current CIP totals $3.9 billion, with projects funded through 2035 (based on the current revenue assumptions and debt model)

Preliminary Funding by Year and Source

- **The current I-81 Program of $3.9 billion is fully funded by a mix of IOEP and fuels tax pay-go as well as multi-lien fuels tax debt**
  - **Chart Reference – Bars – Modeled Expenditures; Line – Revenue net of financing costs**





** Includes $42 million Federal Earmark, $70 million General Fund appropriated in FY 2025, and $175 million General Fund Surplus dedicated to I-81*
*** net of financing payments*

Modeled Funding Potential for Additional Improvements

(in millions)	2034	2035	2036	2037	2038	2039	2040	2041
Estimated Allocations available after debt obligations	$161	$171	$238	$249	$235	$270	$282	$295

- **Assumes debt authorization of $1 billion for the program is fully leveraged in first tranche of projects**

  Remaining funding available is pay-go from remaining fuel tax revenue, after debt service, and IOEP allocations dedicated to I-81

- **Based on this potential trajectory, the working amount for the IOEP Plan Update is $2 to $2.25 billion, with significant resources available beginning in FY 2034**

  The I-81 Program will continue to benefit from interest earnings on the I-81 Fund and any additional funding provided to supplement the dedicated revenue and allocation streams. This provide opportunities to advance improvements sooner.

I-81 2025 CORRIDOR IMPROVEMENT PLAN

I-81 Advisory Committee Meeting

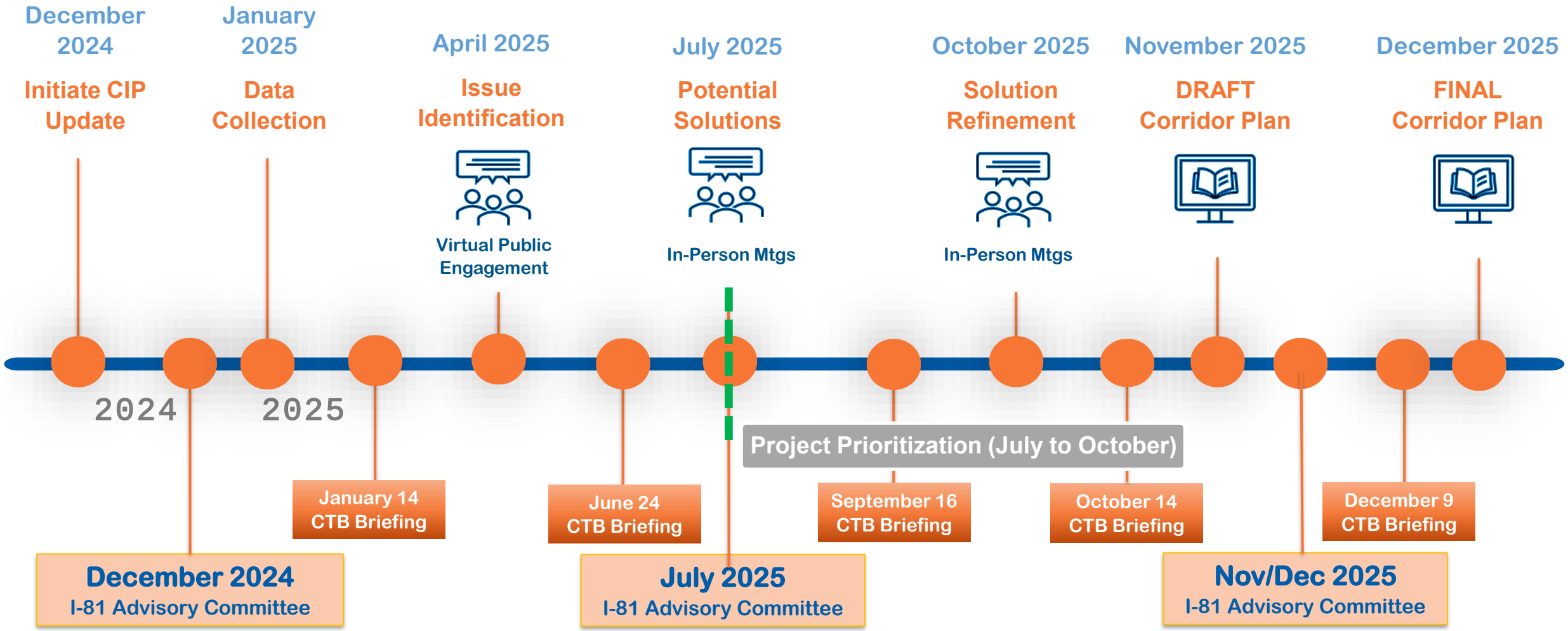
Ben Mannell, AICP

July 14, 2025

2025 I-81 CIP: I-81 Committee Update

- I-81 CIP Schedule and Update
- I-81 CIP Update- Work to Date
  - Performance Measures
  - Public Feedback from Round 1 Engagement
- Upcoming Round 2 Public Meetings
- Next Steps

CIP Schedule: December 2024 – December 2025



I-81 Corridor Improvement Plan Update

- 65 projects in the 81 Program have advanced or are advancing to construction
- Next tranche of projects need to be identified
  - Projects are complex and need to be identified early
  - Allows advanced activities- resulting in refined construction costs and shovel-ready projects
- Project identification is performance driven
- Solutions will be identified using a SMART SCALE-like process



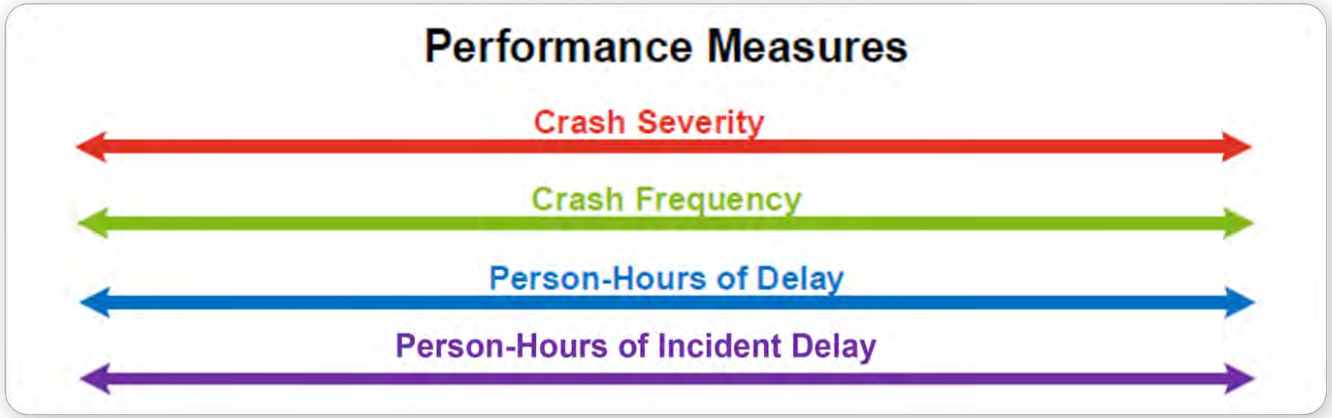
I-81 CIP Update: Work to Date

- Performance measures analysis- complete
- Round 1 public engagement- complete
  - Performance measures and public validation
  - Feedback on issues
- Potential solutions development- underway
- Round 2 public meetings- underway
  - Summary of feedback from Round 1
  - Feedback on potential solutions

Performance Measures Used

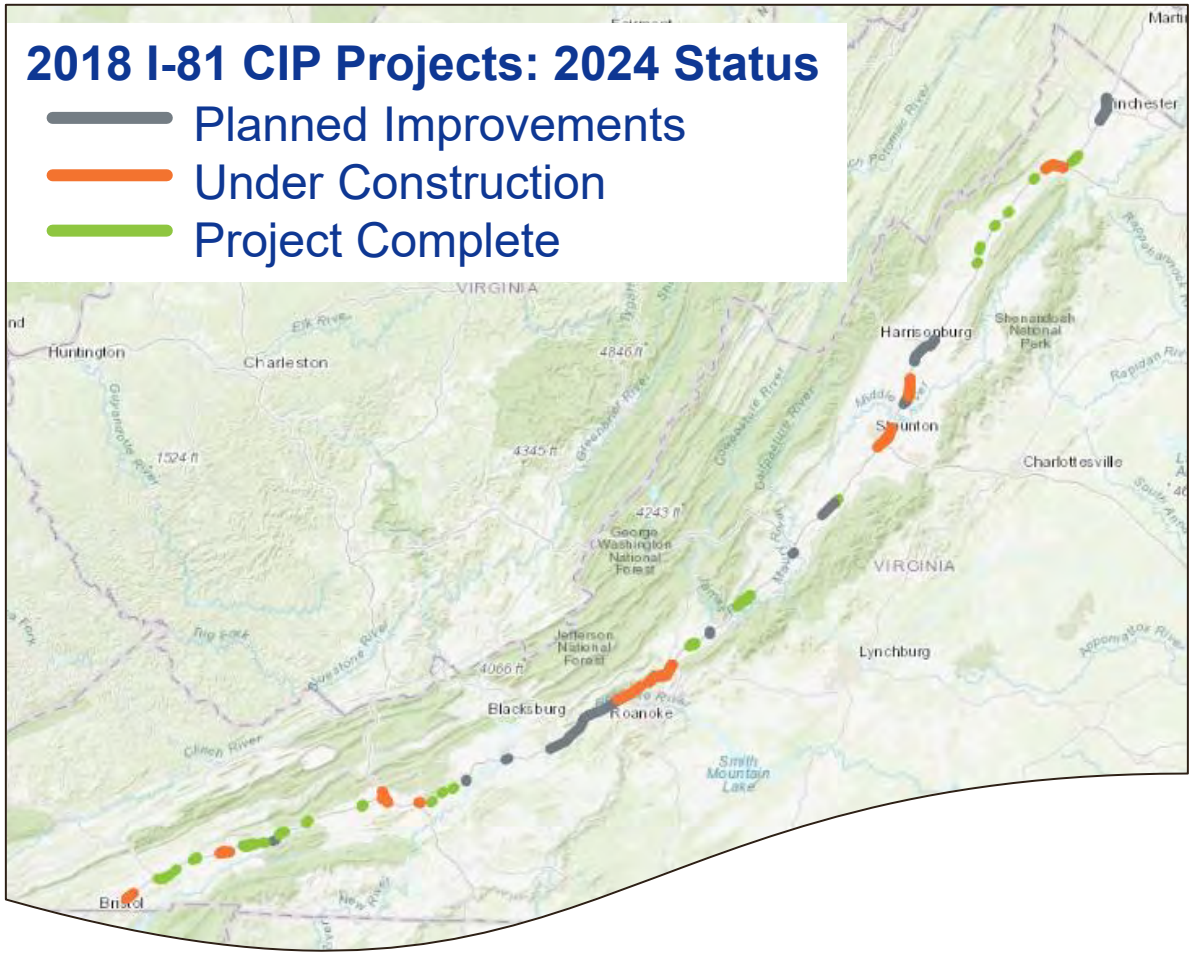
Determine the top 25% of one-mile segments for the following performance measures in both directions of I-81

Crash Severity	fatal and severe injury crashes over the last 5 years
Crash Frequency	rate of crashes during the last 5 years
Person-hours of Delay	hours of delay caused by congestion, incidents, and weather events
Person-hours of Incident Delay	incidents or crashes that lead to at least one lane of the interstate being closed an hour or more



Data Analysis Assumptions

- **Exclude 2020 data**
  - **5-year dataset: 2019 & 2021-2024**
- **Exclude one-mile segments in 2018 I-81 CIP with widening and truck climbing projects already programmed for improvement**



Performance Measures Summary

Milepost	District	Number of One-Mile Segments (both directions) in the Top 25% by Performance Measure			
		Crash Severity	Crash Frequency	Person Hours of Delay	Person Hours of Incident Delay
0–88	Bristol	44	49	9	2
88–175	Salem	30	33	29	23
175–325	Staunton	59	49	93	109

Source: VDOT Roadway Network System (RNS) Data, INRIX

Round 1 Public Outreach (Virtual)—Problem Identification

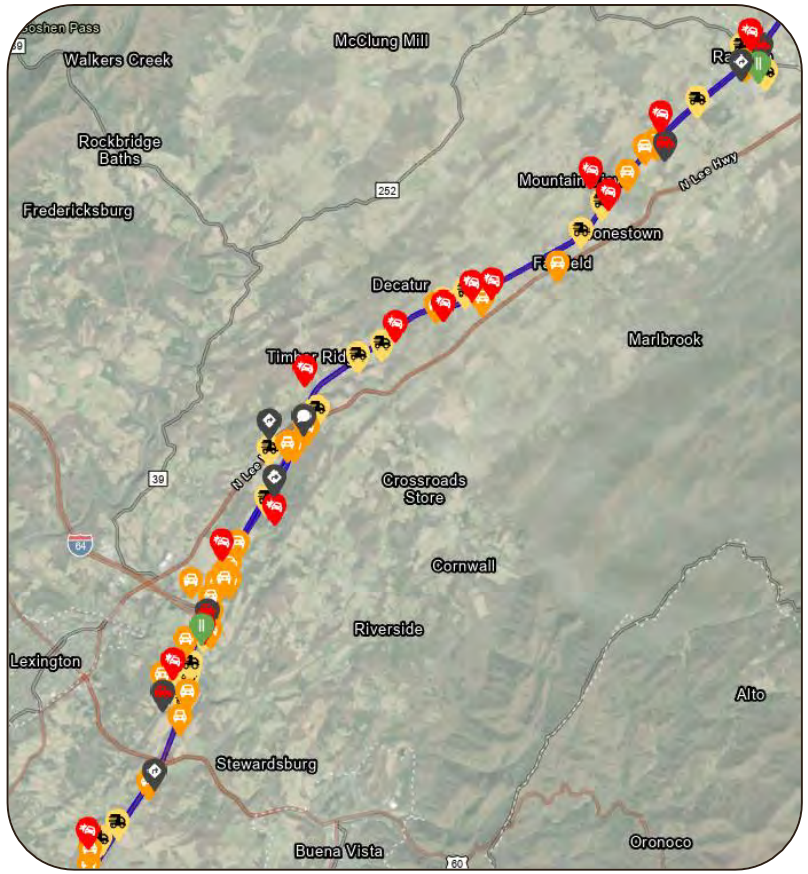
- Open April 1-15, 2025

VIRTUAL ENGAGEMENT

4,000
COMMENTS

4,700
PARTICIPANTS

- Performance measures identified, public asked to validate based on their driving experience
- Location-specific issues identified, and written comments provided



Round 1 Public Outreach Feedback Summary

Location-Specific Issue Identification by District

Issue Type	Bristol	Salem	Staunton	Total
1. Congestion	36%	31%	42%	39%
2. Truck Operations	25%	26%	20%	22%
3. Safety	18%	16%	23%	21%
4. Speeding and Aggressive Driving	10%	16%	9%	10%
5. Geometry	5%	7%	3%	4%
6. Pavement Markings and Signing	3%	1%	2%	2%
7. Other	2%	3%	1%	2%

- Participant-identified
- Top four issue types accounted for 92% of the total identified

Round 1 Public Outreach Feedback Summary Continued

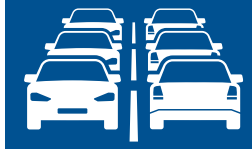
Top 10 Written Comment Themes



Need for additional lanes- 22%



Short/poorly designed ramps- 6%



Congestion and backups- 20%



Interchange and weigh station geometry- 5%



Heavy truck volumes- 19%



Pavement and drainage issues- 2%



Frequent crashes and safety concerns- 14%



Noise and local impacts- 1%



Aggressive/high-speed driving- 10%



Insufficient truck parking- 1%

Round 1 Public Outreach Comments by District

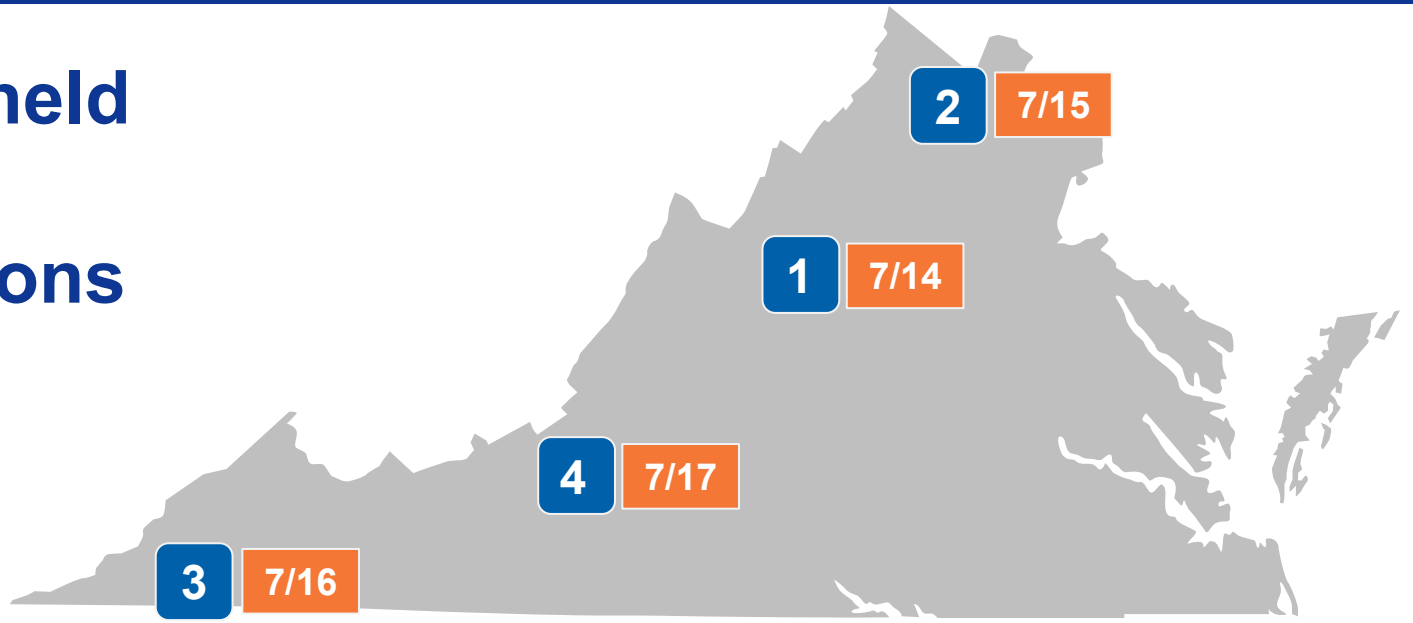
- **Written comment themes from each District**
  - Congestion or capacity constraints
  - Heavy truck volumes
  - Safety concerns
- **Comments on the above issues were focused in areas where there are currently programmed projects with construction activity or activity starting in the next 2 to 3 years**





Round 2 Public Meetings—Potential Solutions

- Four in-person meetings held week of July 14th
- Maps with potential solutions driven by performance measures
  - Operations
  - Capital
- Survey gathering public comment on potential solutions
- Meeting materials and survey will be posted on-line



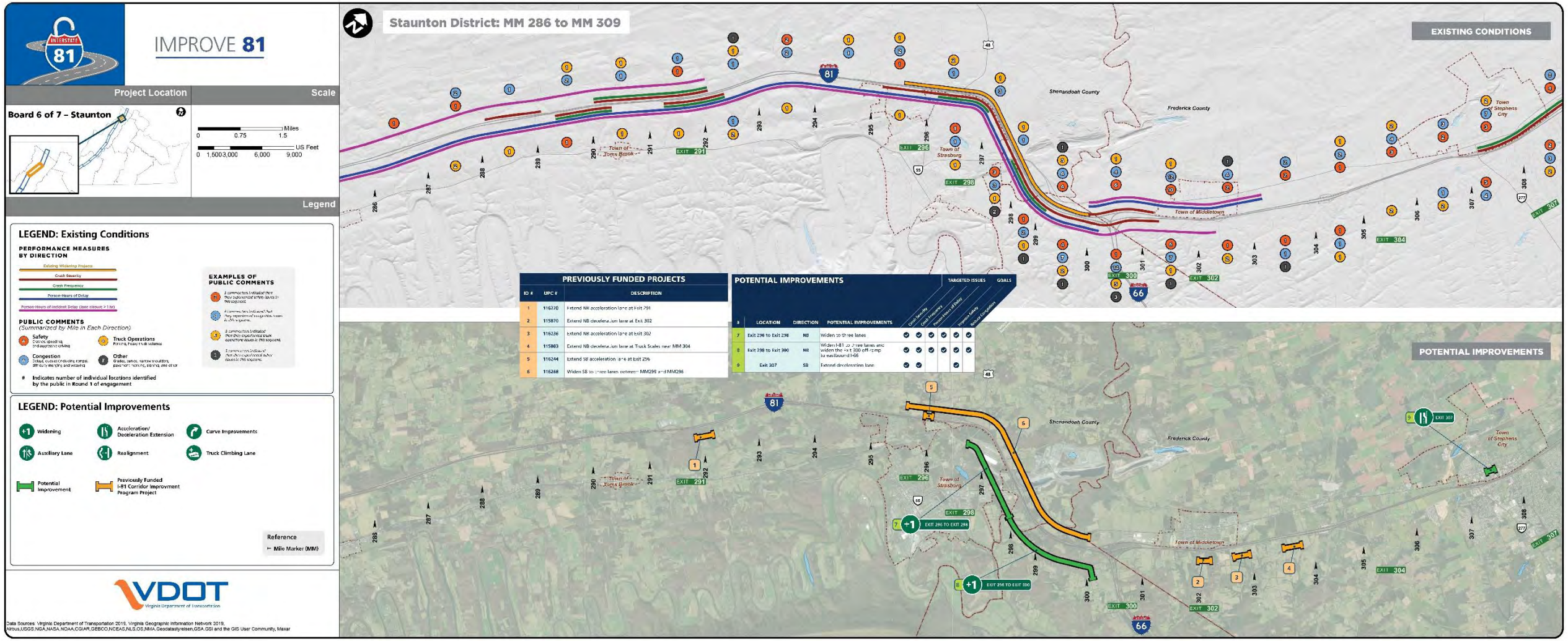
1 Staunton South- Blue Ridge Community College 5-7pm

2 Staunton North- Shenandoah University 4-6pm

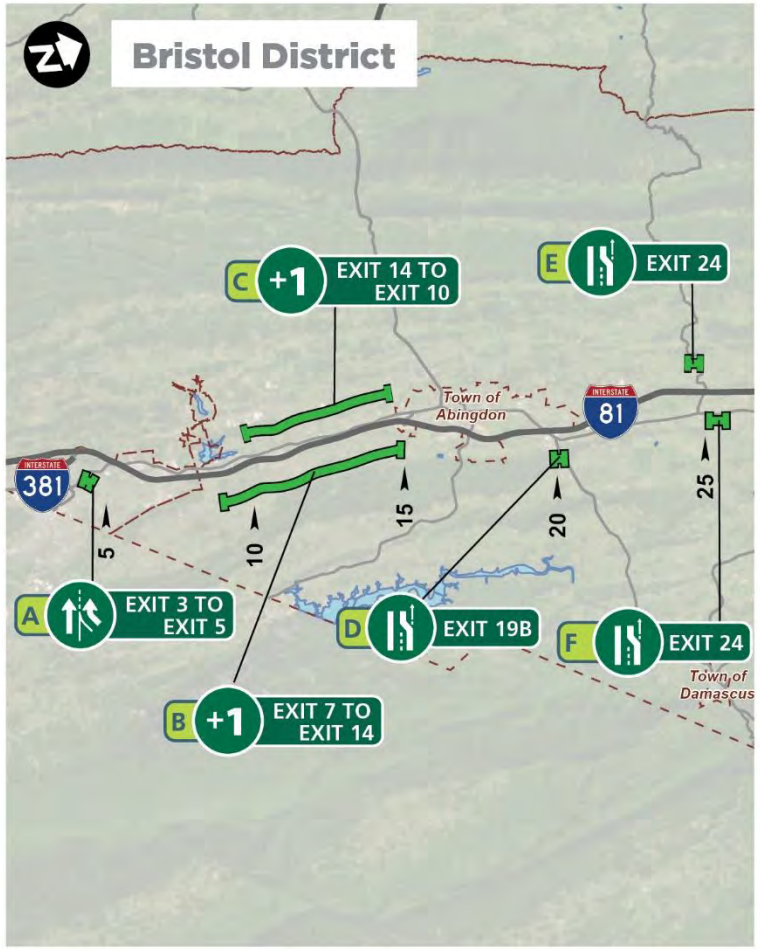
3 Bristol Hilton Garden Inn (Exit 7) 5-7pm

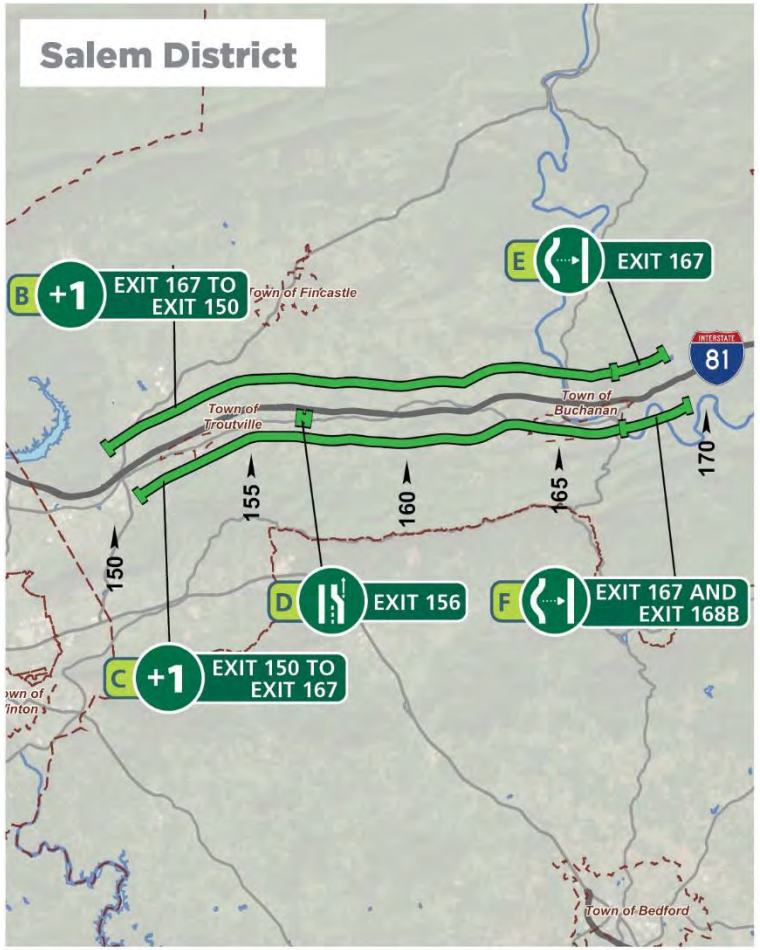
4 Salem Civic Center 5-7pm

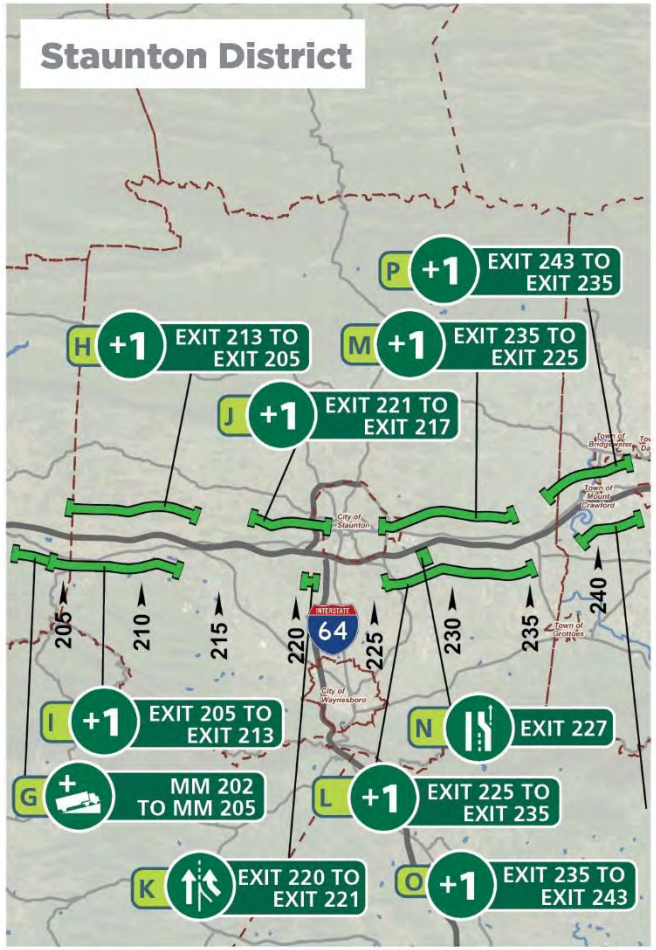
I-81 CIP Public Meeting Board—Sample



District Potential Solutions—Samples







LEGEND: Potential Improvements

- +1 Widening
- Acceleration/ Deceleration Extension
- Curve Improvements
- Auxiliary Lane
- Realignment
- Truck Climbing Lane

I-81 Corridor Improvement Plan—Potential Solutions Summary

District	Solutions Summary	Improvement Type						Total
		Widening	Auxiliary Lane	Truck Climbing Lane	Accel/Decel Lane Extension	Curve Improvement	Realignment	
Bristol	No. of Improvements	2	1	0	5	2	0	**10**
	Total Mileage*	10.9	0.4	0	2.1	2.9	0	**16.3**
Salem	No. of Improvements	2	0	2	1	0	2	**7**
	Total Mileage*	33.0	0	4.1	0.3	0	4.1	**41.5**
Staunton	No. of Improvements	13	1	2	7	0	0	**23**
	Total Mileage*	70.7	0.7	5.6	2.2	0	0	**79.2**
Total	**No. of Improvements**	**17**	**2**	**4**	**13**	**2**	**2**	**40**
	Total Mileage*	**114.6**	**1.1**	**9.7**	**4.6**	**2.9**	**4.1**	**137.0**

* I-81 corridor centerline mileage

Financial Constraints

- $2 - 2.25 billion in revenue anticipated to be available for new projects
- Potential solutions identified in 2025 CIP far exceed anticipated revenue
- SMART SCALE-like prioritization will be used to narrow potential solutions list







Next Steps

- Study team will use public feedback from the July meetings to inform recommended solutions
- Fall public meetings
  - Present refined solutions that have been prioritized using a SMART SCALE-like process
- Present refined solutions to the I-81 Advisory Committee and CTB
- Anticipate adopting updated Corridor Improvement Plan in December

Questions and Comments

VDOT Study Managers

Ben Mannell, AICP and Rob Williams, AICP

VDOT Transportation and Mobility Planning Division

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RobertJ.Williams@VDOT.Virginia.gov

Study Website

Improve81.org/get-involved/2025-cip-update/

Study Email

VA81CorridorPlan@VDOT.Virginia.gov

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

Phone:(804) 482-5818

Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: **Seconded By:**

Action:

Title: Approval of 2026 Interstate 81 Corridor Improvement Plan

WHEREAS, pursuant to Chapter 743 of the 2018 *Virginia Acts of Assembly*, the General Assembly directed the Commonwealth Transportation Board (Board) to develop and adopt an I-81 Corridor Improvement Plan (Plan); and

WHEREAS, on December 5, 2018, the Board adopted the Plan, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

WHEREAS, pursuant to Chapters 837 and 846 of the 2019 *Virginia Acts of Assembly*, the General Assembly created the Interstate 81 Corridor Improvement Program and Fund, directed the Board to establish an I-81 Committee (Committee), and directed the Board to maintain and periodically update the I-81 Corridor Improvement Plan; and

WHEREAS, pursuant to § 33.2-3603 of the *Code of Virginia*, the General Assembly directed that the purpose of the committee shall be to provide advice and recommendations to the Board regarding updates to the Plan; and

WHEREAS, pursuant to § 33.2-3604 of the *Code of Virginia*, the General Assembly directed that the Board, in consultation with the Committee, and with support of the Office of Intermodal Planning and Investment shall regularly update the Plan, and that updates to the Plan shall, at a minimum:

1. Analyze existing conditions of the Interstate 81 corridor to identify key needs related to safety, congestion, and incident-related delays;
2. Identify potential improvements to address the needs identified pursuant to subdivision 1, including roadway improvements, multimodal improvements, speed enforcement strategies, operational strategies, and upgrades to adjacent and parallel transportation facilities;
3. Prioritize potential improvements in a manner consistent with § 33.2-214.1;
4. Identify corridor-wide incident management strategies;
5. Analyze and review truck parking needs along the Interstate 81 corridor;
6. Hold public meetings throughout the Interstate 81 corridor; and
7. Consider any other items deemed appropriate by the Board; and

WHEREAS, the Virginia Department of Transportation (VDOT) completed a statewide Truck Parking Study in April 2022, which included an analysis and review of the Interstate 81 corridor; and

WHEREAS, the Board, and VDOT, in updating the Plan as required by § 33.2-3604, consulted with the Committee during their July 2025 and December 2025 meetings; and

WHEREAS, the Board, and VDOT, in updating the Plan as required by § 33.2-3604, solicited input from local elected officials, state legislators, citizens, and other affected stakeholders through a series of public meetings and hearings held along the I-81 corridor; and

WHEREAS, the purposes of § 33.2-3604 have been satisfied and the study conducted pursuant thereto has resulted in development of the 2026 I-81 Corridor Improvement Plan.

NOW, THEREFORE, BE IT RESOLVED, the Board approves the 2026 I-81 Corridor Improvement Plan Executive Summary, attached hereto as Attachment A, as developed by VDOT.

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to make such modifications to the 2026 I-81 Corridor Improvement Plan as deemed appropriate, provided any modifications do not conflict with the Executive Summary, and authorizes the Secretary of Transportation and VDOT to take all actions necessary to finalize the Plan.

####

Commonwealth Transportation Board (CTB) Decision Brief

2026 I-81 Corridor Improvement Plan

Issue: In accordance with Chapters 837 and 846 of the 2019 *Virginia Acts of Assembly*, the General Assembly created the Interstate 81 Corridor Improvement Program and Fund, directed the Commonwealth Transportation Board (Board) to establish an I-81 Committee (Committee), and directed the Board to maintain and periodically update the I-81 Corridor Improvement Plan. Further, the General Assembly codified key components of such an update in Virginia Code § 33.2-3604:

1. Analyze existing conditions of the Interstate 81 corridor to identify key needs related to safety, congestion, and incident-related delays;
2. Identify potential improvements to address the needs identified pursuant to subdivision 1, including roadway improvements, multimodal improvements, speed enforcement strategies, operational strategies, and upgrades to adjacent and parallel transportation facilities;
3. Prioritize potential improvements in a manner consistent with § 33.2-214.1;
4. Identify corridor-wide incident management strategies;
5. Analyze and review truck parking needs along the Interstate 81 corridor;
6. Hold public meetings throughout the Interstate 81 corridor; and
7. Consider any other items deemed appropriate by the Board; and

Facts: VDOT (study team) conducted three rounds of public outreach, including eight public meetings resulting in attendance by over 175 individuals, and three online surveys resulting in over 6,000 participants. In total, the study team received approximately 5,500 comments. Public outreach activities were held throughout the corridor in the Bristol, Salem, and Staunton Districts. Summaries of each of the public engagement rounds were shared with the Board and the Committee.

The study team conducted a statewide truck parking study, which was completed in April of 2022 and focused on the National Highway System and Corridors of Statewide significance in

Virginia, including I-81. The study analysis included an inventory of available spaces and amenities, as well as current and future demand for truck parking.

The study team evaluated all 325 miles of I-81 in both directions and identified the 25% worst performing one-mile segments for safety (crash frequency and rate), congestion (person hours of delay), and resiliency conditions (incident-related delay and multi-hour lane closures), based on policies adopted by the Board in June of 2021. For each of these problem areas a potential improvement was developed, with the exception of areas where transportation improvements could not address the problem(s). Operational improvements were assessed first and then capital

improvements were evaluated, scored, and prioritized. Initially, 41 potential capital improvements representing more than $7 billion in needs were identified for consideration.

Beyond addressing the elements identified in the *Code of Virginia*, the Plan identifies related issues that are recommended for further study and evaluation. Based on a SMART SCALE-like data-driven evaluation methodology, approximately $2.25 billion in capital improvements are recommended for implementation over a ten-year period beginning in 2035, when funds are anticipated to be available for new projects. Additionally, the Plan identifies about $3 million in traffic signal timing related improvements in the corridor. In alignment with CTB policy the study team addressed operational issues first, which were assumed a fundamental element, and excluded them from the prioritization process.

Capital projects identified along the I-81 corridor were then evaluated and prioritized based on the following measures:

- safety: reduction in the number of fatal and injury crashes (40%)
- congestion mitigation: decrease in person-hours of delay (40%)
- accessibility: access to jobs (20%)

Forty-one potential projects were initially identified for consideration in the Bristol (8), Salem (8) and Staunton (23) districts. After applying weighting scenarios and funding distributions, the portfolio of projects was reduced to 20.

The following table shows the list of projects included in the 2026 I-81 Corridor Improvement Plan final report:

District	County	Direction	Mile Marker	Total Length (Miles)	Description
Staunton	Rockingham	SB	251.1 to 250.7	0.4	Exit 251 SB acceleration lane extension
Bristol	Washington	NB	25.1 to 25.7	0.6	Exit 24 NB acceleration lane extension
Bristol	Washington	NB	29.5 to 30.1	0.6	Exit 29 NB acceleration lane extension
Staunton	Shenandoah	NB	265.2 to 265.5	0.3	Exit 264 NB acceleration lane extension
Staunton	Frederick	SB	307.5 to 307.3	0.2	Exit 307 SB acceleration lane extension
Salem	Botetourt	SB	162.1 to 161.0	1.1	Exit 162 SB acceleration lane extension
Bristol	Washington	NB	4.5 to 5.0	0.5	Auxiliary lane btw Exit 3 and Exit 5
Staunton	Augusta	NB	227.8 to 228.1	0.3	Exit 227 NB acceleration lane extension
Staunton	Shenandoah	SB	268.4 to 269.1	0.7	Exit 269 SB acceleration lane extension
Staunton	Augusta	NB	220.8 to 221.5	0.7	Auxiliary lane btw Exit 220 and Exit 222
Bristol	Washington	NB	19.9 to 20.2	0.3	Exit 19 NB acceleration lane extension
Staunton	Augusta	SB	221.7 to 217.0	4.7	Widening btw Exit 217 and Exit 221
Staunton	Rockbridge Augusta	NB	204.8 to 209.9	5.1	Widening btw Exit 205 and MM 209
		SB	209.9 to 204.8	5.1	
Staunton	Augusta	NB	209.9 to 212.9	3.0	Widening btw MM 209 and Exit 213
		SB	212.9 to 209.9	3.0	
Salem	Pulaski	SB	104.9 to 103.4	1.5	Truck climbing lane btw New River Bridge and MM 103
Salem	Montgomery	NB	106.0 to 110.5	4.5	Truck climbing lane btw Exit 105 and Exit 109
Staunton	Augusta Rockingham	NB	237.2 to 242.2	5.0	Widening btw MM 238 and MM 242
		SB	242.4 to 237.5	4.9	
Bristol	Washington	SB	24.8 to 24.4	0.4	Exit 24 SB acceleration lane extension
Bristol	Washington	NB	9.9 to 14.9	5.0	Widening btw MM 8 to Exit 14
		SB	14.9 to 9.9	5.0	
Staunton	Shenandoah	NB	298.6 to 300.3	1.7	Widening btw Exit 298 and Exit 300/I-81 NB to I-66 EB Ramp

Recommendations: The study team recommends approval of the 2026 I-81 Corridor Improvement Plan Executive Summary and funding scenario attached hereto as Appendix A.

Action Required by CTB: The CTB will vote on a resolution to approve the I-81 Corridor Improvement Plan Executive Summary and authorize completing the final Plan in accordance with that Executive Summary.

Result, if Approved: If approved, the recommended improvements package in the final Plan will be finalized, and posted on the I-81 website by January 7, 2026. The final Plan will also include any modifications the Secretary of Transportation approves, if revisions do not conflict with the Executive Summary.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

January 2026







2026 VDOT I-81 Corridor Improvement Plan

Draft Final Executive Summary

IMPROVE 81

VDOT

I. Introduction and Program Scope

This report details the proposed projects and strategy for the 2026 I-81 Corridor Improvement Program (CIP), with a goal of continued improvements of the corridor's safety, reducing congestion, and supporting future growth. The program's development included a data-driven approach supplemented by extensive public feedback.

II. Project Funding and Implementation

In January 2025, the Commonwealth Transportation Board (CTB) directed that an update to the 2018 I-81 CIP be initiated. VDOT determined that up to $2.25 billion in forecasted funding would be available for new projects beginning in 2035, representing a substantial additional investment in the corridor's continued enhancement. The program is structured into two main categories of improvements:

- **Operational and Incident Management Improvements:** A total of $3 million were identified for operational improvements, which will be implemented following the plan's approval.
- **Capital Improvements:** Up to $2.25 billion in capital improvements were identified. Construction of these projects will follow the implementation of operational improvements, proceeding as funding becomes available.

III. Corridor Analysis, Performance Measures and Project Identification Methodology

The process for selecting and evaluating projects was similar to the approach taken in the 2018 plan but used the most recent performance measure data available from 2019 through 2024. Data from 2020 was excluded to ensure accuracy due to unusual traffic patterns caused by the COVID-19 pandemic. The analysis also deliberately excluded areas where widenings were recently completed or are currently in development to allow time for the benefits of those investments to be determined.

The study team evaluated the existing congestion and safety conditions using a variety of data sources, including: travel time; number and types of crashes; number and duration of incidents; origins and destinations of passenger cars and trucks; and traffic volumes.

Four primary performance measures were selected for the analysis, consistent with the 2018 study, to evaluate the most significant issues throughout the corridor. This data analysis was supplemented by public feedback to validate that the performance measures accurately reflected the issues experienced by the driving public.

The plan identified the top 25 percent of areas along the corridor with significant issues related to the following data, which were used to identify locations for recommended improvements and supplemented by public comments.

1. Safety (highest rate and severity of crashes),
2. Congestion (most significant traffic delays), and
3. Lane closures lasting more than one hour.

Capital improvements were developed for these top 25 percent locations by considering contributing factors such as:

- Traffic volumes of automobiles and trucks
- Roadway geometry including horizontal curvature and vertical grades
- Ramp spacing
- Merge and diverge areas

A combination of performance measures and contributing factors led to the development of 41 potential capital projects with an estimated cost over $7 billion. These potential solutions were ultimately prioritized using a SMART SCALE-like scoring system that measured their effectiveness in improving safety, reducing congestion, and increasing job accessibility.

IV. Public Input and Engagement

The plan incorporated extensive public feedback gathered over three rounds of public engagement throughout the year, ensuring community validation at each stage of the planning process.

- **Round 1 (April):** Focused on issue identification and validation of the four key performance measures via a virtual survey.
- **Round 2 (July):** Consisted of four public meetings at various locations along the corridor and a virtual survey. This round was used to identify potential improvements and target specific segments with the most critical safety and delay issues.
- **Round 3 (October):** Included both in-person meetings and a virtual survey, focusing on refined solutions that were prioritized using a process similar to SMART SCALE.

V. Staff Recommended Funding Scenario

Following the completion of the SMART SCALE-like prioritization process, the study team reviewed the list of ranked projects to identify areas where the new projects, along with those recently completed or in development, may cause operational issues issues. Based on those findings, the study team made recommendations for additional adjustments.

After the prioritization process, additional input from the public, I-81 Advisory Committee, and CTB, a total of capital 20 projects out of the original 41 have been prioritized for funding, for a total of up to $2.25 billion.

- **Bristol District:** 6 projects estimated at $370-486 million
- **Salem District:** 3 projects estimated at $271-425 million
- **Staunton District:** 11 projects estimated at $1.0-1.9 billion

The final list of capital improvement projects are shown in Table 1 and Table 2. Projects recommended for funding are shown in Table 1.

Table 1: I-81 Corridor Improvement Plan Update
Projects Included in the Staff Recommended Funding Scenario

District	Improvement Description	City/County	Mile Marker From/To			Total Length (Miles)	Direction	SMART SCALE-Like Score Rank
Staunton	SB acceleration lane extension at Exit 251 (Harrisonburg)	Rockingham County	251.1	to	250.7	0.4	SB	1
Bristol	NB acceleration lane extension at Exit 24 (Meadowview)	Washington County	25.1	to	25.7	0.6	NB	2
Bristol	NB acceleration lane extension at Exit 29 (Damascus / Glade Spring)	Washington County	29.5	to	30.1	0.6	NB	3
Staunton	NB acceleration lane extension at Exit 264 (New Market)	Shenandoah County	265.2	to	265.5	0.3	NB	4
Staunton	SB acceleration lane extension at Exit 307 (Stephens City)	Frederick County	307.5	to	307.3	0.2	SB	5
Salem	SB acceleration lane extension at Exit 162 (Buchanan)	Botetourt County	162.1	to	161.0	1.1	SB	6
Bristol	Construct auxiliary lane between Exit 3 (Bristol) and Exit 5 (US Route 11)	City of Bristol	4.5	to	5.0	0.5	NB	7
Staunton	NB acceleration lane extension at Exit 227 (Verona)	Augusta County	227.8	to	228.1	0.3	NB	8
Staunton	SB acceleration lane extension at Exit 269 (Shenandoah Caverns)	Shenandoah County	268.4	to	269.1	0.7	SB	9
Staunton	Construct auxiliary lane between Exit 220 (Staunton) and Exit 221 (I-64 to Richmond)	Augusta County	220.8	to	221.5	0.7	NB	10
Bristol	NB acceleration lane extension at Exit 19 (Abingdon / Damascus)	Washington County	19.9	to	20.2	0.3	NB	11
Staunton	Widening to three lanes between Exit 221 (I-64 to Richmond) and Exit 217 (Mint Spring)	Augusta County	221.7	to	217.0	4.7	SB	12
Staunton	Widening to three lanes between Exit 205 (Raphine) and MM 209 (North of Raphine)	Augusta County	204.8	to	209.9	5.1	NB	13
			209.9	to	204.8	5.1	SB	
Staunton	Widening to three lanes between MM 209 (North of Raphine) and Exit 213 (Greenville)	Augusta County	209.9	to	212.9	3.0	NB	14
			212.9	to	209.9	3.0	SB	
Salem	Construct truck climbing lane between New River Bridge and MM 103 (State Park Road)	Pulaski County	104.9	to	103.4	1.5	SB	15
Salem	Construct truck climbing lane between Exit 105 (Radford) and MM 110 (North of Exit 109 Tyler Road)	Montgomery County	106.0	to	110.5	4.5	NB	16
Staunton	Widening to three lanes between MM 238 (North of Weyers Cave) and MM 242 (Port Republic Road)	Augusta and Rockingham Counties	237.2	to	242.2	5.0	NB	19
			242.4	to	237.5	4.9	SB	
Bristol	SB acceleration lane extension at Exit 24 (Meadowview)	Washington County	24.8	to	24.4	0.4	SB	20
Bristol	Widening to three lanes between MM 9 (US Route 11) and Exit 14 (Route 611)	Washington County	9.9	to	14.9	5.0	NB	22
			14.9	to	9.9	5.0	SB	
Staunton	Widening to three lanes between Exit 298 (Strasburg) and Exit 300 (I-66 to DC) and I-81 Northbound to I-66 Eastbound ramp	Shenandoah County	298.6	to	300.3	1.7	NB	30

Table 2: I-81 Corridor Improvement Plan Update
Projects Not Included in the Staff Recommended Funding Scenario

District	Improvement Description	City/County	Mile Marker From/To			Total Length (Miles)	Direction	SMART SCALE-Like Score Rank
Staunton	Widening to three lanes between MM 230 (South of Weyers Cave) and Exit 235 (Weyers Cave)	Augusta County	230.4	to	234.4	4.0	NB	17
			234.5	to	230.2	4.3	SB	
Staunton	Widening to three lanes between MM 229 (North of Verona) and MM 230 (South of Weyers Cave)	Augusta County	228.7	to	230.5	1.8	NB	18
			230.4	to	228.7	1.7	SB	
Staunton	Widening to three lanes between Exit 296 (Strasburg) and Exit 298 (Strasburg)	Shenandoah County	296.8	to	298.6	1.8	NB	21
Staunton	Widening to three lanes between MM 202 (North of Fairfield) and Exit 205 (Raphine)	Rockbridge County	202.2	to	204.8	2.6	NB	23
Salem	Widening to three lanes between Exit 156 (Brughs Mill Road) and Exit 162 (Buchanan)	Botetourt County	157.0	to	163.1	6.1	NB	24
			163.1	to	157.0	6.1	SB	
Staunton	Widening to three lanes between Exit 200 (Fairfield) and Exit 195 (Lexington / Timber Ridge)	Rockbridge County	199.6	to	194.9	4.7	SB	25
Bristol	Curve improvements between MM 33 and MM 35 (Chilhowie)	Washington County	33.9	to	34.8	0.9	NB	26
Staunton	Widening to three lanes between Exit 225 (Staunton) and MM 229 (North of Verona)	Augusta County	225.2	to	229	3.8	NB	27
			229.0	to	225.4	3.6	SB	
Bristol	Curve improvements between Exit 67 (Wytheville) and MM 69 (N 4th Street)	Wythe County	67.0	to	69.0	2.0	NB	28
Staunton	Widening to three lanes between Exit 188A (Lexington / Buena Vista) and Exit 200 (Fairfield)	Rockbridge County	190.5	to	195.7	5.2	NB	29
Staunton	Widening to three lanes between Exit 195 (Lexington / Timber Ridge) and Exit 188B (Lexington / Buena Vista)	Rockbridge County	196.6	to	189.9	6.7	SB	31
Staunton	Truck climbing lane between MM 190 (I-64 to WV) and Exit 188 (Lexington / Buena Vista)	Rockbridge County	190.0	to	186.9	3.1	SB	32
Salem	NB acceleration lane extension at Exit 156 (Brughs Mill Road)	Botetourt County	156.6	to	156.9	0.3	NB	33
Staunton	Widening to three lanes between Exit 310 (Winchester Western Bypass) and Exit 313 (Winchester / Apple Blossom Mall)	Frederick County	310.6	to	313.3	2.7	NB	34
Salem	Widening to three lanes between Exit 150 (Troutville) and Exit 156 (Brughs Mill Road)	Botetourt County	150.4	to	157.2	6.8	NB	35
			157.2	to	150.4	6.8	SB	
Salem	NB acceleration lane extension at Exit 94 (Old Route 100 Road)	Pulaski County	94.5	to	94.8	0.3	NB	36
Salem	Widening to three lanes between Exit 162 (Buchanan) and Exit 167 (Buchanan)	Botetourt County	163.0	to	166.9	3.9	NB	37
			166.9	to	163.0	3.9	SB	
Salem	'S-Curves' realignment	Botetourt County	166.9	to	169.0	2.1	NB	38
			168.9	to	166.9	2.0	SB	
Staunton	NB deceleration lane extension at Exit 188B (Lexington / Buena Vista)	Rockbridge County	188.6	to	188.8	0.2	NB	39
Bristol	NB acceleration lane extension at Exit 35 (Chilhowie)	Smyth County	35.8	to	36.2	0.4	NB	40
Staunton	SB acceleration lane extension at Exit 175 (Natural Bridge)	Rockbridge County	175.8	to	175.2	0.6	SB	41



IMPROVE **81**

January 2026







2026 VDOT I-81 Corridor Improvement Plan

Draft Final Report

IMPROVE 81

VDOT

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Table of Contents

Introduction 1
- 2018 Corridor Improvement Plan (CIP) 2
- Implementation of the 2018 CIP 2
- 2026 Corridor Improvement Plan (CIP) 3

Understanding the Corridor Today 5
- Data Analysis 5
- Public Outreach 7
- Additional Outreach 10

Targeted Improvements Development 10
- Operational Improvements 10
- Capital Improvements 11

Corridor Improvements Cost Estimates 12
- Operational Improvements 12
- Mainline Roadway Improvements 13

Funding 13

Prioritization of Improvements 14
- SMART SCALE-Like Prioritization 14
- Staff Recommended Funding Scenario 14
- Consensus Funding Scenario 15
- Improvements and Locations Requiring Further Study 17

Next Steps 18

List of Figures

Figure 1: Significance of the I-81 Corridor 1
Figure 2: Status of 2018 CIP Projects 2
Figure 3: Summary of Round 1 Public Feedback Themes 8
Figure 4: Summary of Round 3 Public Feedback Themes 9

List of Tables

Table 1: Centerline Miles in Each District 6
Table 2: Number of One-Mile Segments in the Top 25% by Performance Measure 6
Table 3: Public Outreach Round 1 Map Pins by Issue Type 8
Table 4: Number of Traffic Signals Recommended for Improvements 11
Table 5: Proposed Operational Improvements 12
Table 6: I-81 VMT Percent of Statewide VMT by Fiscal Year 13
Table 7: Number of Proposed Projects by Type 15
Table 8: Summary of Capital Improvements – Bristol District 16
Table 9: Summary of Capital Improvements – Salem District 16
Table 10: Summary of Capital Improvements – Staunton District 16
Table 11: Additional Areas of Study - Bristol District 17
Table 12: Additional Areas of Study - Salem District 17
Table 13: Additional Areas of Study - Staunton District 17

List of Appendices

A. Interstate Operations and Enhancement Program Policy
B. Performance Measures Data
C. Public Meeting Boards: April, July, October
D. Public Meeting Comments Summary
E. Improvement Prioritization Scoring Results
F. Staff Recommended Scenario
G. Consensus Funding Scenario Plan Boards
H. Consensus Funding Scenario Tables

List of Abbreviations

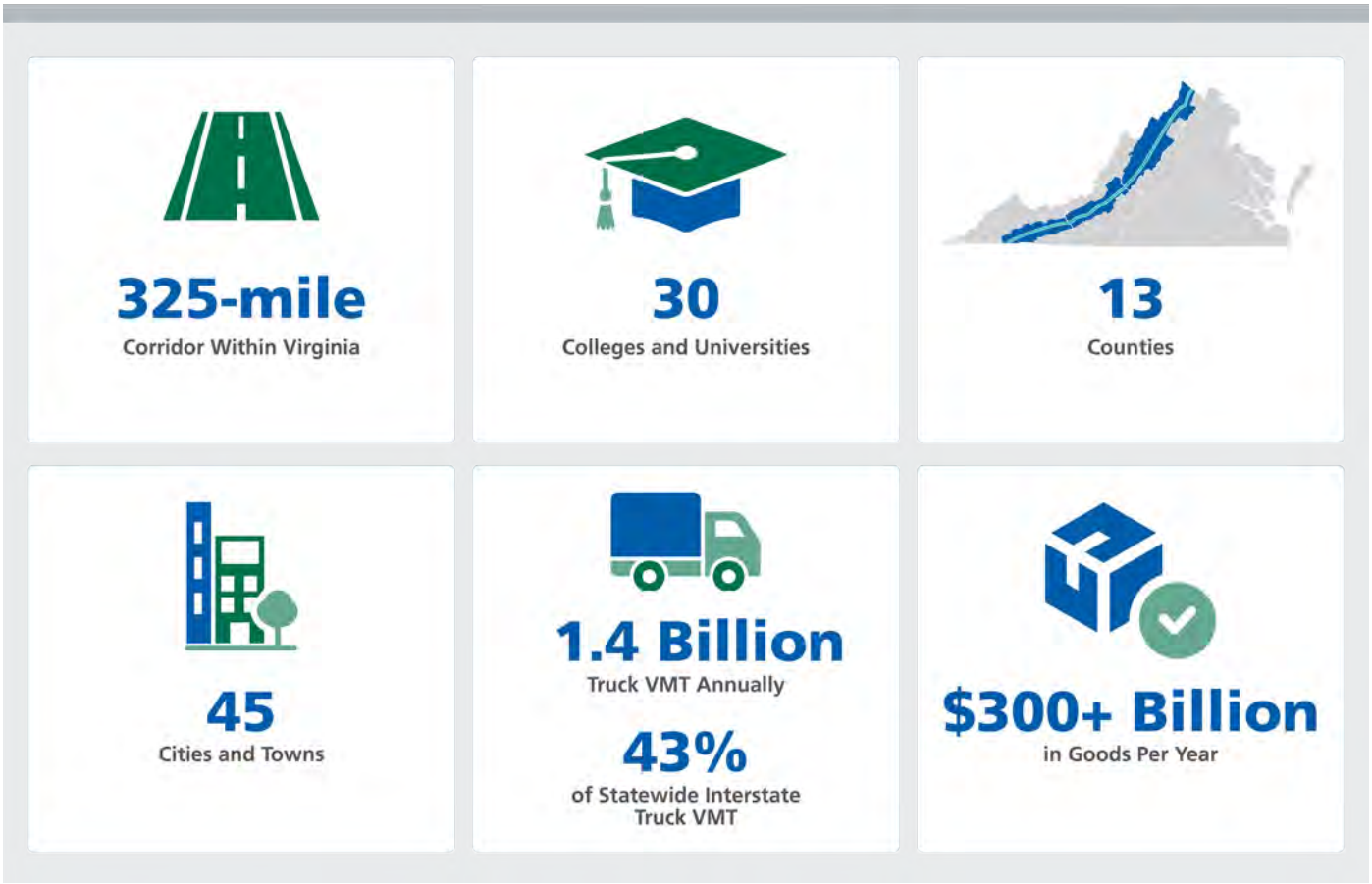
Abbreviation	Description
AADT	Average Annual Daily Traffic
CEI	Construction and Engineering Inspection
CTB	Commonwealth Transportation Board
DRPT	Department of Rail and Public Transportation
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
OIPI	Office of Intermodal Planning & Investment
O&M	Operations & Maintenance
PCE	Passenger Car Equivalent
PHD	Person-Hours of Delay
PE	Preliminary Engineering
RITIS	Regional Integrated Transportation Information System
SYIP	Six-Year Improvement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
VSP	Virginia State Police

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Introduction

Interstate 81 (I-81) is a vital interstate corridor that is critical to the efficient movement of goods and services as well as access to communities and tourism through Virginia. Trucks traveling along the corridor accumulate over 40 percent of all interstate truck vehicle-miles traveled statewide, transporting over 300 billion dollars in goods annually along this 325-mile corridor. As shown in **Figure 1**, I-81 stretches across 45 cities and towns, 13 counties, and 30 colleges and universities throughout Virginia. I-81 is also used by tourists as the corridor runs adjacent to the Blue Ridge Parkway, the most visited national parkway in the nation.

Figure 1: Significance of the I-81 Corridor



The high travel demand in the corridor has caused notable safety and operational issues. Over the past six years, there were on average 2,750 vehicle crashes annually, with approximately one-third involving heavy trucks. This factor causes unpredictable increases in travel delay that negatively impacts both commercial vehicle drivers' on-time performances and passenger car drivers' travel time. As of November 2025, most (509 of the 650 miles or 78%) of the corridor is two lanes in each direction; when one lane is blocked, that causes a reduction in capacity. Long crash clearance times are caused by a multitude of factors, including a lack of capacity, rolling terrain, a lack of reliable detour routes, high truck percentage, and narrow shoulders.

As the main travel corridor and key economic artery in western Virginia, I-81 continues to be improved to safely and efficiently accommodate the economic and travel demand growth over time. However, in the past two decades, economic growth along the corridor has increased sharply, leading to a similar increase in traffic and a degradation in the corridor's overall performance. Travel is expected to continue to rise in the future, so it is essential to provide an update to the I-81 improvement plan that will prevent further performance degradation as traffic continues to grow.

2018 Corridor Improvement Plan (CIP)

In 2018, the Virginia Department of Transportation (VDOT) developed the first I-81 Corridor Improvement Plan (CIP). Enactment of Chapter 743 of the 2018 Virginia Acts of the General Assembly required the Commonwealth Transportation Board (CTB) to develop and approve a plan that included an assessment of the entire corridor and options for financing potential improvements. In 2018, the CTB, Office of Intermodal Planning and Investment (OIPI), Virginia Department of Rail and Public Transportation (DRPT), and VDOT conducted public meetings and hearings, received public comments, and identified more than $4.3 billion in recommended improvements along the I-81 corridor. Based on public input, applied prioritization methodology, and available market capacity the plan included a recommendation of $2.0 to $2.5 billion in improvements for 65 projects.

Most of the operational and capital projects from the 2018 CIP are either complete or under development. To guide continued investment in the corridor, a comprehensive update to the CIP commenced in January 2025. The study team sought to determine how traffic conditions have changed on the interstate over the past seven years, focusing on emerging areas with performance issues.

Implementation of the 2018 CIP

The I-81 CIP identified $39 million in operational improvements, in addition to the capital improvement projects, to enhance safety and traffic flow along the corridor. In 2019, the I-81 Program Improvement Fund (33.2-3601) and CIP (33.2-3604) legislative requirements were established, which allowed the 2018 corridor improvement recommendations to advance. By 2021, the CTB adopted the Interstate Operations and Enhancement Program (IOEP) to guide the prioritization and selection of projects based on set performance goals, as referenced in **Appendix A**. Implementation of the I-81 CIP began that same year, and by December 2025, all the operational improvements and 38 of the 65 identified capital projects were completed, with 17 projects under construction.

All planned projects in the 2018 CIP, both operational and capital projects, are anticipated to be completed by 2035 as shown in **Figure 2**.

Figure 2: Status of 2018 CIP Projects

	Project Type	Status	Total Projects	Estimated Completion
Capital	Widening	12	12	2035
	Acceleration/Deceleration Lane Extension	25 + 10	35	2029
	Auxiliary Lane	1 + 3	4	2027
	Truck Climbing Lane	3 + 2	5	2027
	Curve Improvements	9	9	Completed
Operations	Safety Service Patrol Expansion	1	1	Completed
	Towing and Recovery Incentive Program	1	1	Completed
	Camera Installation	42	42	Completed
	Changeable Message Sign Installation	30	30	Completed

Legend: Completed | Programmed

Source: Virginia Department of Transportation, 2025

2026 Corridor Improvement Plan (CIP)

Recognizing that additional enhancements were needed, a comprehensive update to the CIP commenced in January 2025. VDOT, in partnership with OIPI, evaluated I-81 through Virginia to build on the progress made from the 65 programmed improvements in the 2018 CIP. The study update excludes portions of the interstate where widenings or truck-climbing lanes were recently completed or are under development.

Between January and December 2025, the study team conducted five key, interrelated activities.

1. Development and assessment of I-81 performance using established performance measures
2. Determination of contributing factors
3. Outreach to the public
4. Development of potential solutions (operational and capital)
5. Prioritization of capital improvements

Project Identification



Source: VDOT

The first two activities, developing and assessing performance measures and contributing factors, were used in the project identification phase. The process used for evaluating and selecting projects was similar to the approach taken in 2018, but the study team used the most recent available performance measure data collected from 2019 through 2024. Data from 2020 was excluded from the analysis due to the unusual traffic patterns caused by the COVID-19 pandemic, thereby ensuring the most accurate and relevant information was used for project identification. The analysis also excluded areas where widenings were recently completed or in development, to allow adequate time for the benefits of those projects to be determined before additional investment is considered for those areas.

The plan development process began by identifying the top 25 percent of areas along the corridor with issues related to (i) safety, (ii) congestion, and (iii) lane closures lasting more than one hour. Locations to recommend improvements were selected based on data and supplemented by public comments. Capital improvements were prioritized based on scoring how the improvement would increase safety, reduce congestion, and improve job accessibility.

Public Input

The study team received feedback from the public in three rounds of public engagement that took place during the year. Round 1 involved a virtual survey in April and focused on issue identification and validation of performance measures. Round 2 consisted of four public meetings in July at different locations along the corridor, as well as a virtual survey. This round identified potential improvements along I-81 and focused on segments with the highest rate and severity of crashes, or the most significant traffic delays. Round 3 occurred in October and included in person meetings and a virtual survey, focusing on refined solutions that were prioritized using a SMART SCALE-like process.



Source: VDOT

Project Selection

The analysis identified $3 million in immediate operational and incident management improvements (heretofore referred to as operational improvements) and up to $2.25 billion in capital improvements to be implemented within the forecasted available funding.

Operational improvements will be implemented in the corridor following plan approval. Construction of capital improvements will follow the implementation of operational improvements and will be constructed as funding becomes available.



Source: VDOT

Project Funding

As the 2025 CTB considered the next phase of improvements, using forecasted funding for the I-81 CIP, it was determined that up to $2.25 billion in funding would be available for new projects. This substantial investment will support the continued modernization and enhancement of I-81, address ongoing safety and congestion challenges, and ensure that the corridor meets the needs of travelers and communities as it continues to grow in the future.

Understanding the Corridor Today

The study team evaluated existing congestion and safety conditions within the I-81 corridor using data from a variety of sources. This data included travel delays; number and types of crashes; number, types, and durations of incidents; origins and destinations of passenger cars and trucks; and volumes and types of traffic. Four performance measures were used for the primary analysis, along with several additional supplementary analyses. Furthermore, public feedback was collected throughout the study process to validate the performance measures against what is experienced by the driving public on the corridor.



Source: VDOT

Data Analysis

Performance Measures

Based on a review of the available data in the corridor and consistent with the 2018 analysis, the study team selected four performance measures to evaluate the most significant congestion and safety issues throughout the corridor.

The four performance measures were:

- **Crash severity:** the total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale[1]
- **Crash frequency:** crash severity per 100 million vehicle-miles traveled
- **Person-hours of delay:** the total person-hours of delay caused by the impacts of congestion, incidents, and weather events
- **Incident delay:** the total person-hours of delay caused by incidents (crashes and disabled vehicles) that led to closure of at least one lane of the interstate for an hour or more

Crash data was obtained from the VDOT Roadway Network System (RNS) and the VDOT Traffic Monitoring System (TMS). The delay data was obtained from INRIX and incident delay data came from the Regional Integrated Transportation Information System (RITIS). The team collected data for the five-year period encompassing 2019 and 2021 to 2024. The year 2020 was not included in the analysis due to the abnormal traffic patterns related to the COVID-19 pandemic. Crash data was analyzed for each unique one-mile segment. Delay data availability was limited to segments between each set of interchanges; thus, while applicable to the one-mile segments between those interchanges, is not specific to each individual segment.

1. The Equivalent Property Damage Only scale uses the KABCO crash-rating system, developed by the Federal Highway Administration, which weights fatal and serious injury (K and A) crashes as 170 points, B (minor injury) crashes as 20 points, C (possible injury) crashes as 10 points, and property damage only (O or PDO) crashes as 1 point. This scoring allows a segment with two fatal crashes to be compared to one with two PDO crashes.

To compare performance measures throughout the corridor, the interstate was divided into 650 one-mile segments, based on the VDOT linear referencing system (325 miles northbound and 325 miles southbound). The length of corridor in each VDOT district, from south to north, is detailed in **Table 1.**

Table 1: Centerline Miles in Each District

District	Length (miles)
Bristol	88
Salem	87
Staunton	150
Total	**325**

The study team then calculated the crash and delay measures fora each one-mile segment.

Segments where a widening or truck climbing lane (identified during the 2018 CIP) were constructed or programmed were excluded from the analysis ranking to allow adequate time for the benefits of those projects to be determined before additional investment is considered for those areas.

Each segment was ranked to determine the top 25 percent worst performing segments, i.e. those segments with the most crashes or delay per the CTB IOEP policy (CTB IOEP Policy - June 2021). This set of top 25 percent of segments was used to determine which areas should be reviewed for potential improvements.

Performance Measure Results

Histograms were generated for each performance measure, to better compare the values across the entire corridor and by direction of travel. Locations where widening or a truck climbing lane were previously constructed or programmed were excluded from the histogram. The overlaps with I-77 and I-64 are also noted. The black dashed line on the histograms indicates the cutoff for the top 25%; any bar that exceeds this value is within the top 25%. The histograms are shown in **Appendix B**. **Table 2** summarizes the number of one-mile segments in the top 25% by performance measure and by VDOT district. Note that there are segments where multiple performance measures are present: crash severity and frequency as well as delay. The Staunton district has many more segments since the corridor is more than double the length of the sections of the corridor in the Bristol and Salem districts.

Table 2: Number of One-Mile Segments in the Top 25% by Performance Measure

Milepost	District	Crash Severity	Crash Frequency	Person Hours of Delay	Incident Delay
0-88	Bristol	38	48	8	2
88-175	Salem	27	29	28	18
175-325	Staunton	66	54	95	113

Supplementary Analyses

The study team collected and analyzed additional data to supplement the four performance measures for the identification of problem areas and project identification. The supplementary data included the following:

- **Speeds.** INRIX data was collected in 15-minute intervals to summarize average speed patterns and variability in speeds throughout the corridor per time of day, day of week, and time of year for 2023 and 2024.
- **Origins and destinations.** StreetLight data was used to summarize origin-destination patterns on I-81. AM and PM peak hours were compared for Tuesday through Thursday, Friday, Saturday, and Sunday. Truck trips were also reviewed.
- **Continuous traffic counts.** Traffic volume data was provided by VDOT in 15-minute intervals at various locations throughout the corridor and was used to identify peak hours.
- **Incidents.** 511 data was collected and summarized as additional incident data, including the number of total or lane-impacting incidents and the average time to clear a lane or scene.

This information was used to help identify specific countermeasures at various locations along the corridor.

Public Outreach

Public participation was actively incorporated during the formulation of the CIP and played a vital role in shaping the final plan. The study team used the website, improve81.org, to provide information and gather public input. In addition, an email address was established for receiving comments and the project manager's phone number was made available. Material presented at all the public meetings is also available on the website.

Three rounds of public engagement were held between April and October 2025. In April 2025, the public provided input on Issue Identification through a virtual survey. Issue Identification focused on understanding if the performance measure evaluation aligned with the public perception of various locations of the corridor and served as a validation of the data. In July 2025, four public meetings were held throughout the corridor, focusing on the identified potential improvements on segments with the highest rate and severity of crashes, or the most significant traffic delays. Round 3 of public involvement consisted of four public meetings in October 2025 throughout the corridor and presented refined solutions that were prioritized using a SMART SCALE-like process.



Source: VDOT

During the public input rounds, attendees were able to view maps of the corridor in their respective area; listen to a presentation about the project and its progress; identify problem areas; ask questions; and submit comments and suggestions. The display boards and presentations also were made available on the project website.

An online survey tool was used to obtain feedback from the public for each of the three rounds of public input. The study team used comments provided to inform the identification and verification of problem areas in the corridor and develop proposed improvements for consideration. The virtual survey was open for at least 14 days for each round and, when used in coordination with in-person meetings, was available in advance of the first meeting. Public meeting materials can be found in **Appendix C** and summaries of public comments can be found in **Appendix D.**.

Public Outreach Results

Round 1 Meetings Summary

During the first public meeting, participants placed 'pins' on maps to indicate areas where they encountered issues such as congestion, safety, and heavy volumes. **Table 3** summarizes the key themes from Round 1 of public outreach in the Bristol, Salem, and Staunton districts.

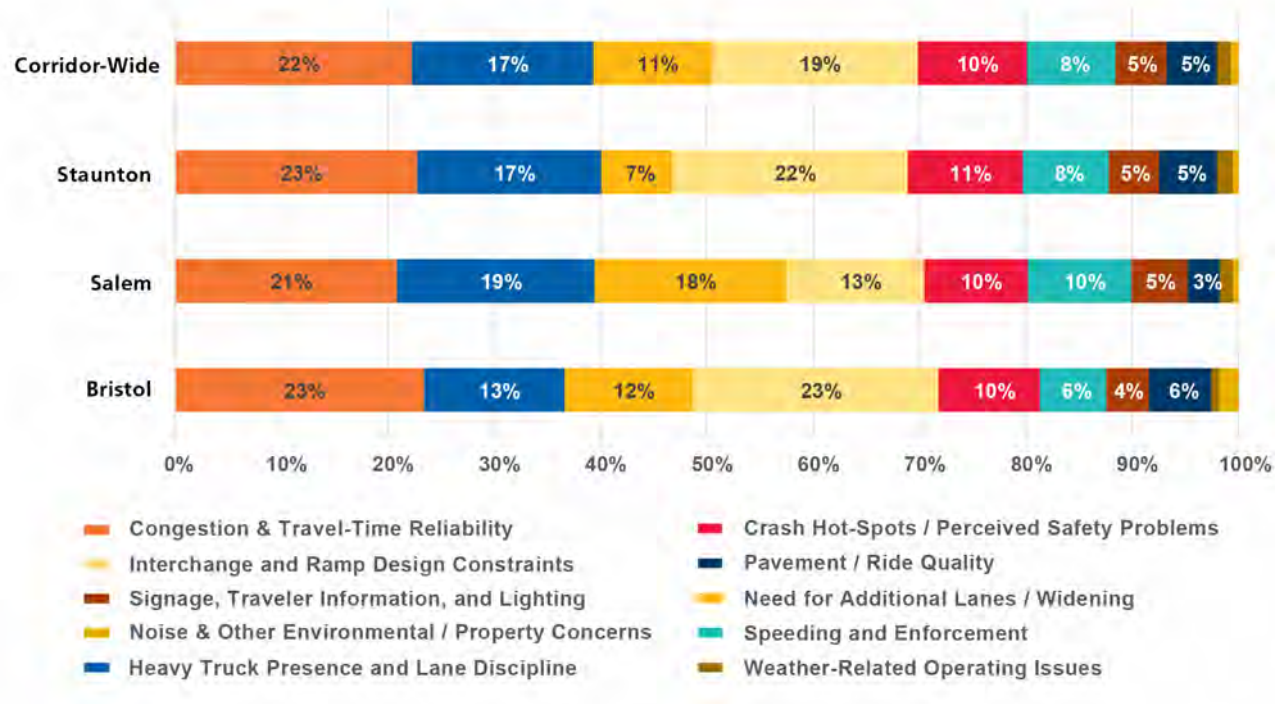
In addition to placing pins on a map, respondents were also able to provide written comments. Approximately 4,000 comments from 4,700 participants were received from the online survey for the first round of public meetings.

Those comments were analyzed to determine the top themes by district. **Figure 3** summarizes the key themes from Round 1 of public feedback in the Bristol, Salem, and eStaunton districts. Like the map pins, the top issue raised in the written comments across all districts was congestion, followed by heavy truck presence and interchange constraints.

Table 3: Public Outreach Round 1 Map Pins by Issue Type

Issue Type	Bristol	Salem	Staunton	Total
1. Congestion	36%	31%	42%	39%
2. Truck Operations	25%	26%	20%	22%
3. Safety	18%	16%	23%	21%
4. Speeding and Aggressive Driving	10%	16%	9%	10%
5. Geometry	5%	7%	3%	4%
6. Pavement Markings and Signing	3%	1%	2%	2%
7. Other	2%	3%	1%	2%

Figure 3: Summary of Round 1 Public Feedback Themes



Round 2 Meetings Summary

At the second round of public meetings, respondents were asked to review potential solutions to the top 25% problem areas and to indicate their support for proposed recommendations. VDOT held four in-person meetings throughout the corridor, with approximately 100 participants. Additionally, the virtual engagement feedback form received 1,136 comments from 1,674 participants. Participants were able to review a series of boards showing potential solutions throughout the corridor along with the performance measures on each one-mile segment. A majority of participants (87%) agreed with the proposed potential solutions.

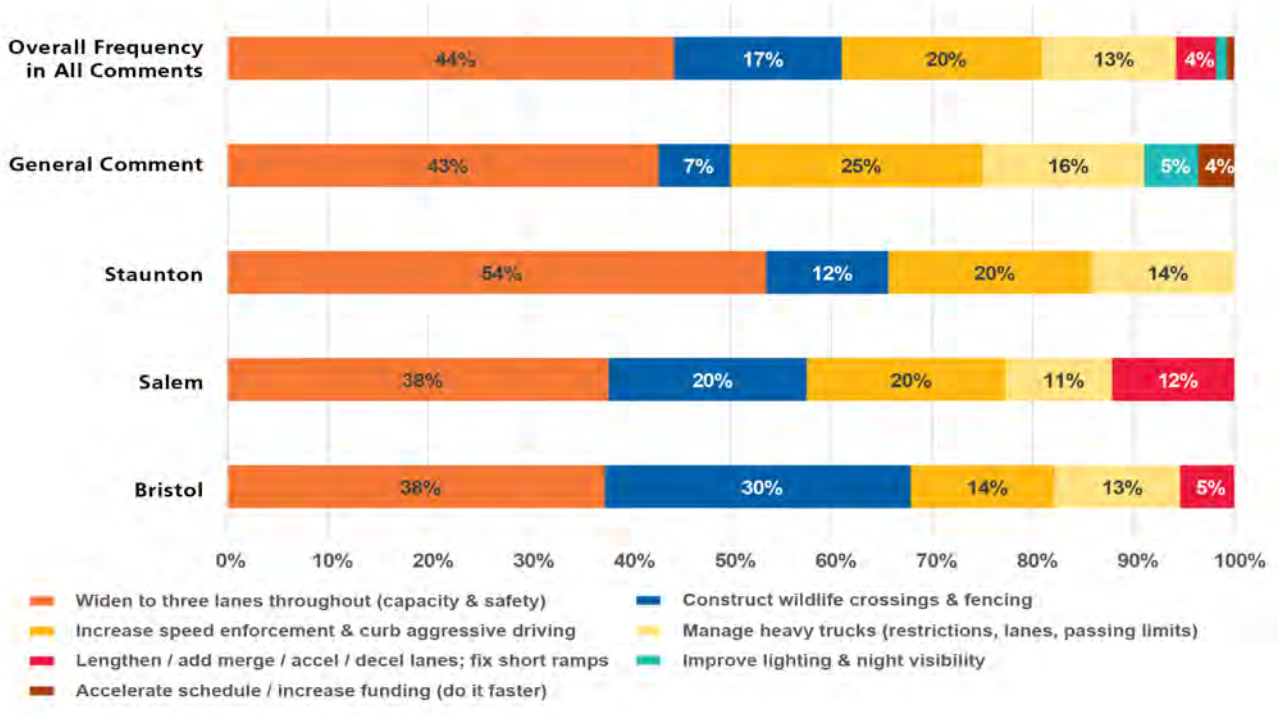
In the written comments, there were over 100 mentions of speeding and enforcement, over 90 mentions of widening to three lanes, and over 30 mentions of truck management. Across the comments in all three districts, the most common themes were interchange and ramp geometry weaving issues and recurring traffic congestion and backups.

Round 3 Meetings Summary

The third round of public input focused on the Staff Recommended Funding Scenario that depicted which of the potential solutions were suggested for funding and advancing to construction in the next round of projects in the plan. There were 96 comments received on projects within the Bristol district, 105 comments on projects within the Salem district, and 117 comments on projects within the Staunton district. Additionally, there were 53 general comments and 40 comments sent to the I-81 email inbox.

Figure 4 summarizes the comments received in the third round of public input. Support for widening to three lanes was the most common comment throughout the corridor. Additionally, 45 commenters requested wildlife crossings or fences be considered. Speed enforcement and managing heavy trucks were the two other most common themes from the comments.

Figure 4: Summary of Round 3 Public Feedback Themes



Additional Outreach

The CTB was updated over the life of the study to track the progress of the study and ask questions of the study team. The purpose of these meetings was to:

- Keep the decision-making board informed of progress on the plan
- Provide an opportunity for questions and answers on specific aspects of the plan
- Receive guidance on the plan development

Each presentation is available on the CTB website at www.ctb.virginia.gov.

The I-81 Advisory Committee was also briefed in December 2024, July 2025, and December 2025 so that members were informed of progress on the update and allow them to provide feedback as work progressed and ultimately provide a recommendation to the CTB for the final CIP funding scenario.

Targeted Improvements Development

The study team developed targeted solutions following the calculation of key segments with performance measure issues along the corridor, the validation of the performance data identified by the public in each district, and the subsequent performance analysis results. The plan proposes a comprehensive suite of improvements to address performance issues and contributing factors that improve reliability of I-81. The solutions included two types of improvements: operational and capital. Both types of improvements are necessary to address problems in the corridor.

Operational Improvements

Operational Improvements target the systems that support smooth traffic flow along the corridor, such as special signal timing plans along parallel routes to accommodate detoured traffic during I-81 incidents. Because most of the operational improvements identified in the 2018 CIP have been implemented, the focus of operational solutions for the 2026 CIP was on improving the efficiency of the traffic signals to serve additional traffic volume detoured during I-81 incidents.

Roadways parallel to I-81 often serve as alternate routes for travelers when there are incidents on the interstate, particularly those incidents requiring lane closures on I-81. These improvements included recommendations for developing retiming plans for traffic signals, incident signal timing plans, and the addition of Automated Traffic Signal Performance Measures (ATSPM) for traffic signals on detour routes. In the City of Harrisonburg, recommended upgrades included an adaptive traffic signal system that could accommodate detoured traffic onto parallel facilities within the city and maintain operational standards on the city's street network.

Traffic signal upgrades include traffic signal retiming, incident management timing plans, and automated traffic signal performance measures (ATSPM).

- **Traffic signal retiming:** optimize traffic signal timings to reduce delays and increase traffic flow
- **Incident management timing plan:** A strategic traffic signal timing plan that allows the detour of traffic to efficiently flow through the corridor when an incident occurs on the interstate
- **Automated Traffic Signal Performance Measures (ATSPM):** A system that collects and analyzes data from traffic signals to evaluate performance, identifying issues and improving traffic signal timing efficiency

Traffic signal system upgrades include upgrades to traffic signal equipment to efficiently manage the increase of traffic during incidents on I-81.

These operational improvements would provide daily benefits to localities and travelers along the parallel facilities. The recommended traffic signal upgrades address existing safety concerns, crash patterns, and travel time issues. Enhanced signal equipment and communications will improve day-to-day operations and optimize traffic progression along these corridors. **Table 4** summarizes the number of traffic signal locations proposed for improvement in each district and identifies the corresponding signal owners.

Table 4: Number of Traffic Signals Recommended for Improvements

Traffic Signal Owner	Bristol District	Salem District	Staunton District	Total
VDOT	20	29	53	102
Locality	48	36	33	117
Total	**68**	**65**	**86**	**219**

Capital Improvements

Once the top 25% performance locations were validated by the public, the study team considered additional contributing factors to assist in the development of capital improvement recommendations. The following five contributing factors were evaluated:

1. **Traffic volume:** traffic volumes were considered high when peak traffic volumes exceeded 1,700 passenger car equivalent (PCE) vehicles per hour per lane. Traffic volumes were derived from published 2024 VDOT ADT traffic volumes and a factor of 1.7 was used to convert heavy commercial vehicle volumes to PCE volumes. No adjustment for grade was used for determining PCE volumes.
2. **Grade:** contour elevations for the I-81 corridor were evaluated to determine areas with steep grades
3. **Curvature:** areas with tight horizontal curves were noted using aerial and street-level imagery
4. **Ramp spacing:** locations where the distance between an on-ramp and the next off-ramp was less than two miles
5. **Merge/diverge area:** locations where an acceleration and/or deceleration lane length was less than 1,300 feet

A combination of performance measures and contributing factors led to the development of 41 potential capital improvements throughout the corridor with an estimated cost of over $7 billion.

The study team considered performance measures, the presence of contributing factors, and public input to develop potential capital improvement solutions. The team reviewed:

- **projects already funded in the Six-Year Improvement Program (SYIP)** to determine how those projects may help improve conditions in the corridor
- **recently constructed projects** to determine how those projects may resolve issues in the corridor
- **crashes and delays** that may have been due to construction work zones.

The study team reviewed crash data for the entire corridor in both directions to determine where the highest crash frequency and crash severity occurred. Descriptions from crash reports were used to determine the cause of crashes and what, if any, solutions could mitigate the crash pattern. Crashes involving vehicles changing lanes, sideswipes, and rear-end collisions, and in some cases running off the road may be linked to deficiencies in the roadway that could be mitigated by geometric improvements. Crash patterns linked to behavioral issues, such as driver inattention or mechanical failure, cannot be remedied by changes to the roadway.

The study team recommended the following types of capital improvements in the corridor based on the prevailing crash types and contributing factors (e.g., traffic volume, geometrics, and ramp spacing) for evaluation:

- **Auxiliary lane:** an extra lane constructed to connect on- and off-ramps between closely spaced interchanges to reduce the impacts of traffic entering and exiting the interstate
- **Widening by one lane:** a new lane, typically constructed within the existing median, for multiple miles to increase the capacity of the interstate
- **Acceleration and deceleration lane extension:** more space for drivers to accelerate when entering the interstate and decelerate when exiting the interstate
- **Curve improvement:** superelevation improvements in curves to reduce the potential for run-off-the-road crashes
- **Realignment:** adjusting the alignment of the roadway to remove or reduce horizontal curvature
- **Truck climbing lane:** an extra lane on steep grades to encourage the separation of trucks from other vehicles

Recommendations selected to advance to construction will undergo further analysis and consideration to account for the many historic and natural resources in the I-81 corridor. During the preliminary engineering phase of project development when environmental impact analyses are conducted, the potential impacts of proposed improvements on these resources must be carefully evaluated. The potential impacts of proposed improvements on natural resources along the I-81 corridor were not evaluated as part of this study.

Before any improvements are advanced further, there will be comprehensive environmental review and permitting processes conducted to meet both federal and state requirements (such as those under the National Environmental Policy Act (NEPA), Clean Water Act, Clean Air Act, and Endangered Species Act). These processes may result in certain projects not being advanced as initially proposed or substantially modified to avoid or mitigate adverse impacts.

Corridor Improvements Cost Estimates

To facilitate the analysis and prioritization of recommended operational and capital improvements, planning level cost estimates for each individual improvement were developed.

Operational Improvements

The operational improvements have an estimated implementation capital cost of about $3 million, which does not include ongoing operations and maintenance (O&M) costs. **Table 5** shows the details of the estimated capital cost for traffic signal upgrades for parallel routes along the I-81 corridor.

Table 5: Proposed Operational Improvements

Proposed Operational Improvement	Capital Cost
Traffic Signal Upgrades	**$2.2 M**
Traffic Signal Retiming	$1.5 M
Incident Management Timing Plan	$279 K
ATSPM	$465 K
MioVision System Upgrades	**$765 K**
Total	**$3.0 M**

No O&M costs were included in these estimates

Mainline Roadway Improvements

Planning level cost estimates were developed by the study team. Recent construction contract bid costs per mile or cost per unit were established to assist in the development of costs for linear improvements such as widenings, truck climbing lanes, and auxiliary lanes. A summary of per mile and per unit line-item costs was created to estimate the construction costs for the capital improvements.

Using assumed unit construction costs, each linear improvement was segmented at bridges, interchanges, or other identifiable landmarks (such as locations of inside widening, outside widening, or partial inside and outside widening). The appropriate costs per mile or unit were then applied to each segment to develop a total construction cost for each improvement. In a few cases, VDOT staff provided individual cost estimates for bridges based on project development. For the non-linear improvements, such as acceleration and deceleration length extensions, shoulder widenings, and curve improvements, the construction costs were developed using a combination of the VDOT Project Cost Estimating System and unit cost breakdowns from historical bid tabulation data, recent construction bids, and the Statewide Planning Cost Estimate tool.

Once the construction costs for each improvement were determined, the study team developed estimates for preliminary engineering, construction engineering and inspection (CEI), and right-of-way and utilities using a percentage of the construction cost, which is consistent with VDOT recommended project cost estimating methodology.

Funding

Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 (§ 33.2-3600 et seq.) of Title 33.2 of the Code of Virginia, created the I-81 Corridor Improvement Fund (Fund), and directed the CTB to adopt an I-81 Corridor Improvement Program to be updated by July 1 of each year.

Dedicated funding for the I-81 Program is deposited in the Fund, which includes regional fuels tax along the I-81 corridor and a share of statewide revenues from IOEP allocations. The IOEP allocations for I-81 are equal to the ratio of vehicle-miles traveled (VMT) on I-81 by Class 6 (three-axle, single unit truck) or higher to total VMT on all interstates in Virginia as shown in **Table 6**. VMT data in the chart is provided in December of each year to inform assumptions for the subsequent fiscal year.

Table 6: I-81 VMT Percent of Statewide VMT by Fiscal Year

Fiscal Year	I-81 Share of Truck VMT
2023	43.5
2024	43.7
2025	43.9

Since the 2024 Appropriation Action (Item 438(M)), the CTB is authorized to advance preliminary engineering and right-of-way activities prior to full funding for construction of projects in the Program as adopted by the CTB. This flexibility was granted because of the dedicated funding for the I-81 corridor and is needed to advance complex projects and reduce the impacts of cost inflation over time.

For the 2026 CIP, annual revenues for the I-81 Corridor Improvement Fund are forecast to be approximately $200-250M for the foreseeable future. To develop a constrained list of projects for the CIP update, 10 years of revenues were assumed to provide a budget amount of $2.25B. In the coming years, revenues will continue to be applied to the expenditures necessary to complete the remaining programmed 2018 CIP projects (2035 target year for completion). Additional revenues will be programmed to the CTB-approved 2026 CIP funding scenario as they become available. For more information about annual remaining revenue capacity, please review the January 2025 CTB presentation of the I-81 CIP Update.

Prioritization of Improvements

The improvement prioritization process was a three-step process starting with a ranking of projects based on a SMART SCALE-like prioritization, followed by the development of a staff recommended funding scenario, and ending with a consensus funding scenario.

SMART SCALE-Like Prioritization

For statewide transportation funding in the Commonwealth of Virginia, prioritization is an objective and quantifiable analysis that considers added benefit in terms of congestion mitigation, accessibility, and safety, divided by the requested funding. This process, commonly known as SMART SCALE, was implemented by the CTB in 2015.

Following the same process used in the 2018 CIP, a SMART SCALE-like process that focused on the most relevant benefits was used to prioritize capital projects. The operational improvements were assumed to be a stand-alone fundamental plan element and were excluded from the prioritization process.

The following three SMART SCALE measures, and associated weightings, were used in the I-81 prioritization process:

- **Safety:** reduction in the number of fatal and injury crashes (40 percent)
- **Congestion mitigation:** decrease in person-hours of delay (40 percent)
- **Accessibility:** access to jobs (20 percent)

The basic project components required for the plan prioritization process were improvement type (such as widening, auxiliary lane, acceleration/deceleration lane extensions), location and length of improvement, and project cost. As required by SMART SCALE, the prioritization process incorporates identified improvement benefits relative to project cost and compares I-81 project recommendations against other potential I-81 project recommendations throughout the corridor.

Like SMART SCALE, once the cost estimates were completed the recommended capital improvements were selected based on sorting by the highest benefit-cost score. A SMART SCALE-like prioritization list was developed based on prioritization rank and includes all the projects that could be funded within the anticipated $2.25 billion available for new projects. The SMART SCALE-like prioritization list can be found in **Appendix E**.

Staff Recommended Funding Scenario

Following the completion of the SMART SCALE-like prioritization process, the study team reviewed the list of ranked projects to identify areas where the incorporation of new projects, along with those recently completed or in development, may cause operational issues. Two types of operational issues were identified by the team:

- **Hourglass effect:** a short two-lane segment (four miles or less) between two three-lane segments, requiring drivers to merge unexpectedly
- **Projects in the vicinity of a system-to-system interchange:** additional consideration is needed in areas leading to interchanges between two interstate systems, as those areas typically incorporate a variety of movements with high traffic volumes

Two areas of concern were identified by the study team as having the potential to create operational issues. To mitigate those issues, the study team adjusted the project list accordingly. This revised list is the Staff Recommended Funding Scenario and can be found in **Appendix F**.

Consensus Funding Scenario

The development process for this plan initially identified 41 projects for consideration. After the prioritization process, receipt of additional public input, feedback from the I-81 Advisory Committee and the CTB, a total of 20 projects have been prioritized for funding, for a total of up to $2.25 billion. These projects represent the priorities out of the 41 projects initially identified for consideration in the three VDOT districts.

- **Bristol District:** 6 projects estimated at **$370-486** million
- **Salem District:** 3 projects estimated at **$271-425** million
- **Staunton District:** 11 projects estimated at **$1.0-1.9** billion

A summary of the recommended capital improvements by project type and district is included in **Table 7**. Each district improvement is summarized in **Table 8, 9,** and **10** for Bristol, Salem, and Staunton districts, respectively.

The recommended projects consider the projects already in the Six-Year Improvement Program (SYIP). **Appendix G** and **Appendix H** contain maps and tables summarizing the recommended improvements in each district.

The S-Curve improvement project in Botetourt County was identified for priority funding by the Governor and adopted by the CTB to be fully funded at their November 10, 2025 meeting. This project has been added to the VDOT CTB SYIP.

Table 7: Number of Proposed Projects by Type

District	Widening	Auxiliary Lane	Truck Climbing Lane	Acceleration Lane Extension	Deceleration Lane Extension	Total Number of Projects	Total Cost (millions of dollars)
Bristol	1	1	-	4	-	6	$370-486M
Salem	-	-	2	1	-	3	$271-425M
Staunton	5	1	-	4	1	11	$1.0-1.9B
Total I-81 Corridor Number of Improvements	**6**	**2**	**2**	**9**	**1**	**20**	**$1.6-2.8B**

Table 8: Summary of Capital Improvements – Bristol District

Improvement Description	County	Mile Marker From	Mile Marker To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Washington	25.1	25.7	NB	2
Acceleration Lane Extension	Washington	29.5	30.1	NB	3
Auxiliary Lane	Washington	4.5	5.0	NB	7
Acceleration Lane Extension	Washington	19.9	20.2	NB	11
Acceleration Lane Extension	Washington	24.8	24.4	SB	20
Widening (+1 Lane)	Washington	9.9	14.9	NB/SB	22
Bristol District Total Recommended Improvement Costs					**$370-486M**

**Includes PE (Preliminary Engineering), RW (Right-of-Way and Utilities), and CO (Construction)*

Table 9: Summary of Capital Improvements – Salem District

Improvement Description	County	Mile Marker From	Mile Marker To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Botetourt	162.1	161.0	SB	6
Truck Climbing Lane	Pulaski	104.9	103.4	SB	15
Truck Climbing Lane	Montgomery	106.0	110.5	NB	16
Salem District Total Recommended Improvement Costs					**$271-425M**

**Includes PE (Preliminary Engineering), RW (Right-of-Way and Utilities), and CO (Construction)*

Table 10: Summary of Capital Improvements – Staunton District

Improvement Description	County	Mile Marker From	Mile Marker To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Rockingham	251.1	250.7	SB	1
Acceleration Lane Extension	Shenandoah	265.2	265.5	NB	4
Deceleration Lane Extension	Frederick	307.5	307.3	SB	5
Acceleration Lane Extension	Augusta	227.8	228.1	NB	8
Acceleration Lane Extension	Shenandoah	268.4	269.1	SB	9
Auxiliary Lane	Augusta	220.8	221.5	NB	10
Widening (+1 Lane)	Augusta	221.7	217.0	SB	12
Widening (+1 Lane)	Rockbridge	204.8	209.9	NB/SB	13
Widening (+1 Lane)	Augusta	209.9	212.9	NB/SB	14
Widening (+1 Lane)	Augusta/Rockingham	237.2	242.2	NB/SB	19
Widening (+1 Lane)	Shenandoah	298.6	300.3	NB	30
Staunton District Total Recommended Improvement Costs					**$1.0-$1.9B**

**Includes PE (Preliminary Engineering), RW (Right-of-Way and Utilities), and CO (Construction)*

DRAFT

Improvements and Locations Requiring Further Study

In concert with input from the VDOT districts, the study team also identified several areas where improvements necessary to resolve performance measure issues required additional analysis that went beyond the scope of this study. These locations, shown in **Tables 11, 12,** and **13**, were not advanced to project prioritization since there was insufficient information to evaluate the projects.

Table 11: Additional Areas of Study - Bristol

Description	Exit(s)
Analyze interchange at US 58 and US 421 (Gate City Highway) for potential operational, safety, and/or configuration improvements. [City of Bristol]	1
Study the need for widening northbound and southbound between Exit 14 (Routes 19 / 11 | Lee Highway) to Exit 22 (Enterprise Road) to improve congestion and safety. [Washington County | Town of Abingdon]	14 - 22
Study the need for a northbound auxiliary lane from Exit 70 (N 4th Street) to Exit 72 (I-77 to WV) to improve safety. [Wythe County | Town of Wytheville]	70 - 72

Table 12: Additional Areas of Study - Salem District

Description	Exit(s)
Analyze interchange at US 11 (Lee Highway) and Route 100 (Wysor Rd) for potential operational, safety, and/or configuration improvements. [Pulaski County]	89
Analyze interchange at Route 99 (Count Pulaski Dr) for potential operational, safety, and/or configuration improvements. [Pulaski County]	94
Widen to three lanes in each direction. [Roanoke County]	143
Analyze interchange at US 11 (Lee Highway) to improve safety. [Botetourt County]	162

Table 13: Additional Areas of Study - Staunton District

Description	Exit(s)
Analyze interchange at US 11 (Lee Highway) for potential operational, safety, and/or configuration improvements. [Rockbridge County]	180
Analyze interchange at US 60 (E. Midland Trail) for potential operational, safety, and/or configuration improvements. [Rockbridge County]	188
Analyze interchange at US 11 (Lee Highway) for potential operational, safety, and/or configuration improvements. [Augusta County]	213

Next Steps

The following actions will be undertaken by the study team and CTB:

1. The CTB will vote on adoption of the Consensus Funding Scenario at the January 6, 2026 meeting.
2. Following CTB adoption of the Consensus Funding Scenario, the three VDOT districts will review the scope, schedule, anticipated cost, and risks for each project to begin the development of a schedule for program development. This process may consist of conceptual design, risk assessment, preliminary schedule development, and project delivery prioritization.

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Appendices

A. Interstate Operations and Enhancement Program Policy
B. Performance Measures Data
C. Public Meeting Boards: April, July, October
D. Public Meeting Comments Summary
E. Improvement Prioritization Scoring Results
F. Staff Recommended Scenario
G. Consensus Funding Scenario Plan Boards (TBD)
H. Consensus Funding Scenario Tables (TBD)



IMPROVE **81**

VDOT

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements
Project 0064-037-805, P101, R201, C501
UPC# 123919

WHEREAS, on October 04, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on September 20, 1962, the State Highway Commission approved State Highway Project 0064-037-101 and provided an extension of Route 64 from 0.43 miles west of the intersection with Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County; and

WHEREAS, on October 22, 2024, the CTB approved State Highway Project 0064-037-800 and provided for a modification of limited access to relocate and upgrade the Hickory Haven Park and Ride facility in Goochland County; and

WHEREAS, improvements proposed for the interchange of I-64 and Route 623 will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management (the "Project"); and

WHEREAS, the construction of the Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached); and

WHEREAS, a combined Location and Design Public Hearing was held on July 22, 2025, at Salem Baptist Church, 465 Broad Street Road, Manakin Sabot, Virginia, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; no comments about the proposed LACC were received from the public; and

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

WHEREAS, the Interchange Access Report, completed on September 26, 2024, was reviewed and approved by Federal Highway Administration (FHWA) and the Virginia Department of Transportation's (VDOT's) Richmond District Office and found to adequately address the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and FHWA and approved on October 20, 2025; and

WHEREAS, the Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated October 3, 2025; and

WHEREAS, the FHWA has provided approval for State Highway Project 0064-037-805, C501, P101, R201 (UPC 123919) and the proposed LACCs in a letter dated December 12, 2025; and

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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with Va. Code § 33.2-401 and that the requirements of 24VAC30-401-20 have been met; and

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 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.

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

####

Commonwealth Transportation Board (CTB) Decision Brief

Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements
Project 0064-037-805, P101, R201, C501
UPC# 123919

Issues: The area designated as limited access previously approved for I-64 needs to be modified to accommodate interchange improvements at Route 623. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq*.

Facts:

- On October 04, 1956, Limited Access Control was established by the CTB for I-64 in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."

- On September 20, 1962, the CTB approved State Highway Project 0064-037-101, P101, R203, C501 and provided an extension of Route 64 from 0.43 miles west intersection Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County.

- On October 22, 2024, the CTB approved State Highway Project 0064-037-800 and provided for a modification of limited access to relocate and upgrade the Hickory Haven Park and Ride facility in Goochland County; and

- The improvements proposed for the interchange of I-64 and Route 623 will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management (the "Project").

- The construction of the Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached).

- A combined Location and Design Public Hearing was held on July 22, 2025 at Salem Baptist Church, 465 Broad Street Road, Manakin Sabot, Virginia, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; no comments about the proposed LACC were received from the public.

- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.

- The Interchange Access Report was completed on September 26, 2024, that was reviewed and approved by the Federal Highway Administration (FHWA) and the Virginia Department of Transportation's (VDOT's) Richmond District Office and

found to adequately address the impacts from the Project and the proposed LACCs.

- The proposed Project is in compliance with National Environmental Policy Act requirements, and a Categorical Exclusion was prepared under an agreement between the VDOT and FHWA and approved on October 20, 2025.

- The Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated October 3, 2025.

- The FHWA has provided approval for State Highway Project 0064-037-805, C501, P101, R201 (UPC 123919) and the proposed LACCs in a letter dated December 12, 2025.

- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: VDOT recommends, pursuant to Va. Code §33.2-401 and 24VAC30-401-10 *et seq.*, that I-64 continue to be designated as limited access with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB on September 20, 1962.

Action Required by CTB: *Va. Code* § 33.2-401 and 24VAC30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Seventy-three (73) citizens participated in the Combined Location and Design hearing. No verbal comments were received at the Hearing. Fourteen (14) written comments were received during the Hearing. Seven (7) supported the Project as presented, two (2) were somewhat supportive, and five (5) did not support the Project. Six (6) comments were e-mailed to the VDOT with five (5) not supporting the Project.

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PROJECT MANAGER ANTHONY HAVERLY (804) 609-5225 (VDOT - RICHMOND DISTRICT)
SURVEYED BY, DATE WOOLPERT (MARCH 1, 2024)
DESIGN BY RUMMEL, KLEPPER & KAHL, LLP (804) 782-1903
SUBSURFACE UTILITY BY, DATE ACCUMARK, INC. (APRIL 24, 2024)

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OPENROADS DESIGNER). OPENROADS COMPUTER INDENTIFICATION NO. (120441 & 123919)

CONVENTIONAL SIGNS

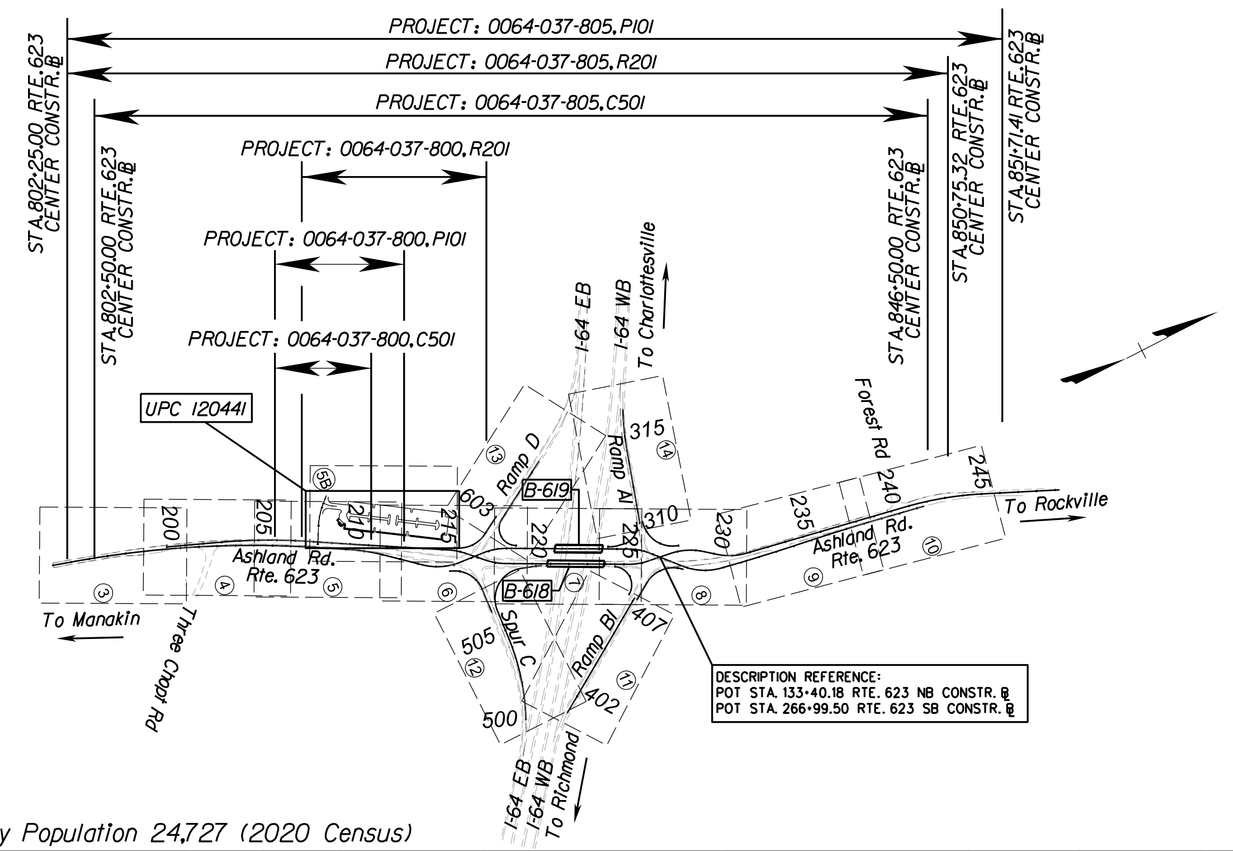
STATE LINE
COUNTY LINE
CITY,TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE

LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

GOOCHLAND COUNTY
ROUTE 623 - ASHLAND ROAD
INTERCHANGE IMPROVEMENTS RFQ PLANS
FROM: 0.120 MI. SOUTH OF THREE CHOPT ROAD
TO: 0.098 MI. NORTH OF FOREST ROAD



Goochland County Population 24,727 (2020 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
0064-037-805	P101		PENG	123919		4946.41	0.937	4657.74	0.882		PRELIMINARY ENGINEERING	FR: 0.120 MI. SOUTH OF THREE CHOPT RD TO: 0.098 MI. NORTH OF FOREST ROAD
	R201		ROWA	123919		4850.32	0.919	4561.65	0.864		RIGHT OF WAY	FR: 0.115 MI. SOUTH OF THREE CHOPT RD INTERSECTION OF FOREST ROAD
	C501		1000	123919		4400	0.833	4111.33	0.779		CONSTRUCTION	FR: 0.120 MI. SOUTH OF THREE CHOPT RD TO: 0.080 MI. NORTH OF FOREST ROAD
	B618			123919		308.32	0.058				BRIDGE	SB RTE. 623 OVER I-64
	B619			123919		288.67	0.055				BRIDGE	NB RTE. 623 OVER I-64
0064-037-800	P101	HNPP-BR04(310)	PENG	120441		705.32	0.134	705.32	0.134		PRELIMINARY ENGINEERING	FR: 0.066 MI. NORTH OF THREE CHOPT RD TO: 0.162 MI. SOUTH OF I-64 EB
	R201		ROWA	120441		1006.24	0.191	1006.24	0.191		RIGHT OF WAY	FR: 0.094 MI. NORTH OF THREE CHOPT RD TO: 0.077 MI. SOUTH OF I-64 EB
	C501	STP-BR04(340)	1000	120441		524.35	0.099	524.35	0.099		CONSTRUCTION	FR: 0.066 MI. NORTH OF THREE CHOPT RD TO: 0.200 MI. SOUTH OF I-64 EB

Project Lengths are based on Rte.623 Center Construction Baseline (Bridge length based on Rte.623 SB Constr.Baseline)

RFP PLANS
For Information Only

DATE: 11/13/25

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.

FHWA 534 DATA 44021

STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-BR04(***)	623	0064-037-805	1
	NHPP-BR04(***)	64	0064-037-800 (NFO)	
	(SEE TABULATION BELOW FOR SECTION NUMBERS)			

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA

	ROUTE 623 (ASHLAND ROAD)	ACCESS ROAD	FO-94 (BENNINGTON ROAD)
FROM:	0.201 MI. SOUTH OF THREE CHOPT ROAD		
TO:	0.107 MI. NORTH OF FOREST ROAD		
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL	RURAL LOCAL	RURAL LOCAL
ADT (2021)			
ADT (2047)			
DHV			
D (%) (design hour)			
T (%) (design hour)			
V (MPH)	MIN. 30 MPH (Inside DDI) MIN. 45 MPH (Outside DDI)	MIN. 30 MPH	STATUTORY 55 MPH
TC STD.	TC-5.11ULS (Inside DDI) TC-5.11U (Outside DDI)	TC-5.11ULS	TC-5.11R
GEOMETRIC STD.	GS-6	GS-4	GS-4

NOTE: SEE SHEET 1A FOR FUNCTIONAL CLASSIFICATIONS AND MINIMUM DESIGN SPEEDS FOR RAMPS.

TIER 2 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	CHIEF FINANCIAL OFFICER
DATE	CHIEF ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	CHIEF OF POLICY

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	STATE STRUCTURE AND BRIDGE ENGINEER
DATE	CHIEF FINANCIAL OFFICER

APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

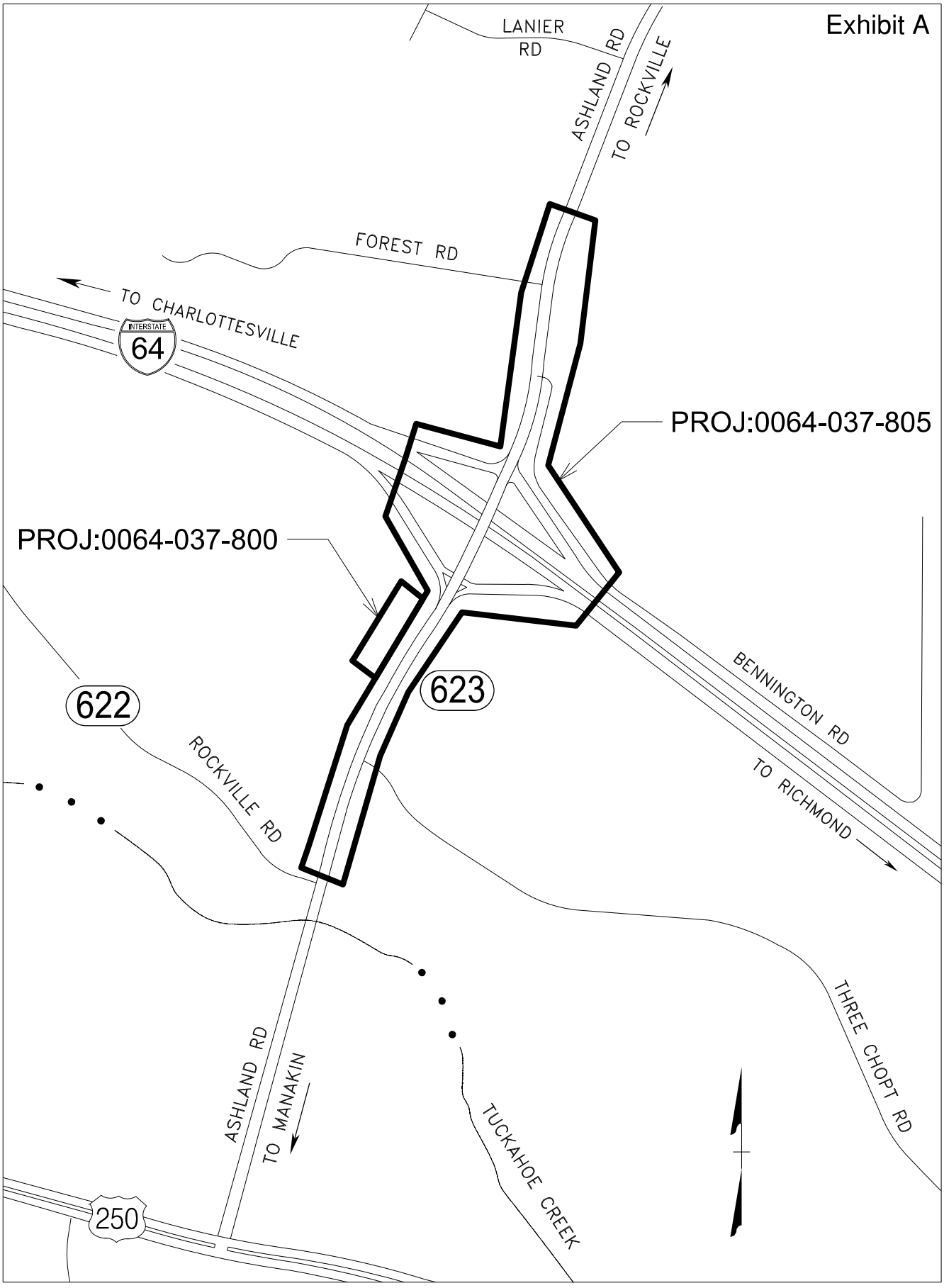
APPROVED	
DATE	DIVISION ADMINISTRATOR FEDERAL HIGHWAY ADMINISTRATION U.S. DEPARTMENT OF TRANSPORTATION

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LOCATION MAP

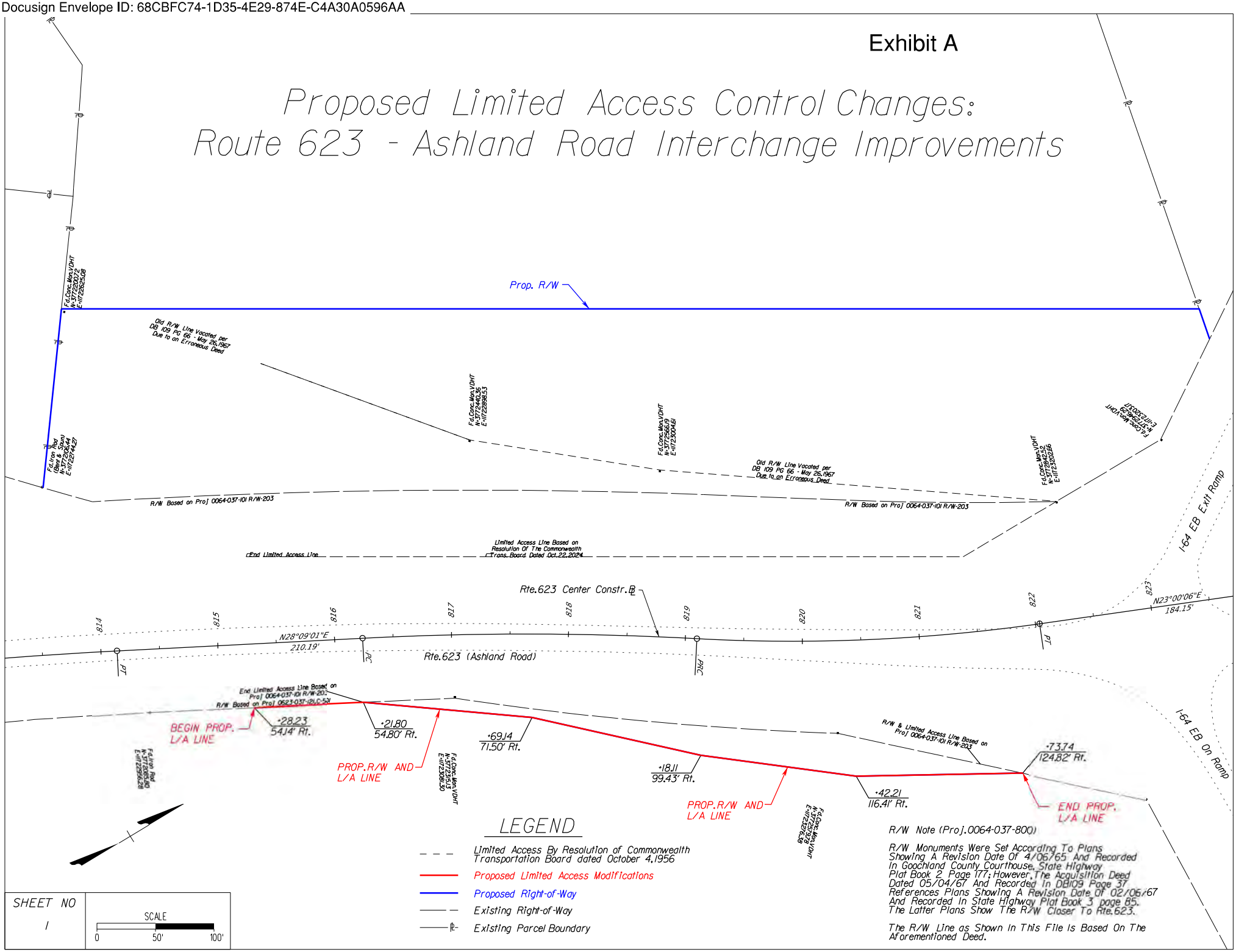
COUNTY OF GOOCHLAND



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Exhibit A

Proposed Limited Access Control Changes:
Route 623 - Ashland Road Interchange Improvements



LEGEND

- Limited Access By Resolution of Commonwealth Transportation Board dated October 4,1956
- Proposed Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way
- Existing Parcel Boundary

R/W Note (Proj.0064-037-800)

R/W Monuments Were Set According To Plans Showing A Revision Date Of 4/06/65 And Recorded In Goochland County Courthouse, State Highway Plat Book 2 Page 177; However, The Acquisition Deed Dated 05/04/67 And Recorded In DB109 Page 37 References Plans Showing A Revision Date Of 02/06/67 And Recorded In State Highway Plat Book 3 page 85. The Latter Plans Show The R/W Closer To Rte.623.

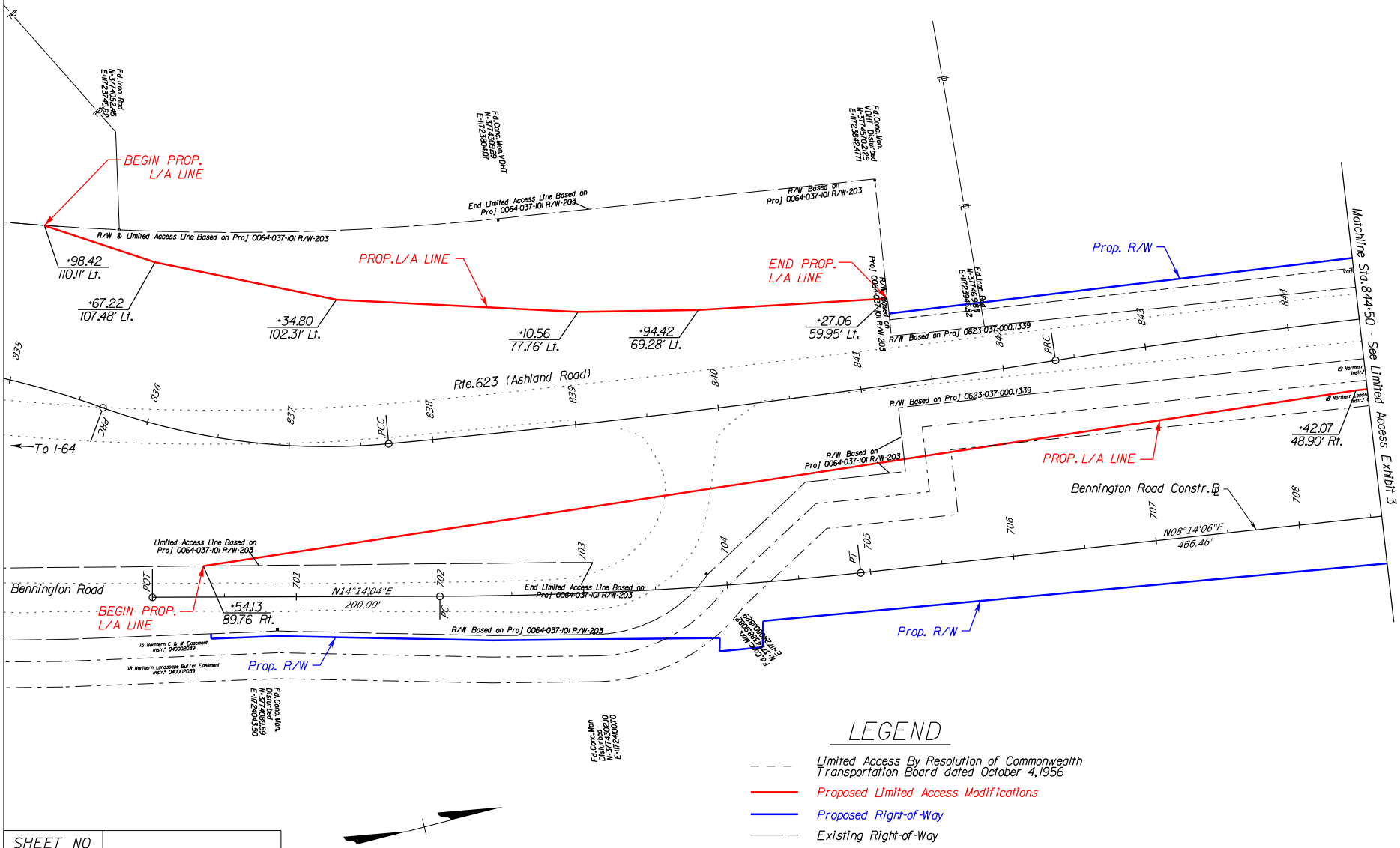
The R/W Line as Shown In This File Is Based On The Aforementioned Deed.

SHEET NO	SCALE
1	0 50' 100'

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Exhibit A

Proposed Limited Access Control Changes:
Route 623 - Ashland Road Interchange Improvements



LEGEND

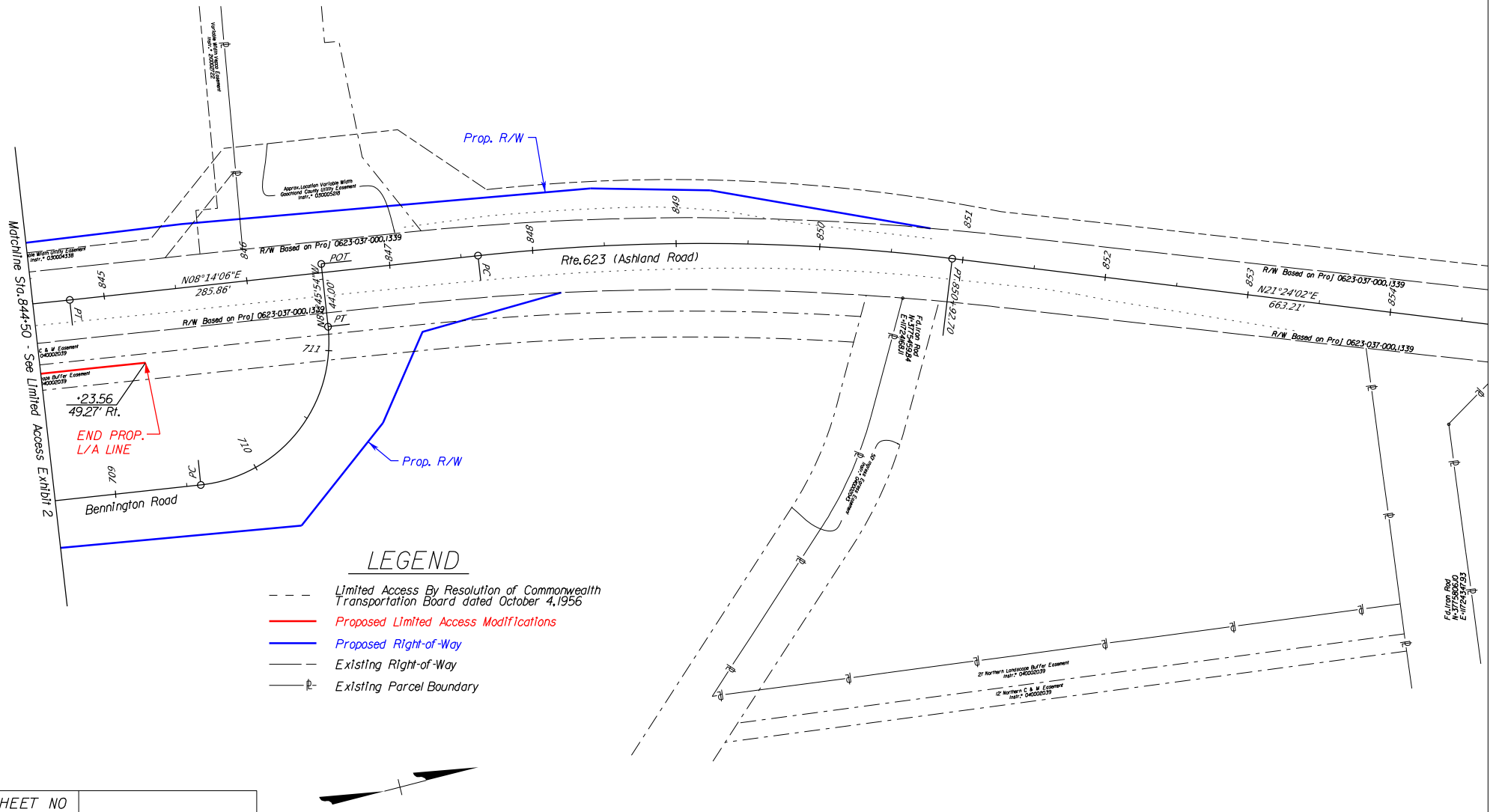
- Limited Access By Resolution of Commonwealth Transportation Board dated October 4,1956
- Proposed Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way
- Existing Parcel Boundary

SHEET NO	SCALE
2	0 50' 100'

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

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Route 623 - Ashland Road Interchange Improvements



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SHEET NO	SCALE
3	0 50' 100'

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Exhibit A Station and Offset Table
UPC 123919

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
1	Prop. L/A Line and Prop R/W	Route 623 Center	815+28.23	54.14'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	816+21.80	54.80'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	817+69.14	71.50'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	819+18.11	99.43'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	820+42.21	116.41'	RT
	Prop. L/A Line and Prop R/W	Route 623 Center	821+73.74	124.82'	RT

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
2	Prop. L/A Line	Route 623 Center	834+98.42	110.11'	LT
	Prop. L/A Line	Route 623 Center	835+67.22	107.48'	LT
	Prop. L/A Line	Route 623 Center	837+34.80	102.31'	LT
	Prop. L/A Line	Route 623 Center	839+10.56	77.76'	LT
	Prop. L/A Line	Route 623 Center	839+94.42	69.28'	LT
	Prop. L/A Line	Route 623 Center	841+27.06	59.95'	LT
	Prop. L/A Line	Route 623 Center	836+54.13	89.76'	RT
	Prop. L/A Line	Route 623 Center	844+42.07	48.90'	RT

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT / RT
3	Prop. L/A Line	Route 623 Center	845+23.56	49.27'	RT

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Minutes of the Meeting of the State Highway Commission of Virginia, held in Richmond
October 4, 1956

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1956. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard C. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of $102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and $1,054.54 for work by the A. & D. Railroad, making a total of approximately $114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claybone Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of $67,455.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately $74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1551-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of $127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and $1,226.50 for work by State Forces (not included in contract), making a total of approximately $141,900.00 chargeable to this project; to be financed with $71,580.00 State and $70,320.00 Federal Funds. Motion carried.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of $500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of $500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of $500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 5, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

MINUTES
OF
Meeting of State Highway Commission of Virginia
Richmond, Virginia
September 20, 1962

The State Highway Commission of Virginia met at the Central Highway Office, Richmond, Virginia, at 10:00 A.M. on September 20, 1962. The Chairman, H. H. Harris, presided.

Present: Messrs. H. H. Harris, W. R. Chilton, S. S. Flythe, R. S. Holland, George C. Landrith, Burgess E. Nelson, W. N. Sclater, Jr., Tucker C. Watkins, Jr., and R. S. Weaver, Jr.

On motion of Mr. Sclater, seconded by Judge Weaver, the minutes of the meeting of August 23, 1962 were approved.

Motion was made by Mr. Sclater, seconded by Judge Weaver, that permits issued from August 23, 1962 to September 19, 1962, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Judge Weaver, cancellation of permits from August 23, 1962 to September 19, 1962, inclusive, as shown in records of the Department, was approved.

Mr. A. B. Eure, Fiscal Director of the Department of Highways, presented and explained the attached "Analysis of Revenue, Appropriations and Deficits and Distribution of Unappropriated Surplus at June 30, 1962", and on motion of Judge Weaver, seconded by Senator Nelson, the Commission approved the recommended distribution of balance as shown on Page 2 of the aforesaid attachment.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Moved by Senator NelsonSeconded by Mr. Holland , that,

Whereas, in connection with the reconstruction of Route 58, at South Boston, Virginia in Halifax County, the Commonwealth did acquire certain lands for the relocation of Route 58; and

Whereas, the route was actually constructed in another location and the said parcels of land are now not needed for highway purposes; and

Whereas, certain individuals are desirous of having this land reconveyed to them or new owners are interested in the purchase of the several parcels; and

Whereas, the State Highway Commissioner has certified in writing that said parcels of land are no longer necessary for the State Highway system;

Now, therefore, be it resolved, that, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the return of the said parcels of land to private ownership and to the local tax rolls, in such a manner and for such consideration as the State Highway Commissioner may deem in the best interest of the Commonwealth, is hereby approved, and the State Highway Commissioner is hereby authorized to execute deeds without warranty for same accordingly. Motion carried.

Moved by Judge Weaver ,Seconded by Mr. Sclater , that,

Whereas, in accordance with the provisions of Section 128 of Title 23- Highways, United States Code, a Public Hearing was held in the Auditorium of the Goochland Elementary School, Goochland, Virginia at 10:00 A.M., on August 15, 1962, concerning the proposed construction of Route 64 from 0.43 miles west intersection Route 617 (near Oilville) to Henrico-Goochland County Line in Goochland County, State Project 0064-037-101, Federal Project I-64-2-(1) 33.

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 development as planned and their statements being duly recorded, and

Whereas, the economic effects of the proposed relocation 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 construction of this project be approved in accordance with the general plan as proposed and presented by the Engineering Division of the Department of Highways along Line A.

This section of Interstate Route 64 follows to the north of, and generally parallel to existing Route 250, varying from 0.3 mile to 1.0 mile. Motion Carried

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 22, 2024

MOTION

Made By: Mr. Davis, **Seconded By:** Dr. Smoot
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the I-64 and Ashland Road Park and Ride (Hickory Haven) Upgrade and Relocation

WHEREAS, on October 04, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as "the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc."; and

WHEREAS, on September 20, 1962, the State Highway Commission approved State Highway Project 0064-037-101 and provided an extension of Route 64 from 0.43 miles west of the intersection with Route 617 (near Oilville) to the Henrico-Goochland County Line in Goochland County; and

WHEREAS, the relocation and upgrade of a park and ride facility with a new commercial entrance on Route 623 (Ashland Road) (the "Project") requires the limited access line on the eastbound side of the Interstate Route 64 to be relocated at Ashland Road as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

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WHEREAS, Goochland County posted a Notice of Willingness to Hold a Design Public Hearing ("Willingness") on May 27, 2024, and June 4, 2024, in *The Richmond Times Dispatch* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; the Willingness expired on June 10, 2024, with no comments or other input from the public; and

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

WHEREAS, the Virginia Department of Transportation's (VDOT's) Richmond District Office has reviewed and approved the traffic analysis report completed in May 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on September 06, 2024; and

WHEREAS, the Project is located in an attainment area for all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions. Date of review 4/29/24; and

WHEREAS, the Project is in Goochland County and the design features and proposed LACCs are supported by a letter from the County Administrator dated June 18, 2024; and

WHEREAS, The FHWA has provided approval for State Highway Project 0064-037-800, C501, P101, R201 (UPC 120441) and the proposed LACCs in a letter dated September 10, 2024

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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the Code of Virginia and 24 VAC 30-401-10 *et seq*., that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 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.

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.

####

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

BOARD OF SUPERVISORS

Jonathan Christy, Vice-Chair, District 1
Neil Spoonhower, District 2
Tom Winfree, Chair, District 3
Charles Vaughters, District 4
Jonathan Lyle, District 5



Dr. Jeremy J. Raley
County Administrator

Sara Worley
Deputy County Administrator

Josh Gillespie, AICP
Deputy County Administrator

www.goochlandva.us

October 3, 2025

Re: UPC 123919 - I-64 at Ashland Rd. (Rte. 623) Interchange

To Whom It May Concern:

This letter serves as Goochland County's support for a revision to the Limited Access Control Changes (LACCs), as a part of the I-64 at Ashland Rd. (Rte. 623) Interchange project as shown in the attached exhibit.

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

Respectfully,

Dr. Jeremy Raley, Ed.D.
County Administrator

Att.

c: Deputy County Administrator, Sara Worley
County Engineer, Austin Goyne

1800 Sandy Hook Road
P. O. Box 10, Goochland, VA 23063
(804) 556-5800 ● (804) 556-4617 Fax ● (TDD 711 (Virginia Relay))
Email: countyadmin@goochlandva.us

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VDOT Virginia Department of Transportation

Interstate 64 at Ashland Road
Diverging Diamond Interchange
Goochland County
Location and Design Public Hearing

Tuesday, July 22, 2025, 5 – 6:30 p.m.
Salem Baptist Church
465 Broad Street Rd, Manakin Sabot, VA 23103

Find out about proposed improvements at the Route 623 (Ashland Road) interchange with Interstate 64 in Goochland County. The project scope includes converting the existing interchange into a four-lane diverging diamond interchange, relocating the Bennington Road and Ashland Road intersection, and relocating the Hickory Haven Park and Ride lot. The project improvements include widening Ashland Road, new bridge construction, rehabilitation of the existing bridge, widening and reconstruction of four ramps, drainage, stormwater management, traffic signals and lighting. This project will also involve a change and/or break in limited access control.

Review information, project plans regarding the proposed modification, and the National Environmental Policy Act document in the form of a Categorical Exclusion at Salem Baptist Church, 465 Broad Street Rd, Manakin Sabot, VA 23103. The plans and Categorial Exclusion can also be reviewed at the VDOT Richmond District Office, 2430 Pine Forest Drive, South Chesterfield, VA 23834-9002. Please call ahead to assure project staff will be available to answer your questions.

For additional information regarding the project please visit https://bit.ly/I-64AshlandRoadDDI.

The meeting will be held in an open house format from 5 p.m. to 6:30 p.m. This format will provide the flexibility to allow participants to meet and discuss the proposed project directly with project staff members.

Give your oral or written comments at the hearing or submit them by **August 1, 2025,** to Anthony Haverly, P.E., project manager, Virginia Department of Transportation, 2430 Pine Forest Drive, South Chesterfield, VA 23834 or Anthony.Haverly@VDOT.Virginia.gov. Please reference "UPC 123919 I-64 at Route 623 Public Hearing Comments" in the subject line.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 804-524-8000 or TDD/TYY 711.

I-64 at Route 623: State Project: 0064-037-805; UPC: 123919; Federal Project: NHPP-064-2(184)
Hickory Haven Park and Ride: State Project: 0064-037-800; UPC: 120441; Federal Project: NHPP-064-2(171)

In case of inclement weather or other issues, the hearing will be held Tuesday, July 29, at the same time and location.

Environmental Division
NEPA Programs
Categorical Exclusion (CE)

Project Information			
Project Name:	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE	**Federal Project#:**	NHPP-064-2(186)
Project Number:	0064-037-805, B618, B619, C501, P101, R201	**Project Type:**	Construction
UPC:	123919	**Charge Number:**	UPC 123919 Activity 6xx
Project Number(Assoc)(UPC):			
Route Number:	64	**Route Type:**	Interstate
Project Limit--From:	I-64	**To:**	ASHLAND RD (RTE 623) INTERCHANGE
Additional Project Description:	Reconstruct interchange at I-64 at Exit 173 / Ashland Rd based on approved IAR recommendation. The IAR was approved on 12/23/24. Anticipate a four-lane Diverging Diamond Interchange (DDI). This configuration will require a new two-lane bridge over I-64. Add two new traffic signals, one at each end of the bridges. Improve interchange configuration. The project scope includes extending Bennington Road to intersect with SR 623 at the existing Forest Road intersection. This project will be delivered through Design Build Procurement with project UPC 120441 (relocation of the Hickory Haven Park and Ride).		
Purpose And Need:	The purpose of the project is to improve operations and safety at the I-64 / Route 623 Interchange.		
District:	**City/County:**		**Residency:**
Richmond	Goochland		Ashland

Date CE level document approved by VA Division FHWA: 12/12/2024

FHWA Contact: Heath, Amanda

Project in STIP: Yes **In Long Range Plan?** Yes

CE Category 23 CFR 771.117: c26

Description of Category: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The project is included in the STIP and TIP and therefore meets fiscal constraint requirements.

Typical Section: The typical section of Rte. 623 approaching and exiting the interchange consists of one 12' travel lane in each direction and 10-12' turn lanes. Within the area of influence of the DDI, the typical section of Rte. 623 consists of two 15' lanes in each direction at the crossover with a raised median; enclosed drainage system where curb/curb and gutter are provided; and guardrail along the inside and outside of the roadway approaching the proposed and existing bridges over I-64. The proposed bridge carrying Rte. 623 over I-64 consists of two 12' lanes; the typical section of the existing bridge over I-64 (two 12' lanes) will not be improved. The typical section of the I-64 west bound exit ramp consists of three lanes (two left turn, one right turn) approaching the DDI that will be a minimum 16'. The typical section of the I-64 east bound exit ramp consists of two lanes (one left turn, one right turn) approaching the DDI that will be a minimum 16'. For the west bound and east bound exit ramps, a raised island will separate the right and left turn movements. The typical section of the entrance ramps from Rte. 623 onto I-64 eastbound and westbound consist of two 16-18' lanes that are separated by a raised island; beyond the raised island, the two lanes will parallel each other and merge into one lane prior to the ramp gore. The typical section on Bennington Road consists of 9.5' travel lanes in each direction; near the intersection with Ashland Road, the travel lanes widen to allow adequate turning movements for tractor trailers. No improvements to the existing typical section of I-64 are anticipated beyond shoulder strengthening for maintenance of traffic during construction.

Structures: The project will rehabilitate Bridge No. 6081 (FED ID 8639) which carries Ashland Road over I-64. As part of the project, a new bridge over I-64 will also be constructed.

SOCIO-ECONOMIC

Source:

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Not Present

Consistent with Local Land Use: Yes

Source: Goochland County GIS; Google Earth; 2035 Goochland County Comprehensive Plan; 2040 Goochland County Major Thoroughfare Plan; Scoping Response from Virginia Department of Conservation and Recreation

Existing or Planned Bicycle/Pedestrian Facilities Not Present

Source: Google Earth; 2035 Goochland County Comprehensive Plan; Goochland County GIS; 2040 Goochland County Major Thoroughfare Plan

Socio-Economic Comments: There are no existing or planned public recreational facilities, community services, or existing or planned bicycle/pedestrian facilities in the project area.

The project is consistent with local land use. The 2035 Goochland County Comprehensive Plan Land Use Maps show the I-64/Ashland Road interchange as future transportation surrounded by flexible, commercial, and prime economic development land uses; industrial land use is also present in the vicinity. Goochland County GIS shows that land adjacent to the proposed improvements is primarily zoned business; areas zoned limited agricultural and industrial are also present in the vicinity. The project is identified in the 2040 Goochland County Major Thoroughfare Plan as a mid-term improvement to help implement the recommendations of the plan.

Construction of the project will be staged so that traffic is maintained throughout the duration of construction, including during rehabilitation of the existing bridge. Therefore, there will be no major traffic disruptions.

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: Virginia Outdoors Plan Mapper; 2035 Goochland County Comprehensive Plan; Goochland County GIS; Land and Water Conservation Fund Mapper; Virginia Department of Historic Resources; Scoping Response from Virginia Department of Conservation and Recreation; RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25

6(f) Conversion: No **Acres of Conversion:**

4(f) Comments: The project will not require right-of-way or easements from the Farm, 2105 Rockville Road, which is the only historic property identified in the project area. There are no publicly-owned parks, recreation areas, or wildlife/waterfowl refuges present in the project area. Therefore, there will be no use of Section 4(f) property.

6(f) Comments: There are no Section 6(f) resources present in the project area.

CULTURAL RESOURCES

Section 106 Effect Determination: NO ADVERSE EFFECT

Name of Historic Property: Farm, 2105 Rockville Road **DHR Concurrence date:** 04/16/2025

MOA/PA Execution Date: None

Cultural Resource Comments: On 3/19/25, VDOT proposed to the Virginia Department of Historic Resources (VDHR) that the Farm, 2105 Rockville Road (DHR ID 037-5238) is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C, and the project would have no adverse effect on historic properties.

On 4/16/25, VDHR recommended that the Farm, 2105 Rockville Road is potentially eligible for listing in the NRHP, and concurred with VDOT's recommendation that the project would have no adverse effect on historic properties.

NATURAL RESOURCES

Are Waters of the U.S. present? No

Linear Feet of Impact: Less than 0

Federal Threatened or Endangered Species:
Butterfly, monarch (Danaus plexippus)-Federal:FP-No Effect
Tri-colored Bat (Perimyotis subflavus)-Federal:FP-May affect, Not Likely to adversely affect

Based upon review of federal databases including IPaC, federal T&E species have a ✓ potential to occur in the project area. 11/17/2023 B Botterill

100 Year Floodplain: None

Regulatory Floodway Zone: Not Present

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: None

Tidal Acres of Impact: 0

Tidal Wetland Type: None

Are any Non-Tidal Wetlands Present? No

Non Tidal Acres of Impact: 0

Non Tidal Wetland Type: None

Total Wetland Acres of Impacts: 0

Are water quality permits required? No

Natural Resource Comments: There are no Waters of the U.S., 100-year floodplain or regulatory floodway zone, public water supplies, or wetlands present in the project area. No water quality permits are required.

The Monarch Butterfly (Proposed Threatened) and Tri-colored Bat (Proposed Endangered) are not currently listed species, but may be uplisted in the future. The project will have no effect to the Monarch Butterfly. Approximately 8.66 acres of tree removal is proposed; therefore, presence is being assumed for the Tri-colored Bat. The project "may effect not likely to adversely affect" the Tri-colored Bat. The project will adhere to a time of year restriction from May 15 to July 31 of any given year for the trimming or removal of trees. All new permanent lighting will be downward facing.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Not Present

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: There are no agricultural/forestal districts or open space easements present in the project area. VDOT CEDAR eMAPS - Metadata Source: Virginia Department of Forestry; Virginia Outdoors Foundation

FARMLAND

NRCS Form CPA-106 Attached? Yes

Rating: 79

Alternatives Analysis Required? No

Source: Goochland County GIS; RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25; NRCS Web Soil Survey; NRCS Resource Soil Scientist

Farmland Comments: The project corridor contains Prime Farmland and Farmland of Statewide Importance. The project is located almost entirely within existing transportation right-of-way or land that is not zoned for agriculture. A minor amount of right-of-way is required from the edge of one parcel zoned A2 (Agricultural, Limited); however, that parcel does not contain Prime Farmland or Farmland of Statewide Importance. The proposed action holds a rating of 79 and therefore does not meet the threshold for the Farmland Conversion Impact Rating.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: No comments.

AIR QUALITY

Air Quality Status and Regional Conformity

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

The study area is located in the County of Goochland. At the time of preparation of this technical report, the United States Environmental Protection Agency's (EPA) Green Book shows the County of Goochland to be designated as an attainment area for all criteria pollutants.

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

✓ Per the 2020 FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide and Protocol 4.2.2.2.1 of the VDOT Resource Document", a project-specific analysis for CO is not required.

As the project is located in a region that is attainment of the CO NAAQS, EPA project-level ("hot-spot") transportation conformity requirements do not apply. As only NEPA applies, a project-specific analysis and/or assessment for carbon monoxide (CO) is not needed under the terms of the programmatic agreement between FHWA and VDOT for project-level air quality analyses for CO. As documented in that agreement, which is based on the analysis and information presented in the template Programmatic Agreement and Technical Support Document (TSD) developed in the National Cooperative Highway Research Program (NCHRP) 25-25 Task 104 study (2020), the weight-of-evidence shows that it may reasonably be concluded that the national ambient quality standard (NAAQS) for CO will be met.

Particulate Matter

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

PM Hotspot Analysis Required? No

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

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

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

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

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? No

Noise Comments: A preliminary highway traffic noise study was completed which evaluated potential traffic noise impacts and abatement measures associated with the project. A total of seven noise sensitive sites representing six residences and one commercial site were modeled in the project study area. One noise sensitive site representing one residential home is predicted to be impacted by traffic noise under the future design year build condition. One noise barrier was evaluated and was determined to be feasible but not reasonable under VDOT's State Noise Abatement Policy. A more detailed review will be completed during final design.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 3.24 **Temporary Easement:** 0.493

Permanent Easement: 0 **Utility Easement:** 0

Amount of Right of Way Acreage: 3.733

Septic Systems or Wells: Not Present **Hazardous Materials:** Present with no impact

Source: RFP Plans and Preliminary Right of Way Data Sheet dated 8/13/25; Hazardous Materials Summary Report; CEDAR eMaps; Scoping Response from Virginia Department of Health Office of Drinking Water

ROW and Relocations Comments: No relocations are required. The project will require approximately 3.24 acres of non-prescriptive right of way and 0.493 acres of temporary construction easements from nine properties. No septic systems or wells are located within the project area. The Virginia Department of Health Office of Drinking Water identified three wells between 1,000 feet and one mile of the project area. No asbestos containing materials were identified on the existing bridge, soils along the roadside are not significantly contaminated, and the project will avoid impacts to a gas station property; therefore, significant impacts to hazardous materials are not anticipated.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: 2040 Goochland County Major Thoroughfare Plan; VDOT Six-Year Improvement Plan

Cumulative and Indirect Impacts Comments: Per the VDOT NEPA Manual, the reasonably foreseeable effects of the project have been considered as part of this document. The impact causing activities proposed as part of this project could result in limited reasonably foreseeable effects to the surrounding area. These impacts could be minimized and mitigated through appropriate erosion and sediment controls, stormwater management, and adhering to any time of year restrictions (TOYR).

The purpose of this project is to improve operations and safety at the interchange, and the project is consistent with local comprehensive planning and land use goals in the surrounding area. The proposed improvements will primarily occur to an existing transportation facility within existing transportation right of way; minor amounts of right of way and easements are required from the edges of adjacent properties and to relocate the Bennington Road/Ashland Road intersection so that it ties into the existing Forest Road/Ashland Road intersection. While there are past, present, and reasonably foreseeable future projects planned in the area, such as the relocation of the Hickory Haven Park and Ride (UPC 120441) which will be delivered via Design Build Procurement with this project and Rte 623 - Improve Intersection (UPC 105733), the proposed project would contribute negligible increments to the reasonably foreseeable effects of these projects.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: No issues have been raised to date that represent a controversy on environmental grounds.

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: No

Public Involvement Comments: A combined Location and Design Public Hearing was held on July 22, 2025. As described in the UPC 123919 Public Involvement Summary, one written comment was received from a property owner who requested a berm for privacy and noise barrier. In response, the project will provide landscaping to act as a visual barrier between the property, proposed stormwater basin, and relocated Park and Ride (UPC 120441). While the preliminary noise study identified one noise barrier that was determined feasible but not reasonable, a final noise study will be completed during final design to make a final decision on noise abatement measures.

COORDINATION

State Agencies:

Department of Environmental Quality
Department of Conservation and Recreation
Department of Forestry
Department of Health
Department of Historic Resources

Federal Agencies:

Natural Resources Conservation Service
U.S. Fish and Wildlife Service

Local Entity:

Goochland County Administrator
Goochland MPO

Other Coordination Entities:

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

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Documentation of FHWA Review

Project Name: I-64 at Ashland Road (Route 623) Interchange
State Project Number: 0064-037-805
UPC: 123919

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on October 20, 2025. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

Amanda L Heath

Approving FHWA Official

October 20, 2025

Date

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

December 11, 2025

Mr. Daniel Suarez, P.E.
Acting Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Ms. Mary Walker-Johnson

Interstate I-64
Route 623 Interchange (Exit 173)
Project: 0064-037-805
Federal Project Number NHPP-064-2(184)
UPC 123919
Goochland County
Request for Modified Limited Access Line

Dear Mr. Suarez,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the Interstate I-64 at Route 623 Interchange (Exit 173) in Goochland County, Virginia. This project will convert the existing interchange into a four-lane diverging diamond interchange and include the widening of Ashland Road, new bridge construction, widening and reconstruction of four ramps, and drainage and stormwater management.

As a result of the design of the project, the Limited Access Line near the intersection of the ramps with Rte. 623 (Ashland Road) needs to be modified to encompass the required construction.

I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements, and a Categorical Exclusion (CE) was documented and approved on October 20, 2025.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines adjacent to the I-64 ramp intersections with Rte. 623 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, the Exhibit showing the area of LACC and the Limited Access Control Point Table for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and control point table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on January 6, 2026.

If additional information is needed, please contact Jason Williams, P.E. at 804.371.8707 or jason.williams@vdot.virginia.gov.

Sincerely,

Jason C Williams
2025.12.11 16:36:10-05'00'

On behalf of
Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: MARY NANCY WALKER-JOHNSON Digitally signed by MARY NANCY WALKER-JOHNSON Date: 2025.12.12 13:01:47 -05'00' Date_____

Enclosure
Exhibits

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Monday, December 8, 2025 9:01 AM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 123919 LACC Review for January 2026 Board Meeting

I approve this limited access control change from a Right of Way & Utilities perspective.

Thank you,
Lori

Lori A. Snider
State Right of Way & Utilities Director / Right of Way & Utilities Division
Virginia Department of Transportation
804-786-5841 office / 434-907-4915 cell
Lori.Snider@VDOT.Virginia.gov

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Monday, December 8, 2025 8:56 AM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 123919 LACC Review for January 2026 Board Meeting

Lori,

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

Thank you

Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Wednesday, November 26, 2025 4:58 AM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>
Cc: Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Jack, Steven(VDOT) <Steven.Jack@vdot.virginia.gov>; Williams, Jason, P.E.

Docusign Envelope ID: 68CBFC74-1D35-4E29-874E-C4A30A0596AA

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

December 16, 2025

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

Subject: Approval of Limited Access Control Changes (LACCs) for the I-64 and Route 623 (Ashland Road) Interchange Improvements Project in Goochland County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-037-805, P101, R201, C501 (UPC# 123919) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

DocuSigned by:
Bart Thrasher
8C7FBDE9EE37409...

Bartlett 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 # 4**

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to
Dillard Industrial Sites
Project ECON-005-173 – Amherst 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, the Commonwealth Transportation Board's Economic Development Access Fund Policy makes special provision for allocation to Major Employment and Investment (MEI) projects identified by the Virginia Economic Development Partnership, including provision of a separate allocation for the design of plans for a qualifying project; and

WHEREAS, Amherst County by formal resolution has requested Economic Development Access (EDA) Program funds to serve the Dillard Industrial Sites property, which

is located off Mitchell Bell Road without public access, and said access is estimated to cost approximately $798,000; 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 $649,000 ($500,000 unmatched and $149,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the Dillard Industrial Sites property off Mitchell Bell Road, Project ECON-005-173, 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 Amherst County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
    a. Plan design of this road construction project; and
    b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
    c. Provision of the required matching funds, up to $149,000, by the LOCALITY for appropriately documented eligible project costs; and
    d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

####

CTB Decision Brief

Economic Development Access – Amherst County
Dillard Industrial Sites

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), Amherst County has requested funds from the EDA Program to assist in designing road access to eligible property within the Dillard Industrial Sites property. CTB approval for the allocation of the requested funds is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In addition, the CTB's Economic Development Access Fund Policy makes special provision for design-only Access roadway allocations to localities for Major Employment and Investment (MEI) projects identified by VEDP.

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

The VEDP has confirmed its support of the Dillard Industrial Sites development as an MEI site. The property, with 545 acres total, has multiple parcels capable of supporting a high-impact regional economic development project with capital investment of at least $250 million and creating more than 400 full-time jobs. The project includes the design of a 0.21-mile-long extension of Mitchell Bell Road to the first lot within the property, Lot D.

Amherst County is requesting funding from the Economic Development Access Program to assist with the design of roadway improvements to the Dillard Industrial Sites property. VDOT will administer the design of the proposed road project. The Amherst County Board of Supervisors agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of Economic Development Access funds. Amherst 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.

Recommendation: VDOT recommends the allocation of $649,000 ($500,000 unmatched and $149,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design of this project, subject to certain contingencies as set forth in the accompanying resolution.

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

Result, if Approved: VDOT and Amherst County will proceed with the EDA road project.

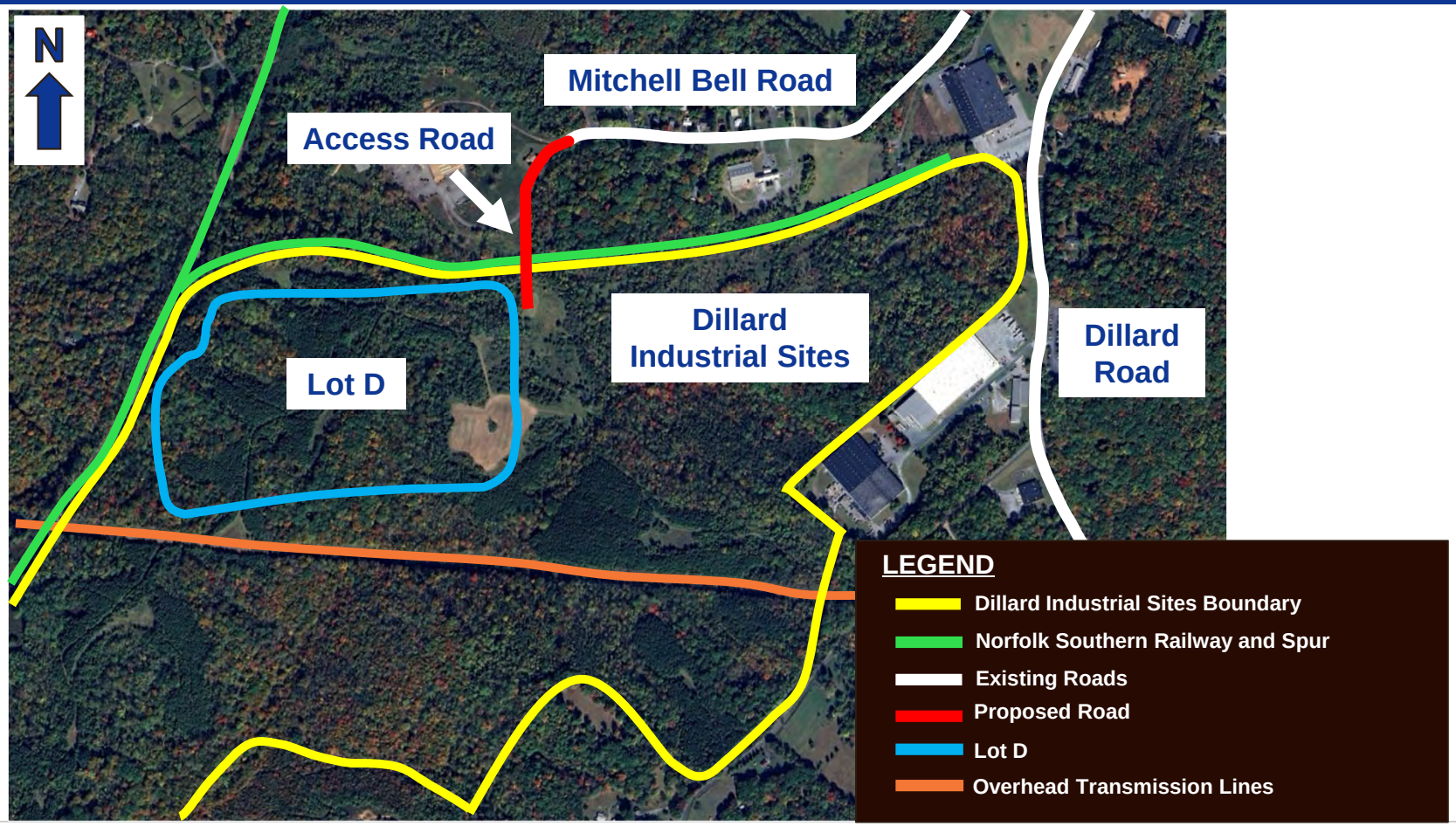
Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

MEI Design Only Project – Amherst County



MEI Design Only Project – Amherst County



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By:_____ Seconded By:_____

Action:_____

Title: FY2026-2031 Six-Year Improvement Program Transfers
November 15, 2025 through December 12, 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
November 15, 2025 through December 12, 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 November 15, 2025 through December 12, 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	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Fredericksburg	#SS - ELTHAM - BASCULE SPAN BALANCING	120056	Special Structures Fund - State (SSF000)	$ 97,499	$ 474,299	$ 474,299	25.9%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a completed project.
Subtotal Fredericksburg District								**$ 97,499**				
2	Hampton Roads	#PIPELINE23 RTE 17	124156	Hampton Roads	#PIPELINE23 RTE17 (09)	123260	Prescoping Funds (PRS120)	$ 47,361	$ 247,361	$ 247,361	23.7%	Transfer of surplus funds recommended by District from a completed project to fund a completed project.
3	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	JAMESTOWN-SCOTLAND FERRY MAINTENANCE WORKSHOP FACILITY	125052	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	$ 650,000	$ 1,165,000	$ 1,165,000	> 100%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
4	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - BERKLEY FENDER SYSTEM REPLACEMENT	127891	Special Structures Fund - State (SSF000)	$ 773,736	$ 885,452	$ 42,885,452	> 100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to a scheduled project.
5	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - COLEMAN GRATING OPERATING SYSTEM EMG REPAIR	128579	Special Structures Fund - State (SSF000)	$ 1,200,000	$ 1,200,000	$ 1,200,000	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to a scheduled project.
6	Hampton Roads	#SS - BERKLEY GENERATOR REPLACEMENT	120673	Hampton Roads	#SS - JRB DRIVE REPLACEMENT	128636	Special Structures Fund - State (SSF000)	$ 450,000	$ 450,000	$ 5,210,000	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								**$ 3,121,097**				
7	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	GEORGE T. SNYDER TRAIL	112816	Concession Funds (CSC210)	$ 4,600,000	$ 25,235,000	$ 25,235,000	22.3%	Transfer of surplus funds recommended by District and MPO from the I-66 Concession Fund Balance Entry line item to fund an underway project.
8	Northern Virginia	#SGR Northern Virginia-Local SGR Paving-Balance Entry	T9618	Northern Virginia	#SGR25LP - 2 NB AND 2 SB LANES CENTER ST COCKRELL TO CHURCH	125412	SGR - State (SS0100)	$ 508,699	$ 1,017,498	$ 1,017,498	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to funda scheduled project.

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
9	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Northern Virginia	#ITTF26 - SCALABLE DIGITAL MODELS	128597	ITTF (HS7100)	$ 400,000	$ 1,950,000	$ 1,950,000	25.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project.
10	Northern Virginia	DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD	121761	Northern Virginia	ROUTE 15 IMPROVEMENTS WITH RAILROAD OVERPASS	T29186	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	$ 4,466,162	$ 19,838,699	$ 20,253,000	29.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
Subtotal Northern Virginia District								**$ 9,974,861**				
11	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	SIGNAL MUTCD COMPLIANCE UPGRADES - DISTRICTWIDE	117778	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 227,041	$ 692,411	$ 692,411	48.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund an underway project.
12	Richmond	#SMART26 I-95 AT RIVES RD EXIT ROUNDABOUTS	127921	Richmond	Appomattox River Trail (ART) - Western Extension	118949	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	$ 341,627	$ 1,130,892	$ 1,167,941	43.3%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a schedule project.
Subtotal Richmond District								**$ 568,668**				
13	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	Downtown - 1st Street, SW Drainage Improvement - Roanoke	118161	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 119,944	$ 219,944	$ 261,964	> 100%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
14	Statewide	FOREST HIGHWAY BALANCE ENTRY	73245	Salem	MOUNTAIN LAKE TRAILS - PLANNING & ACCESS IMPROVEMENTS	122207	Federal Lands Access Program (CF7110)	$ 727,106	$ 1,127,106	$ 1,127,106	> 100%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Forest Highway Balance Entry line item to a scheduled project.
Subtotal Salem District								**$ 847,050**				
15	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Staunton	#SMART18 - (St) STAUNTON CROSSING STREET EXTENSION	111048	HPP - State (HS0100)	$ 1,188,250	$ 12,124,252	$ 12,124,252	10.9%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a completed project.
Subtotal Staunton District								**$ 1,188,250**				
Grand Total								**$ 15,797,425**				

Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report

Transfers Not Requiring Approval

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Bristol	#SS - ERMT SUPERVISORY CONTROL AND DATA ACQUISITION	120692	Special Structures Fund - NHPP (SSF110)	$ 588,651	$ 7,091,651	$ 11,690,000	9.1%	Transfer of surplus funds recommended by District and Asset Management Division from a the Statewide Special Structures Balance Entry line item to a scheduled project.
Subtotal Bristol District								**$ 588,651**				
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	10TH & GRADY AVENUE BIKE PED	113916	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	$ 96,168	$ 923,403	$ 923,403	11.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
C	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND	113917	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 84,462	$ 1,388,770	$ 1,388,770	6.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
D	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST	113918	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 16,280	$ 672,806	$ 672,806	2.5%	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 Culpeper District								**$ 196,910**				
E	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - JAMES RIVER BRIDGE REPLACE DRIVE SYSTEM (AUXILLARY)	118704	Special Structures Fund - State (SSF000)	$ 690,000	$ 4,950,000	$ 4,950,000	16.2%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund an underway project.
Subtotal Hampton District								**$ 690,000**				
F	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Lynchburg	#BF - LYNCHBURG YEAR 4 RESTORATIVE BRIDGE MN RIGID OVERLAYS	124151	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	$ 289,686	$ 9,528,242	$ 9,528,242	3.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a the Statewide SYIP Balance Entry line item to fund a scheduled project.
Subtotal Lynchburg District								**$ 289,686**				
G	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	#SMART20 - RICHMOND HIGHWAY-BUS RAPID TRANSIT - DRPT	115550	CMAQ : Northern Virginia (CF5M10), CMAQ Federal - Access : Northern Virginia MPO (CNF214), CMAQ Match - Access : Northern Virginia MPO (CNS214), CMAQ Match : Northern Virginia (CS5M11), CMAQ State Match - Northern Virginia (CNS214), Northern Virginia (CNF214)	$2,397,479	$940,379,649	$975,810,499	0.3%	Transfer of funds recommended by District and MPO the MPO CMAQ Balance Entry line item to an underway project.

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
H	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Northern Virginia	#I95CIP Detour Rt 1 Communication upgrades Prince William Co	120523	I-95 Corridor Funds - State (CS9195)	$606,565	$6,410,113	$6,410,113	10.5%	Transfer of surplus funds recommended by District from the Statewide Interstate Corridor Improvement Plan Balance Entry line item to fund an underway project.
Subtotal Northern Virginia District								**$ 3,004,044**				
I	Richmond	POLE GREEN RD WIDENING, Early Settlers Rd Sidewalk Robious Rd to Hospital/Park, #FLT Route 1 (Holiday Lane - Willis Road) Shared-Use Path, W Broad St Pedestrian and Transit Improvements - Glenside D, RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	109260, 113846, 118146, 118470, 70721	Richmond	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	50529	RSTP : Richmond (CF2M20), RSTP Match : Richmond (CS2M21)	$ 50,000	$ 39,147,528	$ 55,564,876	< 1%	Transfer of surplus funds recommended by District and MPO from scheduled projects and the MPO RSTP Balance Entry line item to fund a scheduled project.
J	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	INSTALLATION OF FLASHING YELLOW ARROWS - DW (CN-ONLY)	115723	Open Container Funds - Statewide (CNF221)	$ 71,426	$ 671,426	$ 671,426	11.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a completed project.
K	Richmond	ENON CHURCH RD (DODD PARK-RIVERVIEW DR) BIKE/PED IMPROVEMENT	124274	Richmond	Enon Church Road at Bermuda Orchard Road - Ped Improvements	118951	Carbon Tri-Cities Allocation-Federal (CFRM20), Carbon Tri-Cities Allocation-Soft Match (CFRM21)	$ 69,249	$ 1,106,665	$ 1,106,665	6.7%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a schedule project.
L	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Richmond	#OTHERINT - I-85 - CCTV CAMERAS	120443	Other Interstate Corridor Funds - State (CS9199)	$ 93,874	$ 2,924,484	$ 2,833,301	3.3%	Transfer of surplus funds recommended by District from the Statewide Interstate Corridor Improvement Plan Balance Entry line item to fund an underway project.
M	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	#SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR	121417	Local Funds for Enhancement Projects (NPL206), TAP >200K : Tri-Cities (CF6MB0)	$ 145,572	$ 1,134,569	$ 1,134,569	14.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a scheduled project.
Subtotal Richmond District								**$ 430,121**				
N	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	#SMART22 - Route 11 Safety Improvements at Warden Court	119503	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 198,562	$ 7,114,685	$ 7,086,534	2.9%	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 Salem District								**$ 198,562**				

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
Grand Total								$ 5,397,974				

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

January 6, 2026

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
1	128608	Bristol	Districtwide	9999	Bristol Structure Recoating Contract - Bland/Wythe	$2,678,000	$2,678,000		Bridge Formula Program	Yes
2	128604	Bristol	Districtwide	9999	Bristol Structure Recoating Contract - Bristol/Smyth	$3,593,000	$3,593,000		Bridge Formula Program	Yes
3	128603	Bristol	Districtwide	0081	Bristol Interstate Rehab Bundle - Smyth/Wythe	$5,287,000	$5,287,000		Bridge Formula Program	Yes
4	128609	Bristol	Districtwide	0081	Bristol Interstate Rehab Bundle - Smyth	$8,168,000	$8,168,000		Bridge Formula Program	Yes
5	128651	Culpeper	Districtwide	BRDG	Culpeper Bridge Painting #1	$3,800,000	$3,800,000		Bridge Formula	Yes
6	128652	Culpeper	Districtwide	BRDG	Culpeper Bridge Painting #2	$3,040,000	$3,040,000		Bridge Formula	Yes
7	128653	Culpeper	Districtwide	BRDG	Culpeper Bridge Painting #3	$1,370,000	$1,370,000		Bridge Formula	Yes
8	T31239	Richmond	Districtwide	9999	Richmond Structure Recoating - #4	$5,642,040	$5,642,040		Bridge Formula Program	Yes
9	T31240	Richmond	Districtwide	9999	Richmond Structure Recoating - #5	$5,373,540	$5,373,540		Bridge Formula Program	Yes
Total						**$38,951,580**	**$38,951,580**	**$0**		

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Seconded By:

Action:

Title: Location Approval for the Powhite Parkway Project

WHEREAS, the Powhite Parkway Project Environmental Impact Statement (EIS) involves the consideration of the construction of a roadway between Woolridge Road and Route 360 (Hull Street Road); and

WHEREAS, the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration (FHWA) and federal, state and local agencies, and on behalf of Chesterfield County as the administrator of the Project, is developing an Environmental Impact Statement (EIS) in order to comply with the National Environmental Policy Act (NEPA); and

WHEREAS, VDOT has held two public meetings, two community meetings, and four public comment periods on the Powhite Parkway Project EIS for the purpose of sharing information and soliciting public input on key components of the EIS, including the purpose and need, range of alternatives, and recommended preferred alternative; and

WHEREAS, on November 19, 2025, the Chesterfield County Board of Supervisors voted unanimously to endorse Alternative 1A, depicted and attached hereto as Exhibit A, as the locally preferred alternative.

WHEREAS, considering the estimated environmental impacts of the alternatives retained for full analysis in the EIS, cost, and the endorsement taken by the Chesterfield County Board of Supervisors, VDOT recommends “Alternative 1A” as the preferred alternative, which entails construction of a four-lane road from Woolridge Road to Hull Street Road, and includes

reconstruction of a planned two-lane access road to a four-lane road from Hull Street Road to the Westerleigh Parkway Extension; and

WHEREAS, in accordance with Va. Code § 33.2-208 and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location Public Hearing was held in Chesterfield County at Cosby High School on December 9, 2025, for the purpose of soliciting public input on Alternative 1A; and

WHEREAS, proper notice was given in advance, and all those present at the Location Public Hearing were given a full opportunity to express their opinions and recommendations on the alternatives under consideration, and their statements have been duly recorded and considered by the CTB; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved as presented under Alternative 1A at the Location Public Hearing and depicted in Exhibit A.

BE IT FURTHER RESOLVED, that, should FHWA and VDOT receive substantive comments on the Draft EIS that require the CTB to reconsider its action, the CTB would be briefed before VDOT requests FHWA conclude the National Environmental Policy Act (NEPA) process with a Record of Decision.

BE IT FURTHER RESOLVED that Alternative 1A will be designed avoid adverse effects to the Otterdale School, a historic property on Genito Road, and avoid going outside the existing easement for the Weatherbury Mitigation Bank.

####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Powhite Parkway Project

Issue: The Powhite Parkway Project Environmental Impact Statement (EIS) involves the consideration of the construction of a four-lane road from Woolridge Road to Hull Street Road, to include reconstruction of an existing two-lane road from Hull Street Road to the Westerleigh Parkway Extension (the "Project"), identified as "Alternative 1A" in the presentation to the Commonwealth Transportation Board (CTB) on December 9, 2025. Pursuant to Va. Code § 33.2-208, the CTB is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The purpose of the Project is to relieve congestion and improve regional connectivity between Woolridge Road and Hull Street Road.

- The Powhite Parkway Project is being administered by Chesterfield County (the County). The County has contracted VDOT to lead the EIS to comply with the National Environmental Policy Act (NEPA) efforts on their behalf.

- The Project EIS was initiated to evaluate potential transportation improvements from Woolridge Road to Route 360 (Hull Street Road) in Chesterfield County.

- VDOT held four citizen engagement opportunities for the purpose of sharing information and soliciting public input. In accordance with Va. Code § 33.2-208 and the policies and regulations of the CTB, including 24 VAC-30-380-10, a Location Public Hearing was held at Cosby High School in the County on December 9, 2025, for the purpose of soliciting public input on the recommended preferred alternative, Alternative 1A.

- The CTB was briefed on the alternatives identified in the Draft EIS, including a recommendation on the preferred alternative, at the December 9, 2025, meeting. There have been no changes to Alternative 1A since that meeting.

- Approval of the Draft EIS by the Federal Highway Administration (FHWA) and VDOT is anticipated in late 2026 and will be preceded by opportunities for public input on the Draft EIS and an additional public hearing in accordance with the NEPA process and state and federal law. Comments received on the Draft EIS will be addressed in the Final EIS, which is anticipated to be completed in the summer of 2027.

- The County anticipates using a combination of local, regional (Central Virginia Transportation Alliance), state, and federal funds for the Project. Funding is in place to advance with permitting and more detailed design while the County considers phased construction. The County has already demonstrated funding commitments by advancing portions of work as part of a larger package of bonded projects. Full construction is dependent on securing additional funding.

- The recommendation below considers the following factors:
    - Alternative 1A was unanimously endorsed by the Chesterfield County Board of Supervisors on November 19, 2025;
    - Alternative 1A meets the purpose and need of the Draft EIS and is consistent with local and regional plans;
    - Alternative 1A is the least costly and would impact fewer private properties than the other two Build Alternatives (Alternatives 1B and 4) retained for full analysis in the Draft EIS; and
    - Alternative 1A will be designed to avoid adverse effects to the Otterdale School, a historic property on Genito Road, and avoid going outside the existing easement held by VDOT for the Weatherbury Mitigation Bank.

Recommendations: VDOT recommends approval of the location of the Project as presented at the Location Public Hearing and as shown in the attached Exhibit A.

Action Required by CTB: Va. Code § 33.2-208 requires the majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: VDOT will proceed with steps necessary for issuance of the Draft EIS, which will identify a preferred alternative consistent with the CTB's Location Approval. If future permitting or design decisions result in measurable changes to the alternative, VDOT will return to the CTB to confirm the changes are consistent with CTB's approval. Should the Project not advance further in three years after the NEPA process is complete, per CTB policy, VDOT will return to seek a decision from CTB as to whether its action should be reaffirmed, modified, or rescinded.

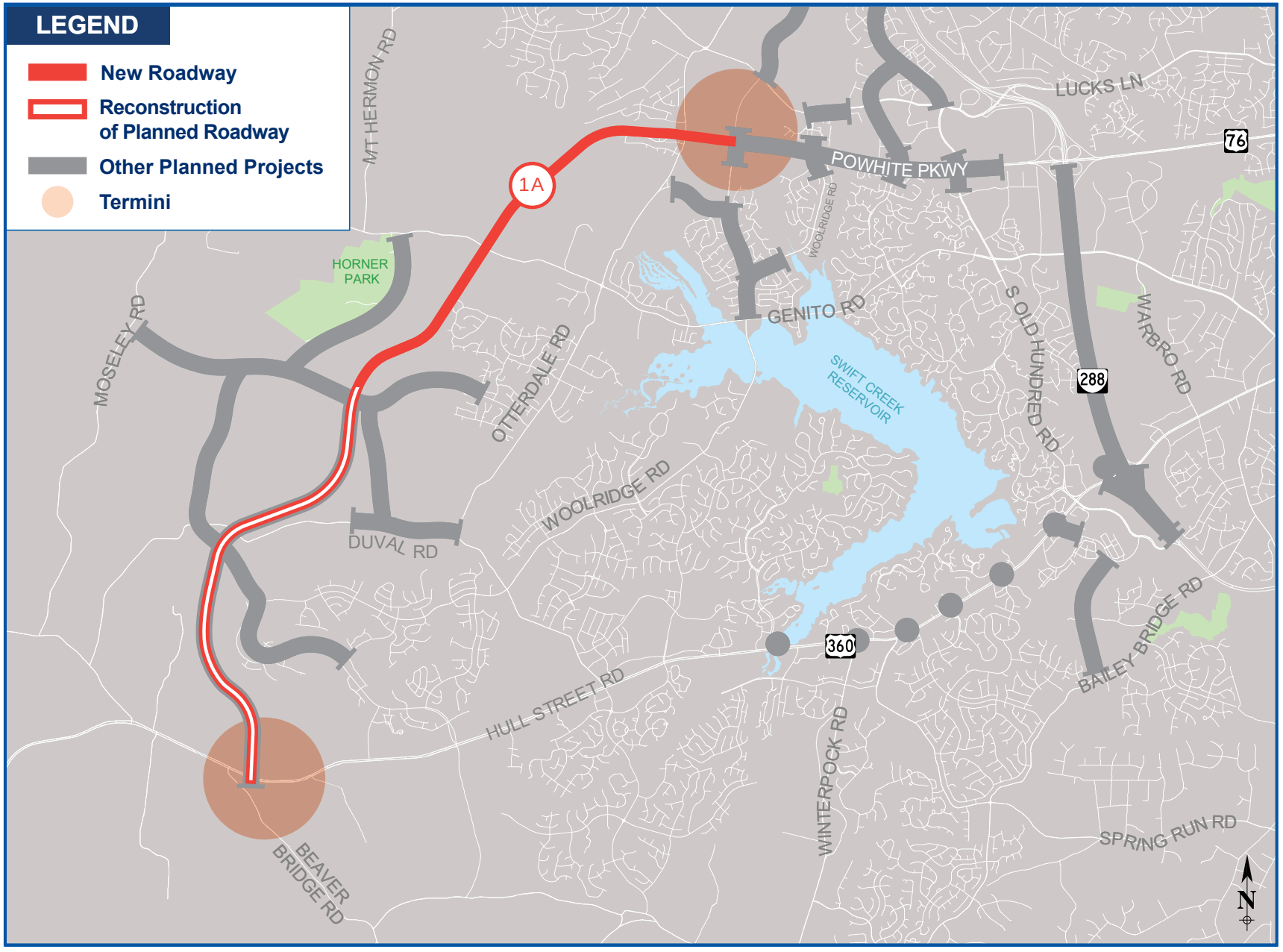
Options: Approve, Deny, or Defer

Public Comments/ Reaction: There have been four public comment periods, beginning on December 22, 2023, and continuing through late December 2025. The public has had

the opportunity to provide input on alternative locations, community impacts, resources that should be considered in the EIS, the Project purpose and need, and other considerations. In accordance with Va. Code § 33.2-208 and the policies and regulations of the CTB, including 24 VAC-30-380-10, a location public hearing was held on December 9 at Cosby High School and was attended by 72 members of the public. Three-hundred-and-forty-three (343) comments were received throughout the comment period, which spanned from November 25 to December 19, 2025. The general feedback obtained throughout the comment period expresses support for the Project as a whole, but there is concern from local residents about the proximity of Alternative 1A to properties and/or neighborhoods. Despite the proximity, this alternative is largely confined to right of way previously purchased by the County and dedicated to future transportation use. Concerns associated with the proximity of the alternative to the neighborhoods that abut this right of way include perceived noise, light, and pollution impacts and potential property devaluation, and other projects outside of the Project EIS (Dominion Energy, data centers, etc.). In addition, VDOT received comments on other options that do not meet the criteria for consideration (purpose and need). All comments received have been from individual citizens, except for one letter from an organization: Southern Environmental Law Center (SELC). In their letter, SELC suggested that other alternatives be considered and analyzed before the selection of a preferred alternative. VDOT has completed the necessary analysis and consideration of alternatives; however, that work has not yet been made available for public review. VDOT is confident that its analysis will adequately address SELC's comments and concerns as well as the comments made by individual citizens. That analysis is being prepared and will be documented and made available to the public in the Draft EIS.

Of the 343 comments, VDOT received 81 (24%) from two internet protocol (IP) addresses (i.e., a single network location) frequently between December 5 and December 14, 2025, and again on December 19. Although the wording varied, the general message expressed opposition to Alternative 1A but supportive of Alternative 1B, referencing the high-level information presented at the location public hearing and requesting details that will be available at the public review of the Draft EIS or are not available at this point in the project development process. As such, those 81 comments are being treated as a single comment, resulting in 264 comments.

EXHIBIT A


LEGEND
New Roadway
Reconstruction of Planned Roadway
Other Planned Projects
Termini
MT HERMON RD
1A
LUCKS LN
76
POWHITE PKWY
WOOLRIDGE RD
HORNER PARK
MOSELEY RD
GENITO RD
OTTERDALE RD
SWIFT CREEK RESERVOIR
S OLD HUNDRED RD
288
WARBRO RD
WOOLRIDGE RD
DUVAL RD
360
BAILEY BRIDGE RD
HULL STREET RD
WINTERPOCK RD
SPRING RUN RD
BEAVER BRIDGE RD
N

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

January 6, 2026

MOTION

Made By: Seconded By:

Action:

Title: Delegation of Authority to Correct Virginia Manual on Uniform Traffic Control Devices (MUTCD), Version 11.0

WHEREAS, pursuant to the resolution titled *Adoption of Virginia Manual on Uniform Traffic Control Devices and Virginia Work Area Protection Manual, Adoption of Regulatory Amendments, and Completion of Periodic Regulatory Review* adopted on September 17, 2025, the Commonwealth Transportation Board (Board) adopted the Virginia Manual on Uniform Traffic Control Devices, which includes the Work Area Protection Manual (Virginia MUTCD), version 11.0, as the standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in Virginia, and approved the regulatory action to incorporate that document into 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways; and

WHEREAS, the Virginia MUTCD, version 11.0, is based on the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (national MUTCD), 11th edition, which was adopted in December 2023; and

WHEREAS, pursuant to 23 CFR 655.603, the national MUTCD is the national standard for traffic control devices, except that states may adopt a state MUTCD that is in substantial conformance with the national MUTCD, which Virginia has done through adoption of the Virginia MUTCD to account for Virginia law and Virginia-specific signs; and

WHEREAS, FHWA has identified numerous minor errors in the national MUTCD and is expected to take action to correct the errors in the national MUTCD, and as such, the Virginia MUTCD must be amended to reflect correction of the national MUTCD and to correct any other minor errors identified in the Virginia MUTCD by the Virginia Department of Transportation (VDOT).

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the Commissioner of Highways, or his designees, to amend the Virginia MUTCD to correct minor errors as identified by VDOT or to reflect correction of the national MUTCD by FHWA, with major revisions to the Virginia MUTCD to continue to be brought to the Board for approval and action.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board authorizes the Commissioner of Highways, or his designees, to submit regulatory action(s) on the Virginia Regulatory Town Hall to amend 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, to reflect the correction of errors in the Virginia MUTCD.

####

Commonwealth Transportation Board (CTB) Decision Brief

Delegation of Authority to Correct Virginia Manual on Uniform Traffic Control Devices (MUTCD), Version 11.0

Issue: The Virginia Department of Transportation (VDOT) seeks approval from the Commonwealth Transportation Board (Board) to amend the Virginia Manual on Uniform Traffic Control Devices, which includes the Work Area Protection Manual (Virginia MUTCD), version 11.0, and to promulgate associated amendments to 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, to reflect correction by the Federal Highway Administration (FHWA) of the national Manual on Uniform Traffic Control Devices (national MUTCD), 11th edition, and correction of other minor errors in the Virginia MUTCD as identified by VDOT.

Facts: Pursuant to the resolution titled *Adoption of Virginia Manual on Uniform Traffic Control Devices and Virginia Work Area Protection Manual, Adoption of Regulatory Amendments, and Completion of Periodic Regulatory Review* adopted on September 17, 2025, the Board adopted the Virginia MUTCD, version 11.0, as the standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in Virginia, and approved the regulatory action to incorporate that document into 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways. As authorized by the Board, VDOT posted the regulatory action to the Virginia Regulatory Town Hall (Town Hall), with the amendments becoming effective on December 17, 2025.

The Virginia MUTCD, version 11.0, is based on the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (national MUTCD), 11th edition, which was adopted by FHWA in December 2023. Pursuant to 23 CFR 655.603, the national MUTCD is the national standard for traffic control devices, except that states may adopt a state MUTCD that is in substantial conformance with the national MUTCD, which Virginia has done through adoption of the Virginia MUTCD to account for Virginia law and Virginia-specific signs.

FHWA has identified numerous minor errors in the national MUTCD and is expected to take action to correct those errors. In order to remain in substantial conformance with the national MUTCD, the Virginia MUTCD must be amended to reflect correction of the national MUTCD. The Virginia MUTCD must also be amended to correct other minor errors identified by VDOT. To reflect amendment of the Virginia MUTCD, regulatory action(s) must be submitted on Town Hall to amend 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways. The Exempt regulatory action(s) will undergo Executive Branch review and publication in the *Virginia Register of Regulations* prior to becoming effective.

Recommendations: VDOT recommends the Board authorize the Commissioner of Highways, or his designees, to amend the Virginia MUTCD to correct minor errors and to submit the associated regulatory action(s) on the Virginia Regulatory Town Hall to amend 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways.

Action Required by CTB: The *Code of Virginia* §33.2-210 requires the majority vote of the Board to adopt regulations governing the use of highways under its jurisdiction. A resolution will be presented for the Board to (i) authorize the Commissioner of Highways, or his designees, to amend the Virginia MUTCD to correct minor errors as identified by VDOT or to reflect correction of the national MUTCD by FHWA, with major revisions to the Virginia MUTCD to continue to be brought to the Board for approval and action, and (ii) authorize the Commissioner of Highways, or his designees, to submit regulatory action(s) on the Virginia Regulatory Town Hall to amend 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, to reflect the correction of errors in the Virginia MUTCD.

Result, if Approved: VDOT will amend the Virginia MUTCD as necessary to correct minor errors and promulgate regulatory amendments to 24VAC30-315 to reflect the amendment of the Virginia MUTCD.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Public comment will be received for 30 days upon publication of the action(s) to amend 24VAC30-315 in the *Virginia Register of Regulations*.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 9

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Seconded By: Action:

Title: Making Efficient and Responsible Investments in Transit Program Review

WHEREAS, subdivision D of 33.2-1526.1 of the Code of Virginia requires the Commonwealth Transportation Board to evaluate DRPT's transit operating assistance methodology (Making Efficient and Responsible Investments in Transit/MERIT) every three years; and

WHEREAS, any changes require consultation with the Virginia Department of Rail and Public Transportation (DRPT), the Transit Service Delivery Advisory Committee (TSDAC), and interested stakeholders and a 45-day public comment period, before being considered for approval; and

WHEREAS, Section 33.2-214.4 of the Code of Virginia provides that the Commonwealth Transportation Board shall develop a prioritization process for statewide capital projects funded pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia; and

WHEREAS, DRPT and a team of consultants started the three-year review of both the MERIT operating formula and capital assistance prioritization process in March 2025 and worked with TSDAC and multiple stakeholders from March through November; and

WHEREAS, DRPT found the following challenges to the current operating assistance formula: it is input-heavy (50% operating cost) and not fully aligned with performance goals; trend-based adjustments are complex with multiple metrics moving independently, neutralizing each other; performance impact is diluted after multiple redistributions; multi-factor trend adjustments make allocations unpredictable and highly variable year to year; and the program structure lacks transparency and does not consistently reward efficiency; and

WHEREAS, DRPT proposes a new operating assistance formula that is more outcome-focused; is directly performance-based and aligned with Board policy goals with a set-aside replacing trend-based adjustment of sizing; improves predictability and increases transparency for local transit providers; rewards agencies that transport more riders per dollar and operates efficiently; and provides a stable framework for future enhancements once passenger miles traveled and mode-level data tools are improved; and

WHEREAS, DRPT found the following challenges to the current capital assistance formula: some projects do not fit neatly into existing categories and scoring methodologies; vehicle expansion projects can have different match ratios and scoring methodologies based on the number of vehicles requested; and some incentive scoring categories are not achieving intended results; and

WHEREAS, DRPT proposes a new capital assistance prioritization process that better aligns scoring methodology with project type; formalizes existing DRPT processes; simplifies methodology for vehicle expansion projects; and incentivizes transit agencies to make progress on DRPT-funded projects; and

WHEREAS, during the 45-day comment period, some rural transit agencies voiced support for the formula changes, the majority of the public comment received voiced a desire for additional time to evaluate the proposed changes and more direct involvement in the process; and

WHEREAS, TSDAC, at its November 25, 2025 meeting, unanimously approved with one abstention the following resolution, “The Transit Service Delivery Advisory Committee, in order to provide a full evaluation of proposed adjustments in the MERIT operating and capital programs, requests that the Commonwealth Transportation Board delay consideration of any changes to the MERIT program until no later than June 30, 2026, so that TSDAC has the opportunity to review and comment on any proposed revisions”; and

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board will delay action on the MERIT operating assistance formula and capital assistance prioritization process changes to no later than its May 2026 meeting; and

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board directs DRPT to provide a formal recommendation to the Board no later than its April 2026 meeting that includes more outcome-focused criteria than the current formula and less input-focused criteria; is more directly performance-based; incentivizes cost-efficiency and rewards agencies that carry more riders per dollar; and provides a stable framework for future enhancements once passenger miles travelled and mode-level data tools are improved;

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CTB Decision Brief
Making Efficient and Responsible Investments in Transit Program Review

Issue: The Code of Virginia requires that the CTB evaluate DRPT's transit operating assistance methodology ("MERIT Operating Assistance") every three years. Any changes require consultation with DRPT, TSDAC, and interested stakeholders, and shall provide for a 45-day public comment period, before being considered for approval.

Facts: DRPT and a team of consultants kicked off the three-year MERIT review in March 2025, meeting and consulting with the TSDAC and multiple stakeholders from March through November. Below is an overview of DRPT's evaluation of its MERIT operating and capital assistance methodologies:

MERIT Operating Assistance

Current Operating Assistance Formula Challenges

- Current formula is input-heavy (50% operating cost) and not fully aligned with performance goals.
- Trend-based adjustments are complex with multiple metrics moving independently, neutralizing each other.
- Performance impact is diluted after multiple redistributions.
- Multi-factor trend adjustments make allocations unpredictable and highly variable year to year.
- Program structure lacks transparency and does not consistently reward efficiency.

Proposed Operating Assistance Formula Adjustments/Improvements

- Rebalances sizing metric:
    - 35% Operating Cost (proxy for PMT + cost of living + service-area size).
    - 35% Ridership.
    - 15% Vehicle Revenue Hours.
    - 15% Vehicle Revenue Miles.
- Establishes a dedicated Performance Set-Aside using single-year absolute performance ratios:
    - 50% Passengers per Cost.
    - 25% Passengers per Vehicle Revenue Hour.
    - 25% Passengers per Vehicle Revenue Mile.
- Eliminates trend-based calculations to create a simpler, more transparent method.
- Limits redistribution cycles so that performance is not diminished after agencies hit the 30% cap.

Benefits of Proposed New Operating Assistance Formula

- More outcome-focused than current formula.
- Directly performance-based and aligned with CTB policy goals with set-aside replacing trend-based adjustment of sizing.

- Improves predictability and increases transparency for local transit providers.
- Rewards agencies that carry more riders per dollar and operate efficiently.
- Provides a stable framework for future enhancements once PMT and mode-level data tools are improved.

MERIT Capital Assistance

Current Capital Assistance Prioritization Process Challenges

- Some projects do not fit neatly into existing categories/scoring methodologies.
- Vehicle expansion projects can have different match ratios and scoring methodologies based on number of vehicles requested.
- Some incentive scoring categories do not achieve intended results.

Proposed Capital Assistance Prioritization Process Adjustments/Improvements

- Update project categorization.
- Add new subcategories for State of Good Repair projects.
- Add new subcategories for Major expansion projects (projects with cost >$3M).
- Redefine vehicle expansion projects under one methodology.
- Revise incentive point categories.
- Eliminate underutilized incentive categories and those that don't align with changing federal priorities.
- Add incentive categories for good grants management.

Benefits of the Proposed New Capital AssistancePrioritization Process

- Better aligns scoring methodology with project type.
- Formalizes existing DRPT processes.
- Simplifies methodology for vehicle expansion projects.
- Incentivizes agencies to progress grant funded projects.

The 45-day public comment concluded on November 20, 2025. While some rural transit agencies voiced support for the formula changes, the majority of public comment voiced a desire for additional time to evaluate the proposed changes and more direct involvement in the process. One transit agency, OmniRide, voiced strong opposition to the changes.

On November 25, 2025, the TSDAC unanimously approved the following resolution (with one abstention): " *The Transit Service Delivery Advisory Committee, in order to provide a full evaluation of proposed adjustments in the MERIT operating and capital programs, requests that the Commonwealth Transportation Board delay consideration of any changes to the MERIT program until no later than June 30, 2026 so that TSDAC has the opportunity to review and comment on any proposed revisions."*

Recommendation: In light of the TSDAC's resolution seeking a delay, and considering the 10 months of work invested by DRPT staff, consultants, and stakeholders, DRPT recommends that the CTB resolve to take future action on the MERIT operating formula and capital prioritization process changes, no later than the May 2026 CTB Action Meeting. This timeline requires DRPT to propose a formal recommendation for formula changes no later than the April 2026 CTB

Workshop Meeting. This delay will allow additional time for evaluation while also ensuring the CTB is presented with an action item prior to the end of the fiscal year. DRPT's formal recommendation to the CTB should: 1) include more outcome-focused criteria than the current formula and less input-focused criteria; 2) should be more directly performance-based; 3) should incentivize cost-efficiency and reward agencies that carry more riders per dollar; and 4) should provide a stable framework for future enhancements once PMT and mode-level data tools are improved.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote (in January), directing DRPT to submit its recommendations for MERIT operating formula and capital prioritization process changes no later than the April 2026 CTB Workshop Meeting, in alignment with the policy goals outlined in the Recommendation above.

Result, if Approved: If approved, the recommended MERIT operating formula and capital assistance prioritization process changes will be effective for DRPT's FY28 grant allocations.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 10

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Transportation Partnership Opportunity Fund Allocation to the County of Albemarle for the Boulders Road Improvements Project

WHEREAS, Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) to provide funds to address the transportation aspects of economic development opportunities; and

WHEREAS, Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*; and

WHEREAS, Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the Commonwealth Transportation Board (CTB) for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade; and
2. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs; and

3. Requiring that if funds directed by the Governor are (i) in excess of $5 million dollars, the Secretary of Transportation is to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of $35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and

WHEREAS, on June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, incorporating the changes to §33.2-1529.1, as amended by the Acts; and

WHEREAS, Chapter 725 of the 2025 Acts of Assembly further restricts the direction of funds pursuant to § 33.2-1529.1 (C)(2), requiring that amounts in excess of $20 million dollars for any one project, and any cumulative direction of funds in excess of $50 million dollars during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended that the Governor direct $20.0 million from the TPOF to the CTB for allocation to the County of Albemarle (County) for the Boulders Road Improvements Project; and

WHEREAS, the Rivanna Futures Development is the County's vision for solidifying and protecting the long-term viability of Rivanna Station, a sub-installation of Fort Belvoir and for attracting private sector businesses and academic institutions whose presence will be complimentary to the existing missions at Rivanna Station; and

WHEREAS, all access to Rivanna Station exists at a single point of egress where Boulders Road intersects US 29. Rivanna Station needs resiliency measures for expansion and existing businesses need to be able to route personnel and truck traffic from more than one egress during peak periods; and

WHEREAS, the County is proposing extending Boulders Road and looping it back to US 29, which will require approximately 2,300 linear feet of new road construction. The proposed road connection will cross Herring Branch as well as an unnamed intermittent tributary road before connecting with the existing dead-end of Boulders Road near Boulders Court; and

WHEREAS, the Boulders Road Improvement Project will play a key role in achieving the Rivanna Futures vision by creating a second point of egress on US 29 and establishing transportation redundancy not only for the users of Rivanna Station but for potential partners of Rivanna Futures and private sector businesses and academic institutions located on the property purchased by the County for the Rivanna Futures development; and

WHEREAS, the total estimated cost of the Project is $42,000,000 and the County will use the TPOF funds to fund a portion of the Project and has secured the remaining funding for the Project; and

WHEREAS, the Governor has directed $20.0 million from the TPOF to the CTB for allocation to the County of Albemarle to support this Project.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the $20.0 million in TPOF funding directed by the Governor is hereby allocated to the County of Albemarle for the Boulders Road Improvements Project.

BE IT FUTHER RESOLVED, by the Commonwealth Transportation Board, that VDOT shall enter into an agreement with the County of Albemarle, outlining the reimbursement process by which the County will obtain the TPOF funds allocated herein and the County's commitment to construct the Project.

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CTB Decision Brief

Transportation Partnership Opportunity Fund Allocation to the County of Albemarle for the Boulders Road Improvements Project

Issue: The Governor has directed $20.0 million from the Transportation Partnership Opportunity Fund (TPOF) to the Commonwealth Transportation Board (CTB) pursuant to § 33.2-1529.1 of the *Code of Virginia* for allocation to the County of Albemarle (County) for the Boulders Road Improvements Project. The direction of funds has been recommended by the Secretaries of Transportation and Commerce and Trade and CTB allocation of said funds to the County for the Project is sought.

Facts: Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) as a source of financing to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs. Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*.

Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the CTB for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs if recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;
2. Requiring that if funds directed by the Governor are (i) in excess of $5 million dollars, the Secretary of Transportation is required to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of $35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and
3. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs.

On June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, which had been revised to render them consistent with §33.2-1529.1, as amended by the Acts.

Chapter 725 of the 2025 Acts of Assembly further restricted the authority to direct funds pursuant to § 33.2-1529.1 (C)(2) of the *Code of Virginia*, requiring that amounts in excess of $20 million for any one project, and any cumulative direction of funds in excess of $50 million during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission.

- Pursuant to § 33.2-1529.1 (C.2), the Governor has directed $20.0 million from the TPOF to the CTB for allocation to Albemarle County to provide funding for the Boulders Road Improvements Project. This Project is vital to create redundancy for the users of Rivanna Station and potential partners of Rivanna Futures as well as enhancing the resiliency and military readiness of the station and its employees/personnel during an emergency.

- Rivanna Futures is the County of Albemarle's vision for solidifying and protecting the long-term viability of Rivanna Station, which is a sub-installation of Fort Belvoir. In December 2023 the County of Albemarle purchased 462 acres of land surrounding Rivanna Station. The land is accessible from US 29 Seminole Trail via Boulders Road. The property is comprised of rolling terrain and natural features that support the development of amenities and provides opportunities to grow the existing missions located at Rivanna Station. The property will also attract private sector businesses and academic institutions whose presence will be complimentary to the existing missions at Rivanna Station. The land is naturally buffered by the North Fork of the Rivanna River along the southern boundary, US 29 along the western boundary, and several hundred acres of rural land on the eastern and northern boundaries, all of which work together to create a defined boundary around Rivanna Futures.

- Currently all access to Rivanna Station exists at a single point of egress where Boulders Road intersects US 29. A primary opportunity for the Rivanna Futures development is to extend Boulders Road in a manner that creates a second point of egress on US 29. Doing so will create redundancy for the users of Rivanna Station and potential partners of Rivanna Futures as well as enhancing the resiliency and military readiness of the station and its employees/personnel during an emergency.

- On October 9, 2025, the Governor announced that AstraZeneca will bring $4.5B in capital investment and 600 permanent high paying jobs to the Rivanna Futures property. AstraZeneca will occupy 82 of the 172 acres zoned Light Industrial/General Office. In addition, 55 acres within Rivanna Futures remain available for private sector development. An additional developable area also exists east of the existing Rivanna Station NGIC installation that will support future expansion of the federal installation. Development models indicate that an additional 1,050-1,660 direct jobs should be anticipated between the development of the 55 remaining acres and the expansion opportunity inside the fence line east of Rivanna Station, generating a total economic impact of 1,670-2,500 direct, indirect. and induced jobs; $145-225 million in annual labor income; and $6.75-9M in net new annual state tax revenue.

- Both Rivanna Station and AstraZeneca have indicated the need for dual redundant infrastructure and utilities to their facilities. Projects are underway to integrate looped, dual utility feeds into the site; however, the existing entrance off Route 29 creates a single point of failure that is misaligned with these efforts. Reconnecting Boulders Road to Route 29, as proposed by this project, will provide Rivanna Station with the resiliency measures needed for expansion, while simultaneously enabling AstraZeneca to route personnel and trucks from multiple directions during peak shift changes.

- Extending Boulders Road and looping it back to US 29 will require approximately 2,300 linear feet of new road construction. The proposed road connection will cross Herring Branch (a natural tributary along the western boundary) as well as an unnamed intermittent tributary before connecting with the existing dead-end of Boulders Road near Boulders Court. ln an effort to minimize roadway length as well as environmental disturbances, the horizontal alignment will include a proposed roundabout which will create the egress opportunities for the remaining development parcels in a compact and convenient manner. The roadway vertical geometry was optimized to navigate the rolling terrain and minimize disturbance to environmental resources. The intersection improvements at Austin Drive will include dedicated right-hand and left-hand turn lanes for this roadway connection.

- A public hearing was held on December 18, 2025, pursuant to §33.2-202. The comment period ended on January 2, 2026.

- Albemarle County will administer this project, currently estimated at $42 million. The funding required above the recommended $20 million from TPOF will be provided by the County, with assistance from AstraZeneca.

  The total estimated project budget is $42,000,000.

Source	Amount
Albermarle (Local)	$10,000,000
AstraZeneca	12,000,000
Transportation Partnership Opportunity Fund (Sought)	20,000,000
Total	$42,000,000

Recommendations: That the CTB (i) allocate the $20.0 million in Governor-directed TPOF funding to the Albemarle County for the Boulders Road Improvements Project, and (ii) direct VDOT to enter into an agreement with Albemarle County that outlines the reimbursement process by which the County will obtain these TPOF funds and the County's commitment to construct the Project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to allocate the funds.

Result, if Approved: The TPOF funds will be used as directed by the Governor and recommended by the Secretary of Transportation and the Secretary of Commerce and Trade.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 11

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Transportation Partnership Opportunity Fund Allocation to the County of Chesterfield for the West Area Arterial Collector Project

WHEREAS, Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) to provide funds to address the transportation aspects of economic development opportunities; and

WHEREAS, Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*; and

WHEREAS, Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the Commonwealth Transportation Board (CTB) for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade; and
2. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs; and

3. Requiring that if funds directed by the Governor are (i) in excess of $5 million dollars, the Secretary of Transportation is to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of $35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and

WHEREAS, on June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, incorporating the changes to §33.2-1529.1, as amended by the Acts; and

WHEREAS, Chapter 725 of the 2025 Acts of Assembly further restricts the direction of funds pursuant to § 33.2-1529.1 (C)(2), requiring that amounts in excess of $20 million dollars for any one project, and any cumulative direction of funds in excess of $50 million dollars during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended that the Governor direct $35.0 million from the TPOF to the CTB for allocation to the County of Chesterfield (County) for the West Area Arterial Collector Project (Project); and

WHEREAS, the West Area Arterial Collector Project is vital to support the development of the Upper Magnolia site; and

WHEREAS, Upper Magnolia represents the only 1,000+ acre site within a metropolitan area with population of one million or greater in Virginia. It is zoned for computer equipment & electronic component manufacturing, data center, office, pharmaceutical manufacturing, laboratory and R&D. The site contains a unique 1,000+ acre, publicly owned campus opportunity with a proven ability to produce a 400+ acre graded pad site in the center of a "ring road" configuration providing multiple points of access; and

WHEREAS, the Project is actively being designed as a two-lane facility from Hull Street Road to Westerleigh Parkway. The wetland impact permits have been approved and are in hand; and

WHEREAS, this Project will serve as a critical access point to one of the state's premier economic development sites. The West Area Arterial Collector Project will move the County closer to its 40-year goal of completing the Powhite Parkway and reducing congestion along Hull Street and would advance the development of one of the few Mega sites in Virginia near a highly skilled workforce in a major metropolitan area. The full Powhite Parkway Extension will serve as a critical thoroughfare connection in the Richmond region and serve as a conduit for supply chain movement in areas west of Richmond; and

WHEREAS, the total estimated cost of the Project is $101,500,000, and the County will use the TPOF funds to fund a portion of the Project and has secured the remaining funding for the Project; and

WHEREAS, the Governor has directed $35.0 million from the TPOF to the CTB for allocation to the County of Chesterfield to support this Project; and

WHEREAS, because the Governor's direction of TPOF funds to this Project is in excess of $20 million, pursuant to Chapter 725 of the 2025 Acts of Assembly the proposed direction of funds by the Governor was submitted to the Major Employment and Investment Project Approval Commission on December 15, 2025 and the Commission did not act on the Governor's direction within the provided 21 days, therefore, the direction advances.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the $35.0 million in TPOF funding directed by the Governor is hereby allocated to the County of Chesterfield for the West Area Arterial Collector Project.

BE IT FUTHER RESOLVED, by the Commonwealth Transportation Board, that VDOT shall enter into an agreement with the County of Chesterfield, outlining the reimbursement process by which the County will obtain the TPOF funds allocated herein and the County's commitment to construct the Project.

###

CTB Decision Brief

Transportation Partnership Opportunity Fund Allocation to the County of Chesterfield for the West Area Arterial Collector Project

Issue: The Governor has directed $35.0 million from the Transportation Partnership Opportunity Fund (TPOF) to the Commonwealth Transportation Board (CTB) pursuant to § 33.2-1529.1 of the *Code of Virginia* for allocation to the County of Chesterfield (County) for the West Area Arterial Collector Project (Project). The direction of funds has been recommended by the Secretaries of Transportation and Commerce and Trade and CTB allocation of said funds to the County for the Project is sought.

Facts: Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) as a source of financing to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs. Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*.

Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the CTB for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs if recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;
2. Requiring that if funds directed by the Governor are (i) in excess of $5 million dollars, the Secretary of Transportation is required to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of $35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and
3. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs.

On June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, which had been revised to render them consistent with §33.2-1529.1, as amended by the Acts.

Chapter 725 of the 2025 Acts of Assembly further restricted the authority to direct funds pursuant to § 33.2-1529.1 (C)(2) of the *Code of Virginia*, requiring that amounts in excess of $20 million for any one project, and any cumulative direction of funds in excess of $50 million during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission (MEI Commission).

- Pursuant to § 33.2-1529.1 (C.2), the Governor has directed $35.0 million from the TPOF to the CTB for allocation to Chesterfield County to provide funding for the West Area Arterial Collector Project. This Project is vital to support the development of the Upper Magnolia Green (Upper Magnolia) site.

- Upper Magnolia represents the only 1,000+ acre site within a metropolitan area having a population of more than 1 million. It is zoned for computer equipment & electronic component manufacturing, data center, office, pharmaceutical manufacturing, laboratory and Research & Development. The site contains a unique 1,000+ acre, publicly owned campus with a proven ability to produce a 400+ acre graded pad site in the center of a "ring road" configuration providing multiple points of access. Its location is proximate to a highly educated workforce and in the path of planned transportation and utility upgrades. Upper Magnolia was a finalist for the Intel "K2" project.

- Chesterfield has received $48.5 million from the Virginia Business Ready Sites Program (VBRSP) and continues to work with VEOP to secure additional funding for this premier economic development site. Modeling for Upper Magnolia as a semiconductor project in five years estimates the site could support 3,500 jobs, with an average salary of $135,000, and bring $23 million in capital investment.

- Chesterfield County has invested $471.3 million in local funds to construct road improvements necessary to support growth in the Upper Magnolia area. The Powhite Parkway Extension – Phase 1 project ($200 million) is fully funded. The NEPA review is underway for the Phase 2 project ($500 million) and 80% of the right-of-way has been dedicated or committed.

- Chesterfield County is prepared to advance the construction of two lanes of the West Area Arterial Collector (WAAC) within the ultimate four lane limited access highway right of way for future Powhite Parkway. This road would serve as a critical access point to one of the state's premier economic development sites. The WAAC would move the County closer to its 40-year goal of completing the Powhite Parkway and reducing congestion along Hull Street and would advance the development of one of the few Mega sites in Virginia near a highly skilled workforce in a major metropolitan area. It would position Virginia to attract major corporate investment in sectors that could also benefit the Commonwealth’s ports and airports. The full Powhite Parkway Extension will serve as a critical thoroughfare connection in the Richmond region and serve as a conduit for supply chain movement in areas west of Richmond. The wetland impact permits have been approved, and the Early Works package is under review. When approved, it will allow for clearing, grubbing, and grading to commence pending funding identification.

- A public hearing was held on December 18, 2025 at VDOT’s Richmond District Office, pursuant to §33.2-202. The comment period ended on January 2, 2026.

- The $35 million from the Commonwealth would accelerate this $101.5 million project. With this funding, full construction can begin in 2026 with completion in 2028. Without funding, Upper Magnolia cannot be delivered to a prospect within three years.

- Chesterfield County will administer this project, currently estimated at $101.5 million. The funding required in excess of the recommended $35 million from TPOF will be provided by the Virginia Business Ready Sites Program (VBRSP) and local funds.

Source	Amount
Chesterfield (Local)	$56,000,000
VBRSP	10,500,000
Transportation Partnership Opportunity Fund (Sought)	35,000,000
Total	$101,500,000

- Because the Governor's direction of TPOF funds to this Project is in excess of $20 million, pursuant to Chapter 725 of the 2025 Acts of Assembly the proposed direction of funds by the Governor was submitted to the Major Employment and Investment Project Approval Commission on December 15, 2025 and did not act on the Governor's direction within the provided 21 days, therefore, the direction advances.

Recommendations: That the CTB (i) allocate the $35.0 million in Governor-directed TPOF funding to the Chesterfield County for the West Area Arterial Collector Project, and (ii) direct VDOT to enter into an agreement with Chesterfield County that outlines the reimbursement process by which the County will obtain these TPOF funds and the County's commitment to construct the Project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to allocate the funds.

Result, if Approved: The TPOF funds will be used as directed by the Governor and recommended by the Secretary of Transportation and the Secretary of Commerce and Trade.

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 # 12

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title:

Title: Agreement with the Virginia Passenger Rail Authority Relating to the Shenandoah Valley Rail Trail

WHEREAS, there has been an interest in, and 20-year history of study and advocacy regarding, development of a trail on the Norfolk Southern (NS)-owned rail corridor that traverses the Shenandoah Valley between the Town of Broadway in Rockingham County and the Town of Front Royal in Warren County (Shenandoah Valley Rail Trail, or SVRT); and

WHEREAS, a previous 2021 feasibility study requested by the General Assembly, conducted jointly by the Department of Conservation and Recreation and the Virginia Department of Transportation, entitled *Feasibility Study for a Linear Park in the Shenandoah Valley,* identified involvement by a state agency or regionally sponsored nonprofit as potential methods of owning and maintaining the rail corridor; and

WHEREAS, the 2021 Feasibility Study noted establishment of the Virginia Passenger Rail Authority (VPRA) and its responsibility for promoting, sustaining, and expanding the availability of passenger and commuter rail service in the Commonwealth and further noted that if the state rail authority takes ownership of this corridor, a rail with trail is a possibility; and

WHEREAS, in 2023, pursuant to Item 452 (I) of Chapter 1, the General Assembly provided funding for the development of trails, directing that up to $35 million be allocated to the SVRT for the purpose of land acquisition, initial planning and site development and

stipulating that related efforts not preclude options that would maintain rail transportation in the corridor; and

WHEREAS, VDOT studied the constraints, considerations, and costs for constructing a trail alongside the rail line as an alternative to the previously studied rail-to-trail option for the corridor, and published the third and final phase of the study in November 2025; and

WHEREAS, the Administration believes that pursuing a plan that provides for a trail while leaving the rail in place delivers the greatest benefit to the citizens of the Commonwealth as leaving the rail in place, while building the trail allows for excursion rail, biking, short line use and eventually the possibility of commuter and/or passenger rail; and

WHEREAS, given the desire to preserve the rail corridor for future rail service along with development of a trail, transferring the remaining unspent SVRT funding and project to VPRA has been proposed, subject to an agreement between the Commonwealth Transportation Board and VPRA (SVRT Grant Agreement); and

WHEREAS, the terms of the SVRT Grant Agreement, attached hereto as Exhibit A, provide that VPRA will accept the funding and facilitate the purchase of the corridor from Norfolk Southern by the Shenandoah Valley Battlefield Foundation (SVBF) or another partnering entity for $23M, the previously agreed to amount, and supply the residual funding, on a reimbursement basis for trail only design and construction; and.

WHEREAS, SVBF is a private, non-profit organization formed in 2000 as the "management entity" with respect to the management and administration of the Congressionally-created Shenandoah Valley Battlefields National Historic District. (Public Law 104-333) and is charged with, among other things, preserving historical transportation linkages among Civil War battlefields within the district, including investigating the establishment of walking trails within the district, and the potential re-establishment of passenger rail service along historic rail lines within the District; and

WHEREAS, SBVF has had a decades-long partnership with the Virginia Department of Historic Resources and has demonstrated its ability to effectively raise and administer millions of dollars in grant funding and manage an increasingly complex portfolio of parks and tourism infrastructure projects; and

WHEREAS, while SVBF has a track record of success and is prepared to partner with VPRA on this project, if an additional proposal is received by the VPRA by Feb 15, 2026, from an established organization that seeks to leave the rail intact and build a trail alongside the rail, their proposal will be given due consideration; and

WHEREAS, the terms of the SVRT Grant Agreement also provide that VPRA will conduct public meetings to discuss the planned agreement for purchase of the corridor and development of the project prior to execution of an agreement between the parties.

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the transfer of the remaining unspent SVRT funding and project to VPRA and authorizes the Chair to execute the agreement between the Board and VPRA attached hereto as Exhibit A, with such changes and additions that the Chair deems appropriate provided that the terms of the executed agreement require VPRA to:

1. Conduct public hearings on the intended use of the funds received from the CTB for this project; and
2. Ensure that any action related to the existing corridor provides for a trail alongside the rail while preserving the rail for other rail uses;
3. Give due consideration to any additional proposal received by the VPRA by Feb 15, 2026 from an established organization that seeks to leave the rail intact and build a trail alongside the rail.

###

EXHIBIT A

AGREEMENT

FOR

GRANT FUNDING IN SUPPORT OF THE SHENANDOAH VALLEY RAILROAD CORRIDOR

BETWEEN

THE COMMONWEALTH TRANSPORTATION BOARD

AND

THE VIRGINIA PASSENGER RAIL AUTHORITY

DATED [●], 2026

This agreement is between (i) the Commonwealth Transportation Board ("**CTB**") and (ii) the Virginia Passenger Rail Authority ("**VPRA**"). The parties hereto agree as follows.

1. This agreement relates to the railroad corridor of historic significance between approximately (i) MP B51.0 near Front Royal in Warren County, VA and (ii) MP B99.5 (formerly CW99.5) near Broadway in Shenandoah County, VA (the segment between (i) and (ii) being the "**Rail Corridor**").

2. Pursuant to Item 452.I.3.a. of Chapter 1 (2023 Special Session I) and Item 452.I.3.a. of Chapter 1 (2024 Special Session I), the Virginia General Assembly has appropriated up to $35,000,000 (the "**Grant Funds**") for the purposes of "land acquisition, initial planning, and site development" with respect to the Rail Corridor, and the development of a trail therein while leaving the rail in place for other rail uses. Such uses are hereinafter referred to as the "**Permitted Uses**".

3. By resolution dated January 5, 2026, the CTB authorized the transfer of the unspent Grant Funds to VPRA for administration. The CTB agrees to transfer all unspent Grant Funds to VPRA within thirty (30) days after VPRA delivers to the Commissioner of Highways a written transfer request and transfer instructions.

4. VPRA agrees to hold the Grant Funds and to apply them exclusively for the Permitted Uses, except that VPRA may return the Grant Funds to the CTB under the conditions stated in section 7 below.

5. VPRA will provide, for the acquisition of the Rail Corridor, $23 million of the Grant Funds received to either (i) the Shenandoah Valley Battlefield Foundation (Foundation) or (ii) after giving due consideration to any additional proposal(s) received by the VPRA by Feb 15, 2026 from an established organization that seeks to leave the rail intact and build a trail alongside the rail, to such organization that the VPRA determines in its sole discretion to be appropriate. VPRA shall enter into an agreement designating either the Foundation or such other organization as "the **Grantee**", and governing the use of the Grant Funds.

6. The remaining unspent Grant Funds will be available to the **Grantee** for reimbursement of costs it incurs for development and construction of the trail.

7. VPRA will return any unused Grant Funds to the CTB upon the following conditions:

    a. VPRA reasonably determines that it no longer has any reasonable ability to apply the Grant Funds for the Permitted Uses; or

    b. there remains an unspent balance of the Grant Funds on or after December 31, 2030.

8. VPRA shall engage in a public input process regarding VPRA's planned use and administration of the Grant funds transferred herein by conducting public hearings at one or more locations along the Rail Corridor.

9. This agreement is executed by the parties' duly authorized representatives.

VIRGINIA PASSENGER RAIL AUTHORITY

By: _____

Name: DJ Stadtler

Title: Executive Director

COMMONWEALTH TRANSPORTATION BOARD

By: _____

Name: W. Sheppard Miller, III

Title: Secretary of Transportation, Chairman of the Board

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 13

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Seconded By:

Action:

Title: Regulatory Reduction Program and Final Regulatory Amendments: Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100)

WHEREAS, pursuant to the resolution titled *Regulatory Reduction Program and Proposed Regulatory Amendments: Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100)* approved at the Commonwealth Transportation Board's (CTB) December 4, 2024, action meeting, the Virginia Department of Transportation (VDOT) filed the approved proposed amendments to consolidate the Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100) and the associated Agency Background Document for the Proposed stage regulatory action on the Virginia Regulatory Town Hall (Town Hall) website; and

WHEREAS, prior to approval of the December 4, 2024, resolution, the CTB requested that this regulatory action be brought back to the Board prior to final action; and

WHEREAS, no concerns were raised or adverse impacts noted by the Office of the Attorney General and the Department of Planning and Budget during their review of the proposed amendments; and

WHEREAS, no public comments were received during the 60-day public comment period held in conjunction with publication of the Proposed stage in the *Virginia Register of Regulations*; and

WHEREAS, no changes are proposed to the amendments (Attachment A) as previously approved by the CTB; and

WHEREAS, pursuant to the Administrative Process Act, the final amendments to the regulations must now be posted on Town Hall in conjunction with the final stage of the regulatory process and published in the *Virginia Register of Regulations* for a public comment period of 30 days before the amendments become effective; and

WHEREAS, VDOT has completed an Agency Background Document (TH-03) to be filed on Town Hall in conjunction with the final stage for these regulations (Attachment B); and

WHEREAS, the CTB originally adopted 24VAC30-50 and 24VAC30-100 pursuant to the authority set forth in §§ 33.2-118, 33.2-210, and 33.2-246 of the *Code of Virginia*, 23 USC § 111, and 23 CFR § 752.5, and is authorized to take action to amend, repeal or retain said regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the consolidation of and amendments to the Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100), attached hereto (Attachment A).

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs the Commissioner of Highways or his designees to take all necessary actions to promulgate the consolidated, amended regulations, filing the necessary forms, including the Final Regulation Agency Background Document (Attachment B), as may be required by the Virginia Administrative Process Act.

BE IT FURTHER RESOLVED, that CTB approval of this item replaces and supersedes the February 19, 1987, resolution titled *Rules and Regulations for the Administration of Waysides and Rest Areas*, provided however that nothing herein is intended to invalidate any actions previously taken pursuant to that resolution.

####

Commonwealth Transportation Board (CTB) Decision Brief

Regulatory Reduction Program and Final Regulatory Amendments: Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100)

Issue: The Virginia Department of Transportation (VDOT) is requesting approval from the Commonwealth Transportation Board (CTB) to move forward with the final stage amendments to consolidate and amend the Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100). VDOT received no public comments during the proposed stage public comment period, and as such, recommends no changes to the amendments as previously approved by the CTB.

Facts: Pursuant to the resolution titled *Regulatory Reduction Program and Proposed Regulatory Amendments: Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100)* approved at the December 4, 2024, action meeting, the CTB approved the proposed amendments to consolidate the Rules and Regulations for the Administration of Waysides and Rest Areas (24VAC30-50) and Rules and Regulations for the Administration of Parking Lots and Environs (24VAC30-100) and the associated Agency Background Document for the proposed stage regulatory action on the Virginia Regulatory Town Hall (Town Hall) website. Prior to approval of the December 4, 2024, resolution, the CTB requested that this regulatory action be brought back to the Board prior to final action.

VDOT filed the proposed stage regulatory action on Town Hall in January 2025. As part of the Executive Branch review of this action, no concerns were raised or adverse impacts noted by the Office of the Attorney General and the Department of Planning and Budget during their review of the proposed amendments. No public comments were received during the 60-day public comment period held in conjunction with publication of the proposed stage in the *Virginia Register of Regulations.*

As such, VDOT recommends no changes to the amendments (Attachment A) as previously approved by the CTB. Pursuant to the Administrative Process Act, the final amendments to the regulations must now be posted on Town Hall in conjunction with the final stage of the regulatory process and published in the *Virginia Register of Regulations* for a public comment period of 30 days before the amendments become effective. VDOT has completed an Agency Background Document (TH-03) to be filed on Town Hall in conjunction with the final stage for these regulations (Attachment B).

VDOT is now seeking approval to move forward with the final stage of the regulatory process for the consolidation of and amendments to 24VAC30-50 and 24VAC30-100. This will entail posting the regulatory amendments (Attachment A) and necessary forms, including the Final Regulation Agency Background Document (Attachment B), to Town Hall and publication of the final stage in the *Virginia Register of Regulations*, upon which the 30-day public comment period will commence.

Brief summaries of the regulations and the proposed amendments are provided below.

The CTB has the authority to promulgate these regulations pursuant to its general authority to make regulations "for the protection of and covering traffic on and for the use of systems of state highways" in § 33.2-210 of the *Code of Virginia*. Further, 23 USC § 111 and 23 CFR § 752.5 govern agreements between states and the federal government for the construction of projects on the Interstate System and grant states the ability to acquire, construct, operate, and maintain rest areas along Interstate highways and place restrictions and limitations on the use of the areas. The CTB is authorized to "establish regulations for the use of recreational waysides, including regulations relating to (i) the time, place, and manner of parking of vehicles; (ii) activities that may be conducted within such waysides; (iii) solicitation and selling within the waysides; and (iv) such other matters as may be necessary or expedient in the interest of the motoring public" pursuant to subsection E of § 33.2-246 of the *Code of Virginia*. Additionally, § 33.2-118 of the *Code of Virginia* provides authority for the regulation of mobile food vending in commuter parking lots in Planning District 8.

The Rules and Regulations for the Administration of Waysides and Rest Areas, 24VAC30-50, establishes overall policies, procedures, and conditions under which waysides and rest areas under the control of the CTB may be used. The Rules and Regulations for the Administration of Parking Lots and Environs, 24VAC30-100, establishes the rules and conditions governing the use of, and activities that may be conducted in, parking lots and related environs under the control of the CTB.

The proposed amendments will combine Chapters 50 and 100 into a new Chapter 51 as there is considerable overlap between the two existing regulations. Text that is outdated and no longer reflects agency practice is proposed for removal. A proposed addition will allow for state government entities to request permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law. This will ensure the restrictions on uses of rest areas do not prohibit the distribution by state government entities of relevant safety information to travelers. Additional changes allow for permitting of events in parking lots on weekends, which will provide for use of the parking lot

facilities when they are typically not otherwise being used by parked vehicles, and expand mobile food vending to parking lots outside of Planning District 8.

Recommendations: VDOT recommends the CTB authorize VDOT to file the final regulatory stage, including the proposed consolidation and amendments and associated Agency Background Document, for 24VAC30-50 and 24VAC30-100.

Action Required by CTB: The CTB will be presented with a resolution and the corresponding proposed regulatory amendments and Agency Background Document for a formal vote.

Result, if Approved: VDOT will advance the final consolidation of and amendments to 24VAC30-50 and 24VAC30-100 through the regulatory process by filing the final stage.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: No comments were received during the 60-day public comment period held in conjunction with publication of the Proposed stage in the *Virginia Register of Regulations*.

Project 8000 - Proposed

Department of Transportation

Review of Rules for the Administration of Waysides, Rest Areas, Parking Lots and Environs

Chapter 50

Rules and Regulations for the Administration of Waysides and Rest Areas (REPEALED)

24VAC30-50-10. ~~Waysides and rest areas.~~ (Repealed.)

~~A. Waysides identified by name and without lights shall be open from 8 a.m. to one hour after sunset. Areas having security lighting will be open at all times.~~

~~B. When an area is posted for limited parking, the operator of each vehicle may be required to sign a register setting forth the time of arrival.~~

~~C. When posted, parking shall be limited to the period specified.~~

~~D. No overnight parking will be permitted.~~

~~E. Camping is not permitted at any time.~~

~~F. Sleeping in any section of the rest area building is not permitted at any time.~~

~~G. No vehicle shall be parked in such manner as to occupy more than one marked parking space.~~

~~H. No domestic animals shall be permitted to go at large. Dogs must be kept on leash and shall not be taken into any shelter or other building; guide, hearing, or service dogs as defined by the Code of Virginia are an exception to this rule.~~

~~I. No person shall pick any flowers, foliage, or fruit, or cut, break, dig up, or in any way mutilate or injure any tree, shrub, plant, grass, turf, railing, seat, fence, structure, or anything within this area; or cut, carve, paint, mark or paste on any tree, stone, fence, wall, building, monument or other object therein, any bill, advertisement, or inscription whatsoever.~~

~~J. No person shall disturb or injure any bird, birds' nests or eggs, or any squirrel or other animal within this area.~~

~~K. No person shall dig up or remove any dirt, stones, rock or other thing, make any excavation, quarry any stone or lay or set off any blast, or cause or assist in doing any of said things within this area without~~

~~the special order or license of the commissioner.~~

~~L. No threatening, abusive, boisterous, insulting or indecent language or gesture shall be used within this area. Nor shall any oration, or other public demonstration be made, unless by special authority of the commissioner.~~

~~M. No person shall offer any article or thing for sale within this area except by permission of the Commonwealth Transportation Board.~~

~~N. No person shall bathe or fish in any waters within this area, except in such places and subject to such regulations as the commissioner may, from time to time, specially designate by a public notice set up for that purpose within the same.~~

~~O. No person shall light, kindle or use any fire within this area, except at fireplaces designed and built for such purposes and the person or persons building a fire therein will be responsible for having it completely extinguished before leaving it.~~

~~P. No person shall discharge or set off within this area, any firearms, firecrackers, torpedoes, rockets, or other fireworks, except by permit from the commissioner.~~

~~Q. No bottles, broken glass, ashes, waste paper, or other rubbish shall be left within this area, except at such places as may be provided for the same.~~

~~R. No automobile or other vehicle shall be taken into or driven upon this area, except upon such drives and subject to such regulations as the commissioner may, from time to time, designate by a public notice set up for that purpose within the same.~~

~~S. Any person violating any of the preceding rules and regulations shall be guilty of a misdemeanor and, upon conviction, be fined not less than five dollars nor more than $100 for each offense.~~

Chapter 51

Rules for the Administration of Waysides, Rest Areas, and Parking Lots

24VAC30-51-10. Provisions concerning the use of waysides, rest areas, parking lots, and environs.

A. While in waysides, rest areas, parking lots and the environs of those spaces, all persons shall obey official posted signs and public notices.

B. No camping is permitted in waysides, rest areas, parking lots, or the environs of those spaces.

C. No person may park a vehicle in such a manner as to occupy more than one parking space in waysides, rest areas, or parking lots.

D. No person may paste, attach, or place bills, advertisements, or inscriptions on vehicles parked in waysides, rest areas, or parking lots.

E. No domestic animals may go at large in waysides, rest areas, parking lots, or the environs of those spaces.

F. While in waysides, rest areas, parking lots, and the environs of those spaces, no person may pick any flowers, foliage, or fruit; cut, break, dig up, mutilate, or injure trees, shrubs, plants, grass, turf, railings, seats, fences, structures, or other objects; or cut, carve, paint, mark, paste, or attach bills, advertisements, or inscriptions on trees, stones, fences, walls, buildings, monuments, or other objects.

G. No person may disturb or injure any bird, bird's nest or eggs, or other animal within waysides, rest areas, parking lots, or the environs of those spaces.

H. No person may dig up or remove any dirt, stones, rock, or other thing, make any excavation, quarry any stone, or lay or set off any blast or cause or assist in any of these activities within waysides, rest areas, parking lots, or the environs of those spaces, except by permit issued pursuant to the Land Use Permit Regulations (24VAC30-151).

I. No oration, demonstration, picketing, public display, assembly, dissemination, or similar activity may occur in waysides, rest areas, parking lots, or the environs of those spaces, except as may be allowed by 24VAC30-51-30 or 24VAC30-51-40. This prohibition does not apply to the Virginia Department of Transportation.

J. No person may offer any article or thing for sale within waysides, rest areas, parking lots, or the environs of those spaces, except pursuant to a vendor contract with the Virginia Department of Transportation by permit in accordance with the Land Use Permit Regulations, or as permitted by 24VAC30-51-40.

K. No person may discharge or set off within waysides, rest areas, parking lots, or the environs of those spaces firearms, fireworks as defined in § 27-95 of the Code of Virginia, or other incendiary device, except by permit issued pursuant to the Land Use Permit Regulations.

L. No bottles, broken glass, wastepaper, or other rubbish may be left within waysides, rest areas, parking lots, or the environs of those spaces, except in such receptacles as may be provided for those

materials.

M. Vehicles may only be taken into or driven upon designated locations within waysides, rest areas, parking lots, and the environs of those spaces. Drivers shall obey all traffic signs and markings posted in waysides, rest areas, and parking lots.

N. Any person found in violation of this chapter shall be guilty of a misdemeanor and, upon conviction, be fined not less than $5.00 nor more than $100 for each offense and shall be civilly liable to the Commonwealth for all actual damage caused by a violation of this chapter.

24VAC30-51-20. Provisions governing waysides.

A. Unless otherwise posted, waysides identified by name and without lights are open from 8 a.m. until one hour after sunset, and waysides having security lighting are open at all times.

B. When posted, parking in waysides shall be limited to the period specified.

C. No overnight parking in waysides is permitted.

D. Unless otherwise posted, no person may swim or fish in any waters within a wayside.

E. No person may light, kindle, or use a fire within a wayside or its environs, except at designated areas designed and built for such purposes, in which case the person building the fire is responsible for having it completely extinguished before leaving it. Ashes shall be removed from the designated areas and disposed of in such receptacles as may be provided for ash disposal.

24VAC30-51-30. Provisions governing rest areas.

A. No overnight parking is permitted in rest areas.

B. No sleeping in any section of the rest area building is permitted at any time.

C. No dogs may be taken into any rest area building; guide, hearing, or service dogs as defined by § 51.5-44 of the Code of Virginia are an exception to this rule.

D. No person may light, kindle, or use a fire within a rest area or its environs, except at designated areas designed and built for such purposes, in which case the person building the fire is responsible for having it completely extinguished before leaving it. Ashes shall be removed from the designated areas and disposed of in such receptacles as may be provided for ash disposal.

E. Notwithstanding the provisions of this chapter, state government entities may request permission for

activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law, and the Virginia Department of Transportation may grant such requests at its discretion.

24VAC30-51-40. Provisions governing parking lots.

A. Overnight parking may be restricted in accordance with posted signs.

B. In accordance with a permit issued pursuant to the Land Use Permit Regulations (24VAC30-151), the Commonwealth Transportation Board may permit persons, organizations, or groups to use parking lots or parking lot environs for various purposes or events when the use will not interfere with or disrupt the normal and intended functions of the lots.

1. No activities will be permitted that would constitute a violation of, or that are inconsistent with, the provisions of this chapter, state or federal law, or local ordinances, including noise ordinances.

2. Events must provide reasonable safety for all participants, spectators, other parking lot users, and the public.

3. Events must preserve the aesthetic appearance of buildings and grounds and provide for the removal of waste that may be left by event participants or spectators.

4. Requests for permits generally will be considered on a first-come, first-served basis. Parking lots may only be available for permitted events on Saturdays and Sundays. No more than one event will be scheduled for the same time on the same day. This includes permitted setup and takedown time.

5. The Virginia Department of Transportation may require the cancellation of a permitted event and the immediate removal of all related equipment if the permittee violates the permit conditions, does not preserve public safety or order, or does not prevent damage to the parking lot and parking lot environs during the permitted event.

C. Except as authorized by the terms of a land use permit issued to a mobile food vendor, no person may light, kindle, or use any fire within parking lots or parking lot environs.

D. Mobile food vending.

1. Mobile food vending shall be allowed within commuter lots in Planning District 8, and may be allowed in other parking lots, except parking lots that meet at least one of the following conditions:

a. Parking lots or parking lot portions determined to be part of the Interstate system.

b. Parking lots that, as of the last Virginia Department of Transportation survey, had occupancy

rates of 98% or higher, except that mobile food vending may be permitted in such lots (i) if a paved area, the use of which does not include or block access to one or more parking spaces, is available within the lot; (ii) if the vending is from a non-motorized cart on sidewalks, provided that the vehicle that is used to transport the cart is not parked in the parking lot; or (iii) on weekends.

c. The locality in which the parking lot is located requested that the parking lot not be made available for mobile food vending.

2. Permission for mobile food vending shall be granted through a land use permit issued to the mobile food vendor in accordance with the Land Use Permit Regulations.

3. In order for a mobile food vendor to be granted or to retain a land use permit for mobile food vending at parking lots pursuant to this subsection, the vendor must comply with all of the following:

a. All relevant locality and Department of Health policies and requirements for mobile food vending.

b. All conditions and requirements set forth within or attached to the land use permit, which may include provisions relating to the location of the vending unit, the collection and disposal of litter, a limitation on vending times, a requirement for minimum insurance, and the provision of surety.

c. Posted signs or public notices setting out regulations or requirements for the use of the parking lot.

d. Ensuring that mobile food vending shall be conducted with pedestrians only and may not be conducted with occupants of vehicles.

e. Neither the mobile food vendor nor the vending operation may interfere with the intended operation of the parking lot and the safety of the lot's users. The determination of interference shall be solely within the discretion of the Virginia Department of Transportation.

f. The mobile food vendor may not post advertising within or upon the grounds of the parking lot or the parking lot environs. Advertising on the mobile food vending unit (e.g., vehicle, trailer, or pushcart) promoting the products or services offered by the mobile food vendor at that mobile food vending unit shall not be considered a violation of this subdivision.

4. Failure to comply with subdivision 3 of this subsection will result in the revocation of the land use

permit.

Chapter 100

Rules and Regulations for the Administration of Parking Lots and Environs (REPEALED)

24VAC30-100-10. ~~Parking lots and environs.~~ (Repealed.)

~~A. While in this area all persons shall be subject to such regulations as the commissioner may designate by posted signs or public notice posted within the area.~~

~~B. No vehicle shall be parked in such a manner as to occupy more than one parking space.~~

~~C. No person shall paste, attach or place on any vehicle parked in this lot any bill, advertisement or inscription whatsoever.~~

~~D. No bottles, broken glass, ashes, waste paper, or other rubbish shall be left within this area except in such receptacles as may be provided for the same.~~

~~E. No person shall pick any flowers, foliage, or fruit; or cut, break, dig up or in any way mutilate or injure any tree, shrub, plant, grass, turf, fence, structure, or anything within this area; or cut, carve, paint, mark, paste, or in any way attach on any tree, stone fence, wall, building, or other object therein, any bill, advertisement, or inscription whatsoever.~~

~~F. No person shall disturb or injure any bird, birds' nest or eggs, or any squirrel or other animal within this area.~~

~~G. No threatening, abusive, boisterous, insulting or indecent language, or gesture shall be used within this area; furthermore, no oration or other public demonstration be made, except by permit from the commissioner.~~

~~H. No person shall offer any article or thing for sale within this area except by permission of the commissioner.~~

~~I. Mobile food vending.~~

~~1. Mobile food vending shall be allowed within commuter lots in Planning District 8 except lots that meet at least one of the following conditions:~~

~~a. Commuter lots or the portions thereof determined to be part of the interstate system.~~

~~b. Commuter lots that, as of last Virginia Department of Transportation (VDOT) survey, had~~

occupancy rates of 98% or higher, except that mobile food vending may be permitted in such lots (i) if a paved area, the use of which does not include one or more parking spaces or block one or more parking spaces, is available within the lot; (ii) if vending is from a nonmotorized cart on sidewalks, provided that the vehicle used to transport the cart is not parked within the commuter lot; or (iii) on weekends.

c. Commuter lots that have been requested by the locality to not be made available for mobile food vending.

2. Permission for mobile food vending shall be granted through a land use permit issued to the mobile food vendor in accordance with the Land Use Permit Regulations (24VAC30-151).

3. In order for a mobile food vendor to be granted or to retain a land use permit for mobile food vending at commuter lots pursuant to this subsection, the vendor must comply with all of the following:

a. All relevant locality and Department of Health policies and requirements for mobile food vending.

b. All land use permit conditions and requirements set forth within or attached to the land use permit, which may include provisions relating to the location of the vending unit, the collection and disposal of litter, a limitation on vending times, a requirement for minimum insurance, and the provision of surety.

c. Posted signs or public notices setting out regulations or requirements for the use of commuter lots.

d. Mobile food vending shall be conducted with pedestrians only and shall not be conducted with occupants of vehicles.

e. Neither the mobile food vendor nor the vendor's operation shall interfere with the operation of the commuter lot and the safety of the lot's users, and the determination of whether the mobile food vendor or the vendor's operation is interfering with the operation of the commuter lot or the safety of the lot's users shall be solely within the discretion of VDOT.

f. The mobile food vendor shall post no advertising within or upon the grounds of the commuter lot. Advertising on the mobile food vending unit (vehicle, trailer, or pushcart), promoting the products or services offered by the mobile food vendor at that mobile food vending unit, is not

~~considered a violation of this section.~~

~~Failure to comply with this subdivision 3 will result in the revocation of the permit.~~

~~J. Except as authorized by the terms of a land use permit issued to a mobile food vendor, no person shall light, kindle, or use any fire within this area.~~

~~K. No person shall discharge or set off within this area, any firearms or fireworks, except by permit from the commissioner.~~

~~L. Any person violating any of the preceding rules and regulations shall be guilty of a misdemeanor and, upon conviction, be fined not less than five dollars nor more than $100 for each offense.~~

Form: TH-03
May 2025

townhall.virginia.gov

Final Regulation
Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-50 and 24VAC30-100
VAC Chapter title(s)	Review of Rules for the Administration of Waysides, Rest Areas, Parking Lots and Environs
Action title	Chapters 50 and 100 Regulatory Reform and Periodic Review
Date this document prepared	____, 2026

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 for the Administration of Waysides and Rest Areas, 24VAC30-50, establishes overall policies, procedures, and conditions under which waysides and rest areas under the control of the CTB may be used. Currently, Chapter 50 addresses subjects such as operating hours and prohibited and restricted activities. The Rules and Regulations for the Administration of Parking Lots and Environs, 24VAC30-100, establishes the rules and conditions governing the use of, and activities that may be conducted in, parking lots and related environs under the control of the CTB. Currently, Chapter 100 addresses subjects such as restrictions on parking, prohibited activities, and activities that may be performed under a permit.

The CTB has undertaken a comprehensive review of 24VAC30-50 and 24VAC30-100. The intent of this action is to achieve regulatory reduction and streamlining and to remove redundant or obsolete language in accordance with Governor Youngkin's Executive Order 19 (EO 19). The two regulatory chapters are

proposed to be combined into a new Chapter 51 to remove the overlapping requirements currently duplicated in both regulations. The requirements common to both current chapters will be consolidated into one section within the new regulatory text. The unique provisions of each current chapter will be retained as new standalone sections to ensure the public can easily find and understand the applicable requirements.

Other proposed new additions include the allowance for state government entities to request and be granted permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law, allowance for permitting of events in parking lots on weekends, and expansion of the allowance for mobile food vending to parking lots outside of Planning District 8.

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.

"Agency" or "VDOT" means the Virginia Department of Transportation.

"CTB" means the Commonwealth Transportation Board.

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 ____, 2026, the CTB adopted final amendments to 24VAC30-50, Rules and Regulations for the Administration of Waysides and Rest Areas, and 24VAC30-100, Rules and Regulations for the Administration of Parking Lots and Environs.

Mandate and Impetus

List all changes to the information reported on the Agency Background Document submitted for the previous stage regarding the mandate for this regulatory change, and any other impetus that specifically prompted its initiation. If there are no changes to previously reported information, include a specific statement to that effect.

There are no changes to previously reported information.

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.

Authority for these chapters comes from § 33.2-210 of the Code of Virginia and 23 USC § 111 and related federal regulations. The Commonwealth Transportation Board has general authority to adopt regulations "for the protection of and covering traffic on and for the use of systems of state highways" and has "the authority to add to, amend, or repeal such regulations" pursuant to § 33.2-210 of the Code of Virginia. 23 USC § 111 and 23 CFR § 752.5 govern agreements between states and the federal government for the construction of projects on the Interstate System and grant states the ability to acquire, construct, operate, and maintain rest areas along Interstate highways and place restrictions and limitations on the use of the areas.

Additional authority for Chapter 50 is provided under subsection E of § 33.2-246 of the Code of Virginia, which authorizes the CTB to "establish regulations for the use of recreational waysides, including regulations relating to (i) the time, place, and manner of parking of vehicles; (ii) activities that may be conducted within such waysides; (iii) solicitation and selling within the waysides; and (iv) such other matters as may be necessary or expedient in the interest of the motoring public."

Additional authority for Chapter 100 comes from § 33.2-118 of the Code of Virginia, which provides authority for regulation of mobile food vending in commuter parking lots in Planning District 8.

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 CTB believes Chapters 50 and 100 are necessary for the protection of public health, safety, and welfare. The amendments will preserve the health, safety, and welfare of users and the integrity of the facilities through prohibiting potentially dangerous conduct and restricting other conduct which may negatively interfere with the intended uses of these areas. The combination of Chapters 50 and 100 into a new Chapter 51 will also protect citizens as there is considerable overlap between the two existing regulations, and this change will streamline the regulations and reduce confusion for users of these facilities. Text that is outdated and no longer reflects agency practice is proposed for removal. Many changes to the text of the regulation will be made in accordance with the Virginia Register of Regulation's "Form, Style and Procedure Manual for Publication of Virginia Regulations" to ensure the regulation is easily readable and understandable.

A provision will be added to allow for state government entities to request permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law. This will ensure the restrictions on uses of rest areas do not prohibit the distribution of relevant safety information to travelers by state government entities. Additional changes allow for permitting of events in parking lots on weekends. This will provide for use of the parking lot facilities on weekends when they are typically not otherwise being used by parked vehicles. Another change is to expand mobile food vending to parking lots outside of Planning District 8. Other changes to the regulation are necessary to update language which is no longer relevant or which no longer reflects current practice.

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.

Substantive changes include combining the two regulatory chapters into a new Chapter 51 to remove the overlapping requirements currently duplicated in both regulations. The overlapping requirements will be

consolidated into one section within the new regulatory text and the unique provisions of each current chapter will be retained as new standalone sections to ensure the public can easily find and understand the applicable requirements.

Furthermore, new substantive additions include the allowance for state government entities to request permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law, the allowance for permitting events in parking lots on weekends, and expansion of the allowance for mobile food vending to parking lots outside of Planning District 8.

Other proposed amendments will achieve administrative updates, add clarifying language, and bring the text in line with current practice.

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 of combining the two regulatory chapters into a new Chapter 51 is to ensure the regulatory requirements are easy to find and understand. Other proposed changes will benefit the public through removing outdated language and providing clarity as to current VDOT practice.

The allowance for state government entities to request permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law will benefit other state government entities as they will be able to request permission to set up tables or hand out educational materials to the public at Virginia's rest areas. This will also benefit the traveling public as they will be better informed as a result of the information provided to them by government entities.

The allowance for permitting events in parking lots will benefit the public as there will be more opportunities for productive use of the parking lots on weekends. Example activities that could be permitted include farmers markets or car shows.

Expanding the opportunity for mobile food vending in parking lots outside of Planning District 8 will benefit mobile food vendors as they will be able to obtain permits for vending in more lots than allowed under the current regulation. The number and location of lots where new vending would be permitted has not yet been determined.

There are no anticipated disadvantages to the public or the Commonwealth from the proposed regulatory changes.

Requirements More Restrictive than Federal

List all changes to the information reported on the Agency Background Document submitted for the previous stage regarding any requirement of the regulatory change which is more restrictive than applicable federal requirements. If there are no changes to previously reported information, include a specific statement to that effect.

There are no changes to previously reported information.

Agencies, Localities, and Other Entities Particularly Affected

List all changes to the information reported on the Agency Background Document submitted for the previous stage regarding any other state agencies, localities, or other entities that are particularly affected by the regulatory change. If there are no changes to previously reported information, include a specific statement to that effect.

Other State Agencies Particularly Affected

There are no changes to previously reported information.

Localities Particularly Affected

There are no changes to previously reported information.

Other Entities Particularly Affected

There are no changes to previously reported information.

Public Comment

Summarize all comments received during the public comment period following the publication of the previous stage, and provide the agency's response. Include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. If no comment was received, enter a specific statement to that effect.

No public comments were received during the public comment period.

Detail of Changes Made Since the Previous Stage

*List all changes made to the text since the previous stage was published in the Virginia Register of Regulations and the rationale for the changes. 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. Explain the new requirements and what they mean rather than merely quoting the text of the regulation. * Put an asterisk next to any substantive changes.*

A comma will be added after "Transportation" in the proposed 24VAC30-51-10(J). The subsection will read, "No person may offer any article or thing for sale within waysides, rest areas, parking lots and their environs except pursuant to a vendor contract with the Virginia Department of Transportation, by permit in accordance with the Land Use Permit Regulations (24VAC30-151), or as permitted by section 40 of this chapter." This comma was inadvertently removed upon publication of the Proposed stage. The CTB proposes to add this comma back into the regulatory text to ensure the meaning of the subsection is as intended.

Detail of All Changes Proposed in this Regulatory Action

List all changes proposed in this action and the rationale for the changes. 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. Explain the new requirements and what they mean rather than merely quoting the text of the regulation. * Put an asterisk next to any substantive changes.*

Current chapter-section number	New chapter-section number, if applicable	Current requirements in VAC	Change, intent, rationale, and likely impact of updated requirements
50-10(A)	51-20(A)	Sets the hours during which certain waysides will be open.	This language will be added to the new section pertaining to waysides. In the new regulatory text, "Unless otherwise posted," will be added to the beginning of this provision to allow flexibility for signage to be posted at specific waysides setting different opening hours.
50-10(B)		States that when an area is posted for limited parking, the operator of each vehicle may be required to sign a register setting forth the time of arrival.	This language is proposed to be removed as it is not current practice to require vehicle operators to sign a register setting forth the time of arrival.
50-10(C)	51-20(B)	States that when posted, parking shall be limited to the period specified.	This language will be added to the new section pertaining to waysides.
50-10(D)	51-20(C) and 51-30(A)	Prohibits overnight parking.	This language will be simplified and added to the new sections pertaining to waysides and rest areas.
50-10(E)	51-10(B)	States that camping is not permitted at any time.	The text of this requirement will be simplified. In the combined regulation, this will become a generally applicable requirement for waysides, rest areas, and parking lots and environs.
50-10(F)	51-30(B)	Prohibits sleeping in rest area buildings.	This language will be added to the new section pertaining to rest areas.
50-10(G) and 100-10(B)	51-10(C)	States that no vehicle shall be parked in such manner as to occupy more than one marked parking space. The word "marked" is not included in the very similar text from Chapter 100.	The text of this requirement will be simplified. In the combined regulation, this will become a generally applicable requirement for waysides, rest areas, and parking lots and environs.
50-10(H)	51-10(E) and 51-30(C)	Prohibits domestic animals from going at large; requires dogs to be kept on leash and prohibits them from being taken into any shelter or other building; and exempts guide, hearing, or service dogs as defined by the Code of Virginia.	The prohibition on domestic animals going at large will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified. Specific language regarding dogs entering buildings will be added to the new section pertaining to rest areas. The text will also be simplified.

50-10(I) and 100-10(E)	51-10(F)	Prohibit picking any flowers, foliage, or fruit; cutting, breaking, digging up or in any way mutilating or injuring any tree, shrub, plant, grass, turf, fence, structure, or anything within the area; or cutting, carving, painting, marking, pasting, or in any way attaching on any tree, stone, fence, wall, building, or other object therein, any bill, advertisement, or inscription whatsoever.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified.
50-10(J) and 100-10(F)	51-10(G)	State that no person shall disturb or injure any bird, birds' nest or eggs, or any squirrel or other animal within the area.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified.
50-10(K)	51-10(H)	Prohibits digging up or removing any dirt, stones, rock or other thing, making any excavation, quarrying any stone or laying or setting off any blast, or causing or assisting in doing any of said things without the special order or license of the commissioner.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified and modified to reflect the current agency practice of requiring a Land Use Permit in accordance with 24VAC30-151 for conduct of the noted activities.
50-10(L) and 100-10(G)	51-10(I)	Prohibit threatening, abusive, boisterous, insulting or indecent language or gestures within these areas and prohibits any oration, or other public demonstration, unless permitted by the commissioner.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be rewritten and clarified to state, “No oration, demonstration, picketing, public display, assembly, dissemination, or similar activity may occur in waysides, rest areas, parking lots, or the environs of those spaces, except as may be allowed by 24VAC30-51-30 or 24VAC30-51-40. This prohibition does not apply to the Virginia Department of Transportation (VDOT).” These changes will reflect text proposed to be added to sections 30 and 40 of the new regulation.
50-10(M) and 100-10(H)	51-10(J)	Prohibit offering any article or thing for sale within these areas except by permission of the CTB for waysides and rest areas or the commissioner for parking lots and environs.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified and modified to reflect the current agency practice. A comma will be added after “Transportation” in the proposed 24VAC30-51-10(J). The subsection will read, “No person may offer any article or thing for sale within waysides, rest

			areas, parking lots and their environs except pursuant to a vendor contract with the Virginia Department of Transportation, by permit in accordance with the Land Use Permit Regulations (24VAC30-151), or as permitted by section 40 of this chapter." This comma was inadvertently removed upon publication of the Proposed stage. The CTB proposes to add this comma back into the regulatory text to ensure the meaning of the subsection is as intended.
50-10(N)	51-20(D)	Prohibits bathing or fishing in any waters within waysides or rest areas, except in such places and subject to such regulations as the commissioner may, from time to time, specially designate by a public notice set up for that purpose within the same.	This language will be simplified and added to the new section pertaining to waysides.
50-10(O) and 100-10(J)	51-20(E), 51-30(D), and 51-40(C)	Prohibit lighting, kindling, or using any fire within these areas. The current Chapter 50 text provides an exemption for fires at fireplaces designed and built for such purposes and requires the person or persons building a fire therein to be responsible for having it completely extinguished before leaving it. The current Chapter 100 text provides an exemption for fires authorized by the terms of a land use permit issued to a mobile food vendor.	The proposed fire-related text for the new sections on waysides and rest areas will make minor changes to the current Chapter 50 text, including replacing "fireplaces" with "designated areas." An additional sentence will clarify that, "Ashes shall be removed from the designated areas and disposed of in such receptacles as may be provided for ash disposal." The proposed text for the new section on parking lots and environs will make minor changes to the current Chapter 100 text.
50-10(P) and 100-10(K)	51-10(K)	Prohibit the discharge or setting off of any firearms, firecrackers, and other various incendiary devices except by permit from the commissioner.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified and modified to reflect the current agency practice of requiring a Land Use Permit in accordance with 24VAC30-151 for conduct of the noted activities.
50-10(Q) and 100-10(D)	51-10(L)	Prohibit bottles, broken glass, ashes, waste paper, or other rubbish from being left within these areas except in such receptacles as may be provided for the same.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified.
50-10(R)	51-10(M)	Prohibits automobiles or other vehicles from being taken into or driven upon these areas, except	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and

		upon such drives and subject to such regulations as the commissioner may, from time to time, designate by a public notice set up for that purpose within the same.	environs. The text will be simplified. A new sentence will also be added to state, "Drivers shall obey all traffic signs posted in waysides, rest areas, and parking lots."
50-10(S) and 100-10(L)	51-10(N)	State that, "Any person violating any of the preceding rules and regulations shall be guilty of a misdemeanor and, upon conviction, be fined not less than five dollars nor more than $100 for each offense.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. Edits regarding civil liability will be made to the text to conform to similar proposed amendments to the Land Use Permit Regulations.
100-10(A)	51-10(A)	Requires all persons within the regulated parking lots and associated environs to be subject to such regulations as the commissioner may designate by posted signs or public notice posted within the area.	This requirement will be simplified to state, "While in waysides, rest areas, and parking lots and the environs of those spaces, all persons shall obey official posted signs or public notices." In the combined regulation, this will be a generally applicable requirement for waysides, rest areas, and parking lots and environs.
100-10(C)	51-10(D)	Requires that no person paste, attach or place on any vehicle parked in parking lots any bill, advertisement or inscription whatsoever.	This language will become a generally applicable requirement for waysides, rest areas, and parking lots and environs. The text will be simplified.
100-10(I)	51-40(D)	Sets the requirements for mobile food vending within commuter lots in Planning District 8.	* This language will be added to the new section pertaining to parking lots and environs. The requirement that mobile food vending be allowed within commuter lots in Planning District 8 will be expanded to state, "…and may be allowed at other parking lots…" This change reflects interest from localities and mobile food vendors in having the option for mobile food vending available in parking lots not in Planning District 8. Additional changes will be made to simplify and clarify the text.
N/A	51-30(E)		* Adds the ability for state government entities to request permission for activities at and uses and occupation of rest areas not otherwise prohibited by state or federal law.
N/A	51-40(A)		A new subsection in the section pertaining to parking lots and environs will state, "Overnight parking may be restricted in accordance with posted signs." This is in accordance with § 46.2-1219.2 of the Code of Virginia which requires parking to be in conformance with posted signs and

			pavement markings and which also requires in Planning District 8 that such signs clearly indicate that before 10:00 a.m. Monday through Friday except holidays parking is only for commuters using mass transit or who are car pool or bicycle riders.
N/A	51-40(B)		* A new subsection in the section pertaining to parking lots and environs will provide the ability for the CTB to permit persons, organizations, or groups to use the lots for various purposes and events when the use will not interfere with or disrupt the normal and intended function of the lots in accordance with 24VAC30-151. This addition is proposed to reflect requests from localities to allow for events to be held in these parking lots on weekends. Proposed restrictions will state that no activities will be permitted that violate or are inconsistent with the regulatory chapter, Virginia or federal law, or local ordinances, including noise ordinances; that events must provide reasonable safety for all participants, spectators, other parking lot users, and the public; and that events must preserve the aesthetic appearance of buildings and grounds and provide for the removal of waste that may be left by event participants. Additional proposed text will clarify that requests for permits generally will be considered on a first-come, first-served basis, that parking lots may only be available for permitted events on Saturdays and Sundays, and that no more than one event will be scheduled for the same time on the same day, including set up and break down. Text will also be added to state that VDOT may require the cancellation of a permitted event and the immediate removal of all related equipment if the permittee violates the permit conditions, to preserve public safety or order, or prevent damage to the lot and environs.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 14

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Seconded By:

Action:

Next Gen Traffic Operations Data Service (Next Gen) Contract Award

WHEREAS, the Virginia Department of Transportation (VDOT) currently cannot rely on fully automatic detection of incidents on interstates in order to deploy incident response and lacks comprehensive real-time data and analytics; and

WHEREAS, technology solutions are available in the industry to automatically detect such incidents and inform traffic operations center staff; and

WHEREAS, high-fidelity, low-latency data would enable VDOT to deploy incident responders more quickly for the well-being of those involved in the incident and to minimize safety risks and traffic congestion impacts to the travelling public; and

WHEREAS, data provided from systems will also leverage predictive analytics to assist VDOT in more effective staging of incident responders prior to highly probable incident locations and times; and

WHEREAS, data provided from systems can be provided to third parties and be consumable by the travelling public through in-vehicle alerting systems or mobile phone applications; and

WHEREAS, more accurate and timely incident and traffic information provided to the public may reduce congestion and increase safety on the roadway; and

WHEREAS, in order to realize these benefits, VDOT conducted a competitive procurement for a Next Gen Traffic Operations Data Service to be provided to the Richmond District Traffic Operations Center for approximately eight (8) miles of I-95 between Exit 78 (Arthur Ashe Blvd) and Exit 86 (Sliding Hill Rd); and

WHEREAS, eight (8) Offerors responded to the Request for Proposals and provided details on their experience working with and providing requested data, qualifications, functional and technical capabilities, project plan and implementation, and small business subcontracting plan. Through consensus scoring and negotiations, the VDOT Selection Committee selected one (1) recommended Offeror; and

WHEREAS, VDOT has determined that Cavnue, LLC, 1100 Wilson Boulevard, Suite 1100, Arlington, VA 22209 (hereinafter "Cavnue") is the Offeror that made the best proposal and provides the best value; and

WHEREAS, the Department of General Services and the Office of Attorney General approved the Next Gen contract package on December 17th, 2026; and

WHEREAS, VDOT recommends award of the Contract for the Next Gen Traffic Operations Data Service (Next Gen) to Cavnue; and

WHEREAS, Commonwealth Transportation Board (CTB) approval of this contract is required by § 33.2-209 of the *Code of Virginia* as a contract for "… construction, maintenance, and improvement of the highways comprising systems of state highways … in excess of $5 million."

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby concurs with VDOT's recommendation and hereby agrees to award the Contract for this Project to Cavnue.

BE IT FURTHER RESOLVED, that the Commissioner of Highways, or his designee, is granted the authority to execute the Contract and all other documents necessary to effectuate the award of this Contract to Cavnue.

####

Commonwealth Transportation Board (CTB) Decision Brief

Next Gen Traffic Operations Data Service (Next Gen) Contract Award

Issue: The Virginia Department of Transportation (VDOT) solicited proposals from qualified firms to contract for a Next Gen Traffic Operations Data Service capable of providing high-fidelity, low latency data to the Richmond District Traffic Operations Center to enable shorter incident response times, decrease congestion caused by incidents, increase safety on the corridor, and be able to communicate real-time data to the travelling public. CTB approval of this contract is required by Virginia Code § 33.2-209 as a contract for ". . . construction, maintenance, and improvement of the highways comprising systems of state highways . . . in excess of $5 million."

Facts: Chief Deputy Commissioner Cathy McGhee delivered a workshop presentation to the CTB regarding Next Gen on September 16th, 2025. Currently VDOT does not fully leverage technology to automatically identify and predict incidents and provide alerts and reports to the Traffic Operations Center for action, nor is there a mechanism for such data to be conveyed to the driving public quickly enough to effectuate change. Next Gen seeks to address these issues by leveraging high-fidelity, low-latency data to alert Traffic Operations Center (TOC) operators and drivers of incidents or emerging issues on the roadway.

- The selected corridor is an eight (8) mile segment of I-95 between Exit 78 (Arthur Ashe Blvd) and Exit 86 (Sliding Hill Rd) in the City of Richmond, Henrico County, and Hanover County.
- Offerors were invited to respond to the Request for Proposal for this contract. Offerors provided details on experience working with and providing requested data, qualifications, functional and technical capabilities, project plan and implementation, and small business subcontracting plan.
- The Next Gen Data Service will:
    - Provide real-time incident detection and alerting to the Richmond TOC, enabling more efficient incident response,
    - Leverage historical and real-time data to predict and increase awareness of corridor risks,
    - Enable proactive traffic management by identifying key locations for staging incident responders,
    - Promote safety by communicating critical information with in-vehicle alerting systems and third-party applications used by drivers,
    - Prepare the corridor for future CAV applications, and
    - Evaluate the solution viability for other critical corridors.

- The RFP for Next Gen was posted on August 21, 2025, in eVA with a closing date of October 26, 2025. In response to the RFP, VDOT received proposals from eight (8) Offerors.
- Through consensus scoring and negotiations, the VDOT Selection Committee selected one (1) recommended Offeror from the eight (8) Offerors. Department of General Services and the Office of Attorney General approved the Next Gen Contract package on December 17, 2025. In keeping with the Notice of Intent to Award issued on December 18, 2025, VDOT recommends awarding this contract to Cavnue, LLC.
- The awarded Offeror will provide a "Data-as-a-Service" solution that will have the functionality to identify incidents and communicate alerts to the TOC and drivers in real-time. Next Gen will help TOC operators and drivers react more effectively to conditions, thereby increasing safety and reducing congestion.
- The Next Gen Contract initial term is four (4) years from the Contract Start Date (2 years installation/calibration + 2 years data service) with two (2) successive one (1) year renewal options. The contract cost is estimated at $16.96M for the initial 4-year period [$14.37M for the implementation and $1.29M each for the first two years of data service]. The two (2) successive one (1) year renewal periods are $1.33M and $1.37M respectively.

Recommendations: VDOT recommends that the CTB approve and authorize the Commissioner of Highways to execute the contract with Cavnue, LLC, to provide the Next Generation Traffic Operations Data Service.

Action Required by CTB: CTB approval of this contract is required by § 33.2-209 of the *Code of Virginia* as a contract for "…construction, maintenance, and improvement of the highways comprising systems of state highways … in excess of $5 million." The CTB will be presented with a resolution for a formal vote to authorize the Commissioner to execute the contract with the recommended Offeror.

Result, if Approved: If the resolution is approved, the Commissioner will be authorized to execute the contract once signed by the Offeror. The contract will be effective upon execution by the Commissioner, enabling deployment of the Next Gen Traffic Operations Data Service.

Options: Approve, Deny, or Defer

Public Comments/Reaction: In accordance with applicable procurement law, the solicitation was publicly advertised and received responses, as described above.


VDOT
Virginia Department of Transportation

NEXT GENERATION TRAFFIC OPERATIONS DATA SERVICE

Procurement process and recommendation

Cathy McGhee | Chief Deputy Commissioner

January 6, 2026

Project Purpose & Goals

- Purpose:
  - Enhancing road safety through real-time monitoring and predictive analytics based on various data sources
  - Making data-driven decisions through high-fidelity, low-latency data

- Goals:
  - Increase awareness of corridor risks
  - Promote safety
  - More efficient incident response
  - Enable proactive traffic management
  - Prepare corridor for future CAV
  - Evaluate solution viability for other critical corridors



Process

- RFP was issued August 21, 2025 with a closing date of October 6, 2025.
- Eight proposals were received, reviewed, and scored.
  - After several rounds, the top three proposals were selected for demonstrations, and from that, the top two were selected for negotiation
- On the basis of the final Value Cost Ratio scores, the evaluation team selected Cavnue, LLC

Benefits of Cavnue Approach

- Provides continuous coverage throughout the roadway segment using overlapping video and lane-level accuracy
- Proven track record in Michigan with other deployments underway in other states
- Partnership with HAAS Alerts provides a proven path to in-vehicle notifications
- Demonstrated knowledge of VDOT processes and procedures (ingestion of SOPs to support analytics)
- Demonstration of a working interface for TOC operators that will minimize workload

Recommendation

- **VDOT recommends that the CTB approve and authorize the Commissioner of Highways to execute the contract with Cavnue, LLC, to provide the Next Generation Traffic Operations Data Service.**


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BIDS FOR JANUARY CTB ACTION MEETING

Ben Coaker, P.E.

January 06, 2026

Order No. N24 – STAUNTON – UPC 116280

SCOPE:	3 LANE ROAD WIDENING N/B & S/B
LOCATION:	CITY OF HARRISONBURG
BIDS:	5
LOW BID:	$218,850,000 (within range)
CONTRACTOR:	TRITON CONSTRUCTION INC. OF VIRGINIA (ST. ALBANS, WV)

Order No. 162 – BRISTOL – UPC 127276

SCOPE:	2026 PLANT MIX - PRIMARY
LOCATION:	RUSSELL, TAZEWELL, & BUCHANAN COUNTIES
BIDS:	2
LOW BID:	$6,545,407 (within range)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE, VA)

Order No. 165 – BRISTOL – UPC 127285

SCOPE:	2026 PLANT MIX - PRIMARY
LOCATION:	RUSSELL COUNTY
BIDS:	2
LOW BID:	$5,222,461 (within range)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE, VA)

Order No. 344 – LYNCHBURG – UPC 126197

SCOPE:	2026 PLANT MIX – PRIMARY / RUBBLIZATION
LOCATION:	APPOMATTOX COUNTY
BIDS:	3
LOW BID:	$8,668,920 (within range)
CONTRACTOR:	SUPERIOR PAVING CORPORATION (GAINSVILLE, VA)

Order No. 495 – RICHMOND – UPC 127953, 127954, & 127955

SCOPE:	2026 PLANT MIX – PRIMARY / SECONDARY
LOCATION:	DINWIDDIE, NOTTOWAY, & PRINCE GEORGE COUNTIES
BIDS:	3
LOW BID:	$8,336,998 (within range)
CONTRACTOR:	COLONY CONSTRUCTION, INC. (POWHATAN, VA)

Order No. 560 – HAMPTON ROADS – UPC 127812 & 127813

SCOPE:	2026 PLANT MIX – PRIMARY / SECONDARY
LOCATION:	VARIOUS COUNTIES
BIDS:	2
LOW BID:	$5,894,783 (within range)
CONTRACTOR:	BRANSCOME OPERATING, LLC dba BRANSCOME (WILLIAMSBURG, VA)

Order No. N47 – HAMPTON ROADS – UPC 107430

SCOPE:	SOUNDWALL REPAIR
LOCATION:	CITY OF PORTSMOUTH
BIDS:	4
LOW BID:	$5,779,695 (within range)
CONTRACTOR:	KOKOSING CONSTRUCTION COMPANY, INC. (WESTERVILLE, OH)


VDOT
Virginia Department of Transportation

January 2026 CTB Meeting

N24

0081-115-270 C501, B602, B603, B605, B607, B609 **City of Harrisonburg**

The purpose of this project is to increase capacity and improve safety and operations along I-81 NB and SB between Mile Marker 242 and 248 in the City of Harrisonburg in the Staunton District. The project includes adding a third lane in each direction, the replacement of eight main line bridges with four new full-width bridges, including an overpass bridge at Pleasant Valley Road, new sound walls, and median barrier.

The project is fully funded through the Interstate 81 Corridor Improvement Program. The Environmental Division reviewed the project and obtained all required permits. VDOT acquired right of way and is adjusting impacted utilities.

Fixed Completion Date: June 8, 2032

162

PM1E-961-F26, P401 **Russell, Tazewell, & Buchanan Counties**

The purpose of this project is to perform Plant Mix overlay on various primary routes in Russell, Buchanan, and Tazewell Counties in the Bristol District. The project includes mainline milling and resurfacing, pavement line markings, and pavement marker installation.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

165

PM1J-961-F26, P401 **Russell County**

The purpose of this project is to perform Plant Mix overlay on various primary routes in Russell County in the Bristol District. The project includes mainline milling and resurfacing, pavement line markings, and pavement marker installation.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

344

6460-006-F26, N501 **Appomattox County**

The purpose of this project is to rehabilitate the existing Jointed Plain Concrete Pavement on the west bound lanes of the US Route 460 Bypass around the Town of Appomattox in the Lynchburg District. The project will consist of mainline pavement rubblization and plant mix overlay, including paved shoulders and auxiliary lanes, pavement line marking, and pavement marker installation.

The project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

495

PM4D-964-F26, P401 **Dinwiddie, Nottoway, & Prince George Counties**

The purpose of this project is to perform Plant Mix overlay on various primary and secondary routes in Dinwiddie, Nottoway, and Prince George Counties in the Richmond District. The project includes mainline milling and resurfacing, pavement line markings, and pavement marker installation where applicable.

This project is eligible for federal and state funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

560

PM5A-145-F26, P401 **Various Counties**

The purpose of this project is to perform Plant Mix overlay on various primary and secondary routes in various counties in the Hampton Roads District. The project includes mainline milling and resurfacing, shoulder resurfacing, pavement line markings, and pavement marker installation where applicable.

The project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

N47

0164-124-218, C501, P101 **City of Portsmouth**

The purpose of this project is to provide restorative maintenance to the soundwall structure located along Route 164 WB (Western Freeway) from Towne Point Road for approximately 0.8 miles in the Hampton Roads District. The project will remove both the retrofitted and the existing soundwall panels and install new soundwall panels into original column posts.

This project is funded by the Hampton Roads maintenance program through the Asset Management Division. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way.

Fixed Completion Date: April 06, 2028

Bid Amount: Greater Than 5 Million

Letting Date: 12/17/2025

CTB BALLOT

Report created on : 12/18/25

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N24	116280	FROM: MM 242.0	TRITON CONSTRUCTION INC. OF VIRGINIA	5	$218,850,000.00	$218,633,308.60	Within
	0081-115-270, C501	TO: MM 248.8	ST. ALBANS				
	NHPP-0813(222)	CITY OF HARRISONBURG	WV				
	Construction Funds	STAUNTON DISTRICT					
		3 LANE ROAD WIDENING N/B & S/B					

1 Recommended for AWARD $218,850,000.00

Bid Amount: Greater Than 5 Million

Letting Date: 12/17/2025

CTB BALLOT

Report created on : 12/18/25

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
162	127276	LOCATION: VARIOUS	W-L CONSTRUCTION & PAVING, INC.	2	$6,545,406.74	$8,451,201.50	Within
	PM1E-961-F26,P401		CHILHOWIE				
	PM01(364)	RUSSELL, BUCHANAN, TAZEWELL.	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2026 PLANT MIX - PRIMARY					
165	127285	LOCATION: VARIOUS	W-L CONSTRUCTION & PAVING, INC.	2	$5,222,461.15	$6,739,378.60	Within
	PM1J-961-F26, P401		CHILHOWIE				
	PM01(364)	RUSSELL	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2026 PLANT MIX - PRIMARY					
344	126197	FROM: MP 227.72	SUPERIOR PAVING CORPORATION	3	$8,668,920.30	$13,279,911.02	Within
	6460-006-F26, N501	TO: MP 224.91	GAINESVILLE				
	PM03396	APPOMATTOX	VA				
	Maintenance Funds	LYNCHBURG DISTRICT					
		2026 PLANT MIX - PRIMARY / RUBBLIZATION					

Bid Amount: Greater Than 5 Million

Letting Date: 12/17/2025

CTB BALLOT

Report created on : 12/18/25

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
495	127953, 127954, 127955	LOCATION: VARIOUS	COLONY CONSTRUCTION, INC.	3	$8,336,997.77	$8,787,103.91	Within
	PM4D-964-F26, P401		POWHATAN				
	PM04545	DINWIDDIE, NOTTOWAY, PRINCE GEORGE	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2026 PLANT MIX - PRIMARY/SECONDARY					
560	127812, 127813	LOCATION: VARIOUS	BRANSCOME OPERATING, LLC dba BRANSCOME	2	$5,894,782.62	$6,623,263.93	Within
	PM5A-145-F26, P401		WILLIAMSBURG				
	PM05(554)	VARIOUS	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2026 PLANT MIX - PRIMARY/SECONDARY					

5 Recommended for AWARD $34,668,568.58

Bid Amount: Greater Than 5 Million

Letting Date: 12/17/2025

CTB BALLOT

Report created on : 12/18/25

AWARD

URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N47	107430	FROM: 0.05 MI.W.TOWNE POINT RD	KOKOSING CONSTRUCTION COMPANY, INC.	4	$5,779,695.00	$6,749,759.90	Within
	0164-124-218, C501	TO: 0.45 MI.E.COLLEGE DR	WESTERVILLE				
		CITY OF PORTSMOUTH	OH				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		SOUNDWALL REPAIR					

1 Recommended for AWARD $5,779,695.00