COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

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Richmond, Virginia 23219

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

Hotel AKA Alexandria
625 First Street
Alexandria, VA 22314
May 19, 2026
9:00 a.m.

1. Local Updates
   Northern Virginia Transportation Authority

2. IOEP Review: Express Lanes
   Laura Schewel, Deputy Secretary of Transportation

3. Toll-Funded Transit Service in Virginia
   Sarah Husain, AICP, Virginia Department of Rail and Public Transportation

4. I-66 Commuter Choice FY 27-28 Grants
   Kate Mattice, Executive Director, Northern Virginia Transportation Commission

5. Integrated Directional Signing Program
   Mark Cole, Virginia Department of Transportation
   Joshua Heslinga, Virginia Department of Transportation

6. Transportation Safety Performance 2027 Safety Measures
   Mark Cole, Virginia Department of Transportation
   Margie Ray, Office of Intermodal Planning and Investment

7. Traffic Operations Services
   TOC SSP Procurement Development
   Kevin Gregg, Virginia Department of Transportation
   Kenneth Reynard, Virginia Department of Transportation

8. Second Revised FY2026 VDOT Budget
   Kimberly Pryor, Virginia Department of Transportation

9. SMART SCALE Budget Increase I-81 Exit 317 Interchange Improvements UPC 124012, Staunton District
   Kimberly Pryor, Virginia Department of Transportation

10. Overview of 2019 Maintenance and Operations Comprehensive Overview
Stephen Brich, Virginia Department of Transportation

11. Urban Maintenance Payments
Angel Deem, Virginia Department of Transportation

12. WMATA Annual Update
Randy Clarke, General Manager and CEO
Walter Alcorn, Principal Director
Kate Burns, Principal Director

13. Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation

14. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

15. Secretary's Items
Nicholas Donohue, Secretary of Transportation

# # #






NVTA

Moving Northern Virginia Forward






Investing in Northern Virginia's Transportation Future

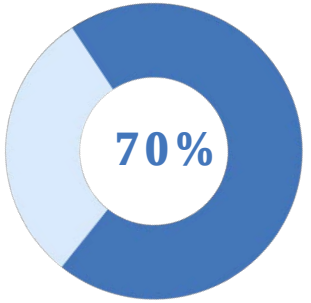


In 2013, the Virginia General Assembly passed **House Bill 2313**, providing NVTA with a dedicated funding stream to invest in transportation projects that reduce congestion.

HB 2313 divided revenue into **two funding categories:**

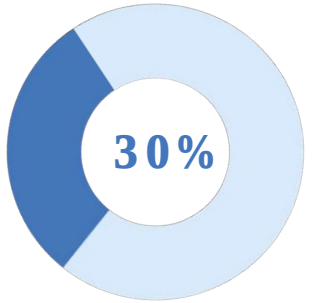
Regional Revenue Fund (70%)

NVTA's Regional Revenue Fund supports regional transportation projects focused on congestion reduction. NVTA selects these projects through eligibility review, qualitative and quantitative analysis and public comment.



Local Distribution Fund (30%)

30% of NVTA's total funding is directly returned to Northern Virginia's cities, counties and towns. Each jurisdiction has the flexibility to use these funds for its own transportation priorities.



NVTA's Planning & Funding Programs

NVTA'S TransAction

NVTA'S Six Year Program

Long-Range Plan

- Updated every five years
- Fiscally and geographically unconstrained
- Identifies current/future transportation needs & priorities
- Analyzes regional impacts
- Develops a Plan and Project List
- Next update underway

Funding Program

- Allocates funding to multimodal, congestion-reducing projects
- Updated every two years
- 7 funding programs adopted
- *Most Recent SYP Adopted:*
  - July 2024
- Next update underway (FY2026-2031)



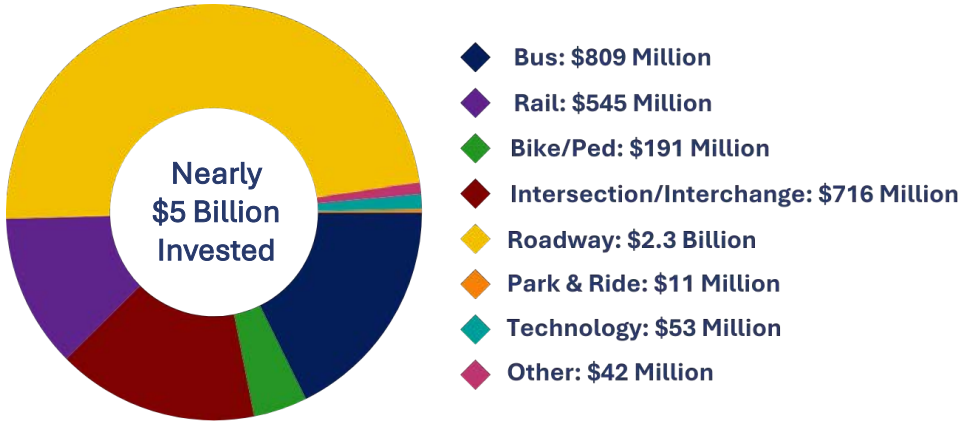
NVTA's Economic Impact

Nearly $5 Billion Invested in Multimodal Transportation Solutions

By 2034

NVTA's investments will result in:

Time savings, economic growth and the creation of new jobs.



Travel time saved

500 Million hours

Saved across the region

Economic Impact

$7.5 Billion

Boost to the economy

Jobs created

43,000

New opportunities

Monetary savings

$8 Billion

In direct savings



Recent Project Milestones



Columbia Pike Multimodal Improvements Completion





Devlin Road Widening Groundbreaking





Minnieville Rd/ Prince William Pkwy Interchange Groundbreaking









Crosstrail Boulevard Groundbreaking









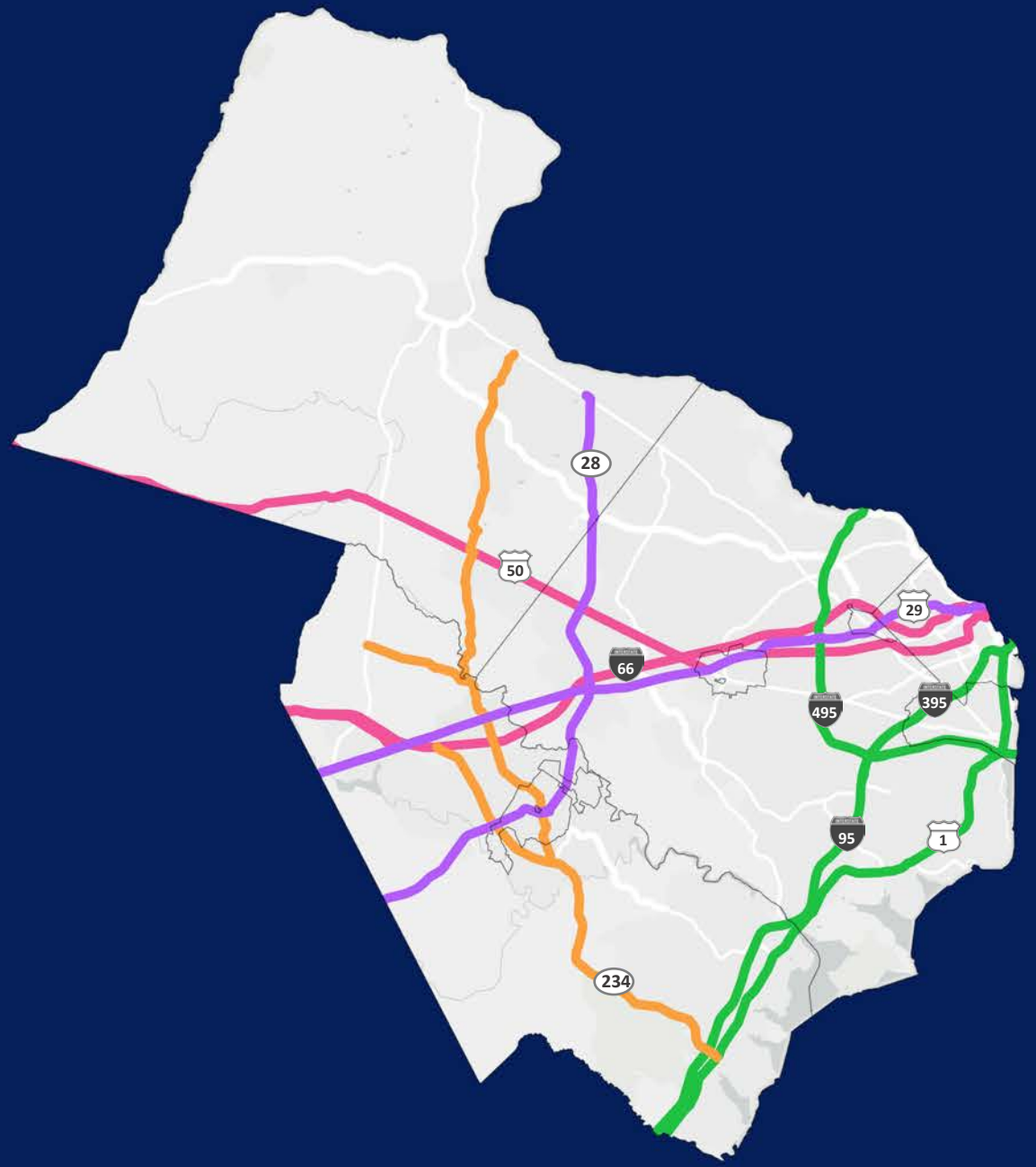

Investing in Regional Multimodal Solutions

- **Virginia Railway Express (VRE) improvements:** Franconia-Springfield Bypass (DRPT & VPRA Project)
- **New Metrorail Stations:** Innovation Center and Potomac Yard
- **Five Bus Rapid Transit (BRT) Routes**
- **Roadway Improvements:** Routes 1, 7, 28, Fairfax County Parkway & Others






Corridors of Statewide Significance



NVTA investments in the North-South Corridor

+12 Projects

$420 Millions Invested

Northern Virginia Corridor

+28 Projects

$645 Millions Invested

Seminole Corridor

+20 Projects

$370 Millions Invested

Washington to North Carolina Corridor

+35 Projects

$1.4 Billion Invested

15 YEARS OF IMPACT

CMAQ/RSTP Projects

Over the past 15 years, NVTA has recommended, and the CTB has adopted, more than 150 multimodal projects totaling approximately $1.5 Billion

FY2032 Sample Projects — $90 million recommended

Richmond Highway BRT	$20M
Frontier Dr. Extension	$20M
Old Bridge/Gordon Blvd	$10M
WMATA & PRTC Bus Replacement	$8.25M
Arlington Commuter Services	$7M

PARTNERING WITH THE COMMONWEALTH

NVTA Projects with SMART SCALE Funding

16

Projects in NoVA that have received SMART SCALE funds also have NVTA Regional Revenue Funds





The Way Forward: Planning for the Future

Planning for Future Growth

Northern Virginia's

2045

Growth Projection

+320,000

New jobs



+440,000

More People



NVTA and our partners are **connecting people** by delivering **multimodal projects** that make travel **safer** and more **efficient.**



Planning for and investing in road, rail, bus, bicycle/pedestrian, and intersection/interchange projects

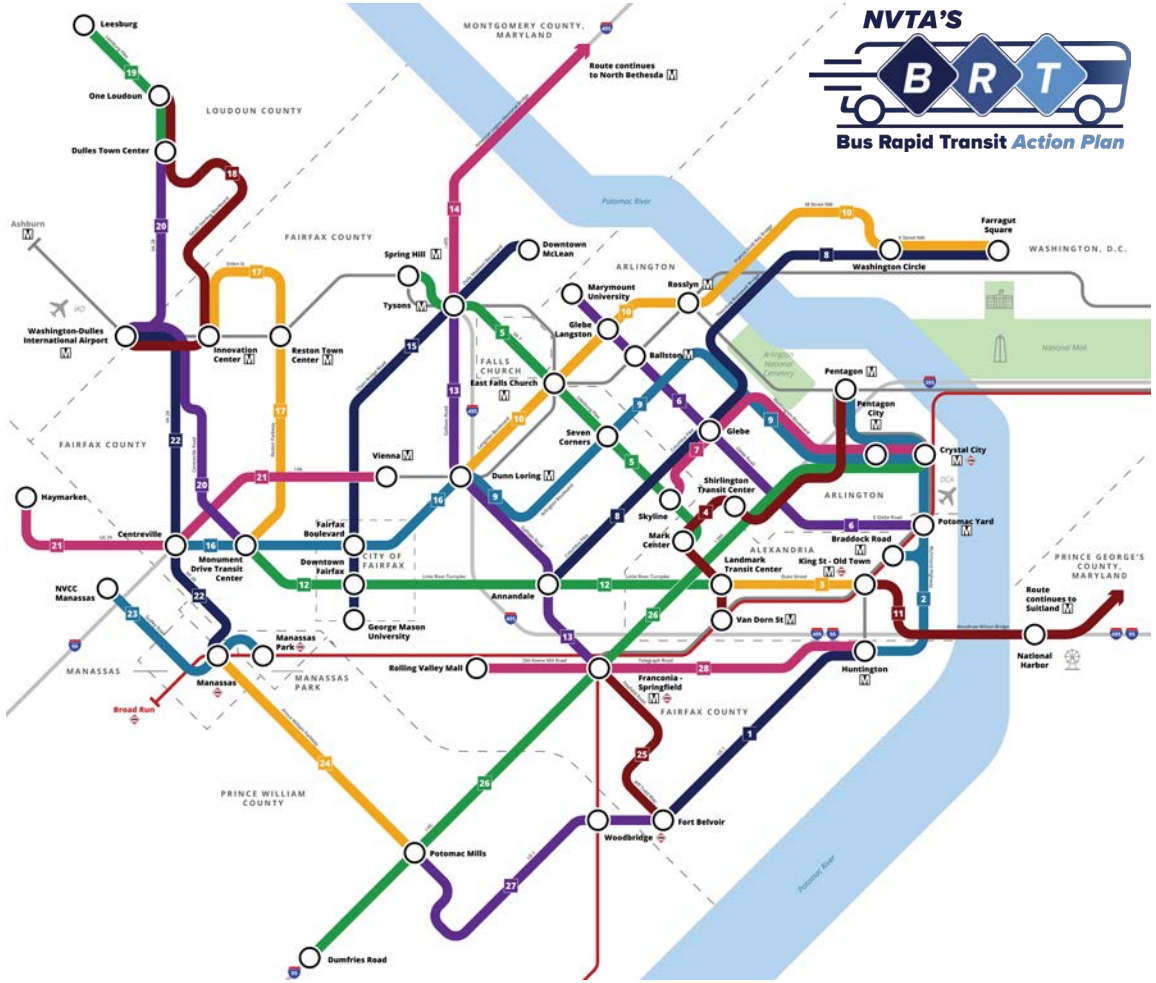


Partnering with jurisdictions and agencies to deliver regionally significant projects



Prioritizing projects that alleviate strain on existing infrastructure

Our BRT Action Plan outlines up to 28 routes to expand connectivity across the DMV

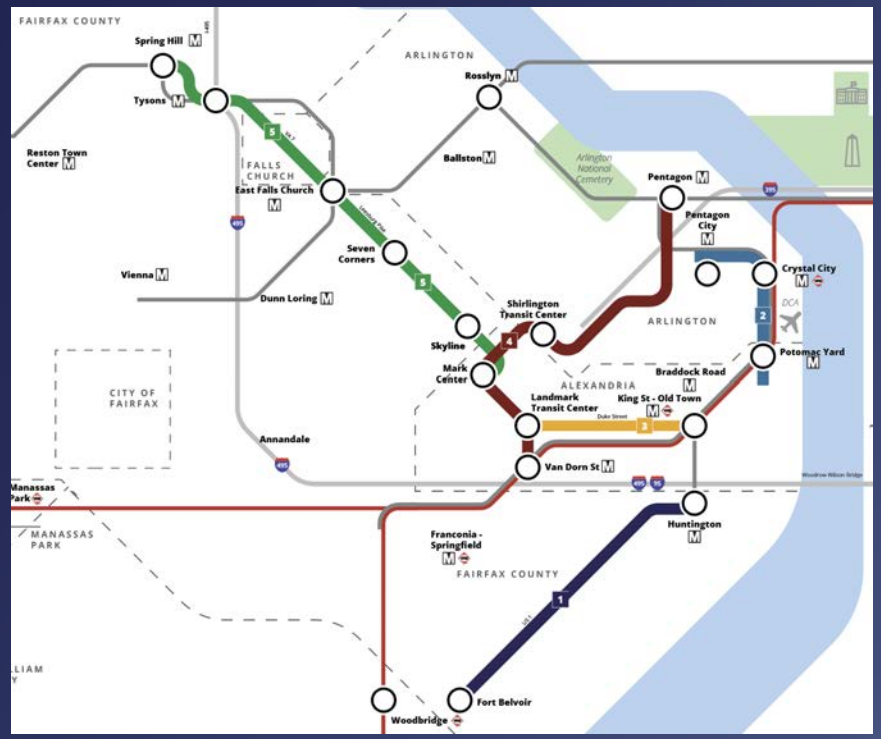


If implemented by 2045:

47M	27K	23 tons
Annual Riders (143,000 Daily)	Daily car trips shifted to transit	CO_2 Avoided daily

NVTA's Current BRT Investments

$883 million invested | **Five Routes**



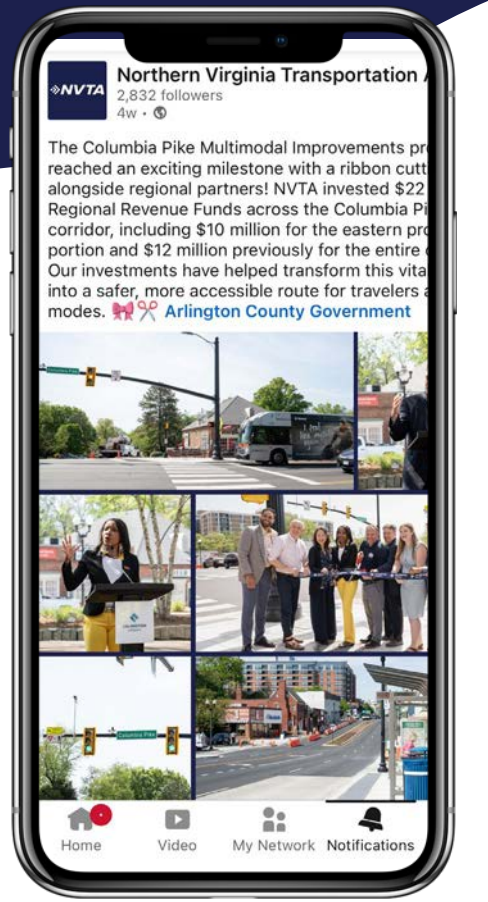
Richmond Highway BRT	$638M
Duke Street Transitway	$87M
West End Transitway	$20M
Route 7	$102M
Metroway	$36M

Collaboration is Key



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Thank You!

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IOEP Review (1) : Express Lanes

CTB Workshop Meeting – May 2026

Laura Schewel, Deputy Secretary of Transportation

VIRGINIA DEPARTMENT of Aviation

DMV Virginia Department of Motor Vehicles

MVDB

Office of INTERMODAL Planning and Investment

THE PORT OF VIRGINIA

VIRGINIA PASSENGER RAIL AUTHORITY

DRPT VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

VIRGINIA SPACEPORT AUTHORITY

VDOT Virginia Department of Transportation

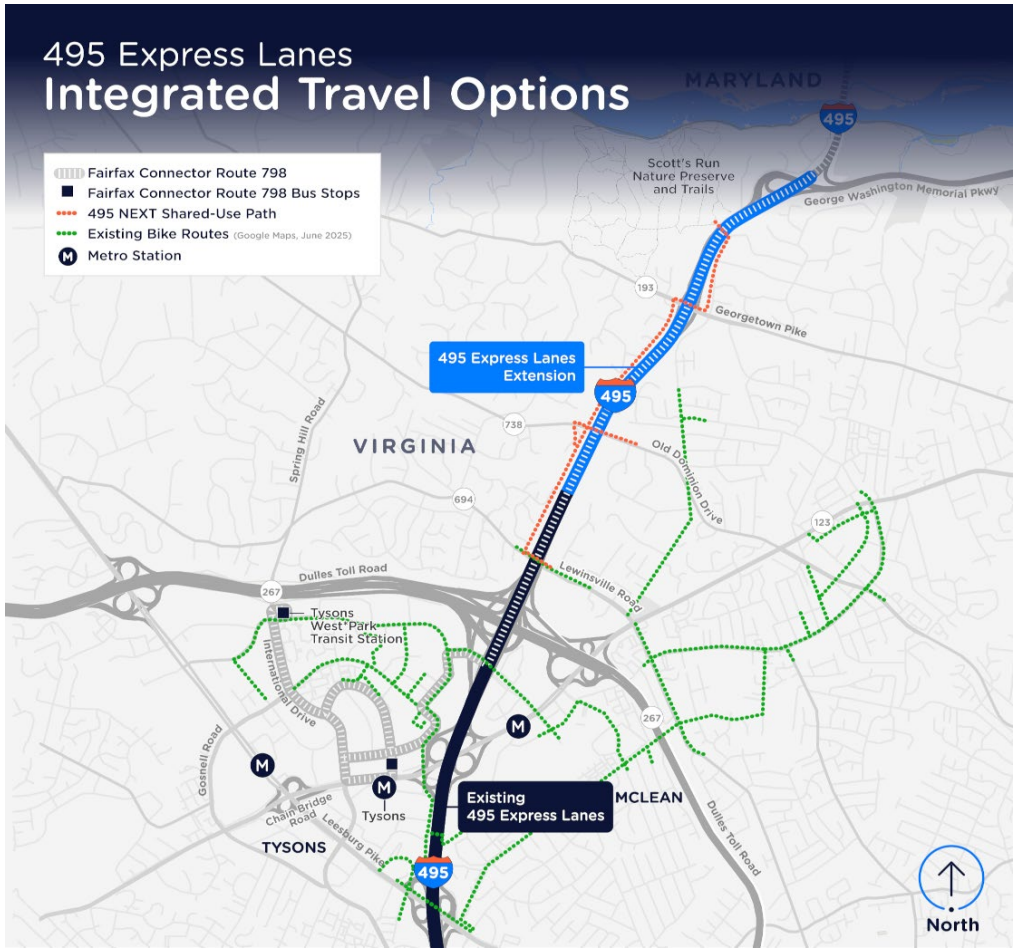
Interstate Operations and Enhancement Program
Express Lanes are a key part of the program

- **Goal** – Start to familiarize (or refamiliarize) the board with the Interstate Operations and Enhancement Program (IOEP) and strategies used to advance

- **Key Background**
  - 20% of construction program (~$260M/year)
  - Board establishes process to evaluate and prioritize strategies and improvements (Code)
  - Priority shall be given first to operational and TDM strategies that improve reliability and safety (Code)
  - Board policy states that express lanes should be considered if general purpose lanes are not anticipated to provide long-term benefits (June 2021)

Agenda

- **What is an Express Lane?**
- **Benefits of Express Lanes**
  - Offer choices (not requirements)
  - Can carry more people/lane at peak than general purpose
  - Maintains a reliable choice in the corridor
  - Encourage carpooling, transit
  - Provides funding for large capital projects
  - Can generate money to be used elsewhere in that corridor
- **Concerns often brought up around Express Lanes**
  - Costs money → benefits only the wealthy drivers
  - Don't serve all exits in the corridor
  - People cheat
- **Q&A**



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What is an Express Lane?

AKA Managed Lane, AKA HOT Lane



What is it? Express Lane or High Occupancy Toll (HOT) Lane

- **In the US law:** A HOT Lane is a High Occupancy Vehicle (HOV) lane using one of the five exemptions allowed under federal law (23 CFR § 810.108(b) and 23 USC § 166)
  - Motorcycles, transit buses, high-occupancy toll vehicles, low emission and energy efficient vehicles and blood transport vehicles."
- **In Code of VA 33.2-309 and 33.2-119**- Tolls can be imposed if the number of non-tolled "general purpose" lanes are the same - allowing tolls on new lanes, an existing HOV lane, auxiliary lanes, and a new roadway
- **In plain English:** A lane which drivers may choose to drive in if

  a) they have more than 2-3 occupants, including bus/vanpool (for free) or,

  b) they pay a toll.



Key Feature of an Express Lane = CHOICE

Express Lane	**HOV users go for free**	**Can go on same highway for free if in General Purpose (GP) lanes**	**Variable pricing meant to maintain flow in Express Lanes**
A "good" Express Lane also :	**Is in the right place (after study)**	**Has true lane separation**	**Is partnered with expanded transit options**

History of Express Lanes in VA

Express Lane Project Name	Region	Year Opened (HOT tolling)	$$	Funding Detail	Miles	HOV
I-495 (Capital Beltway)	Northern Virginia	2012	P3	VDOT / Capital Beltway Express LLC (Transurban + Fluor); PABs + TIFIA loan; $1.4B; 50-yr concession	14 mi	HOV 3+
I-95 / I-395 (original)	Northern Virginia	2014 (Dec.)	P3	VDOT / 95 Express LLC (Transurban); PABs + TIFIA + state contribution; $950M; 52-yr concession	29 mi	HOV 3+
I-66 Inside the Beltway	Northern Virginia	2017 (Dec.)	Public	VDOT; conversion of existing 2-lane peak-direction reversible roadway; tolling equipment state-funded	~9 mi	HOV 3+
I-395 Extension (Pentagon / DC segment)	Northern Virginia	2019 (Nov.)	P3	VDOT / Transurban; extension of 95 Express concession	~4.5 mi	HOV 3+
I-66 Express Lanes Outside the Beltway	Northern Virginia	2022 (Dec.)	P3	VDOT / I-66 Express Mobility Partners (Cintra, Meridiam, APG); $3.7B private investment; $579M upfront concession fee; $800M transit subsidy; 50-yr concession	22.5 mi	HOV 3+
I-95 Express Lanes Fredericksburg Extension	Northern Virginia	2023	P3	VDOT / Transurban; extension of 95 Express concession; ~$69.7M construction cost	~7 mi	HOV 3+
I-495 NEXT (northern extension)	Northern Virginia	2025 (Nov.)	P3	VDOT / Transurban (Capital Beltway Express LLC); $1.05B TIFIA refinancing of 495 Express covers construction	2.5 mi	HOV 3+
I-64 Norfolk Reversible (HOT conversion)	Hampton Roads	2024 (Mar.) HOT	Public	VDOT / HRTAC using Hampton Roads Transportation Fund (HRTF); no private concession	~6 mi	HOV 2+
I-64 Chesapeake Segment	Hampton Roads	2024 (Mar.)	Public	VDOT / HRTAC (Hampton Roads Transportation Fund); part of broader HREL program	~14 mi	HOV 2+
I-64 Hampton Segment (4C)	Hampton Roads	Under construction	Public	VDOT / HRTAC (Hampton Roads Transportation Fund); $445M project	~2.5 mi	HOV 2+
I-64 Newport News Segment	Hampton Roads	Under construction	Public	VDOT / HRTAC (Hampton Roads Transportation Fund)	~11.5 mi	HOV 2+
I-64 Norfolk Segments 1A / 1B	Hampton Roads	Under construction	Public	VDOT / HRTAC (Hampton Roads Transportation Fund); $197.6M design-build contract	~2 mi open +	HOV 2+

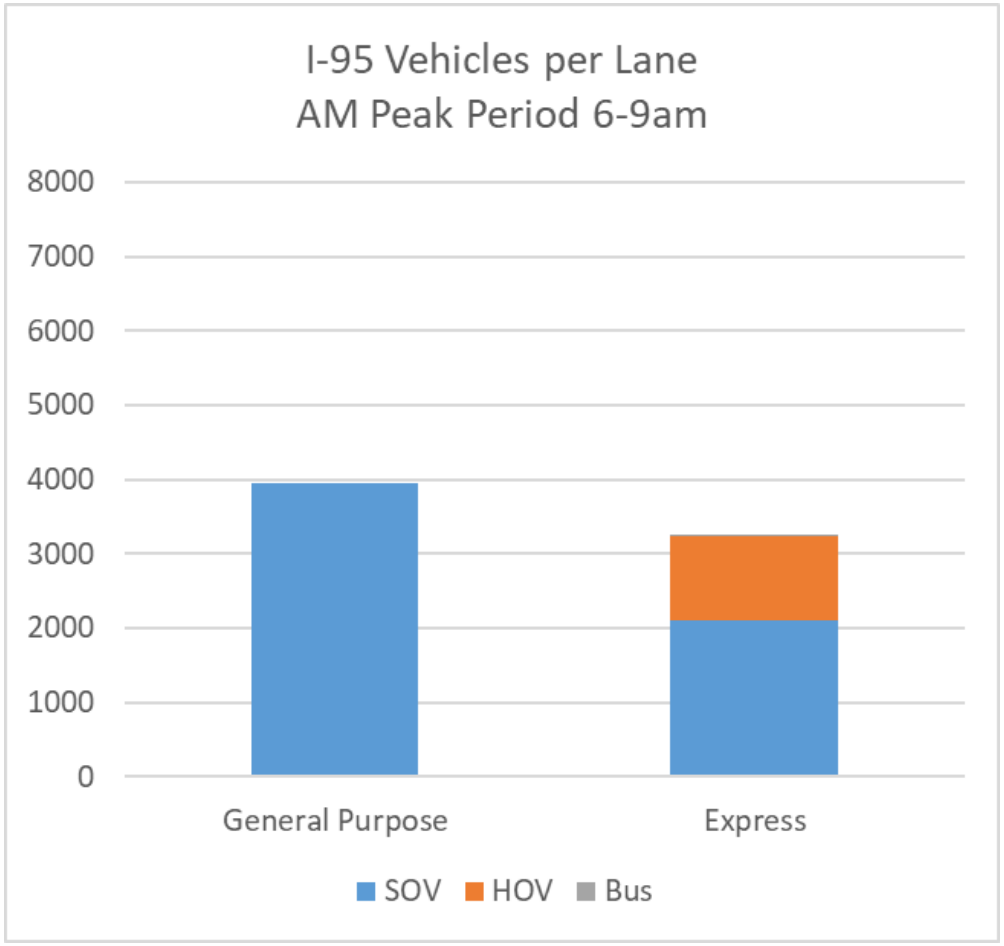
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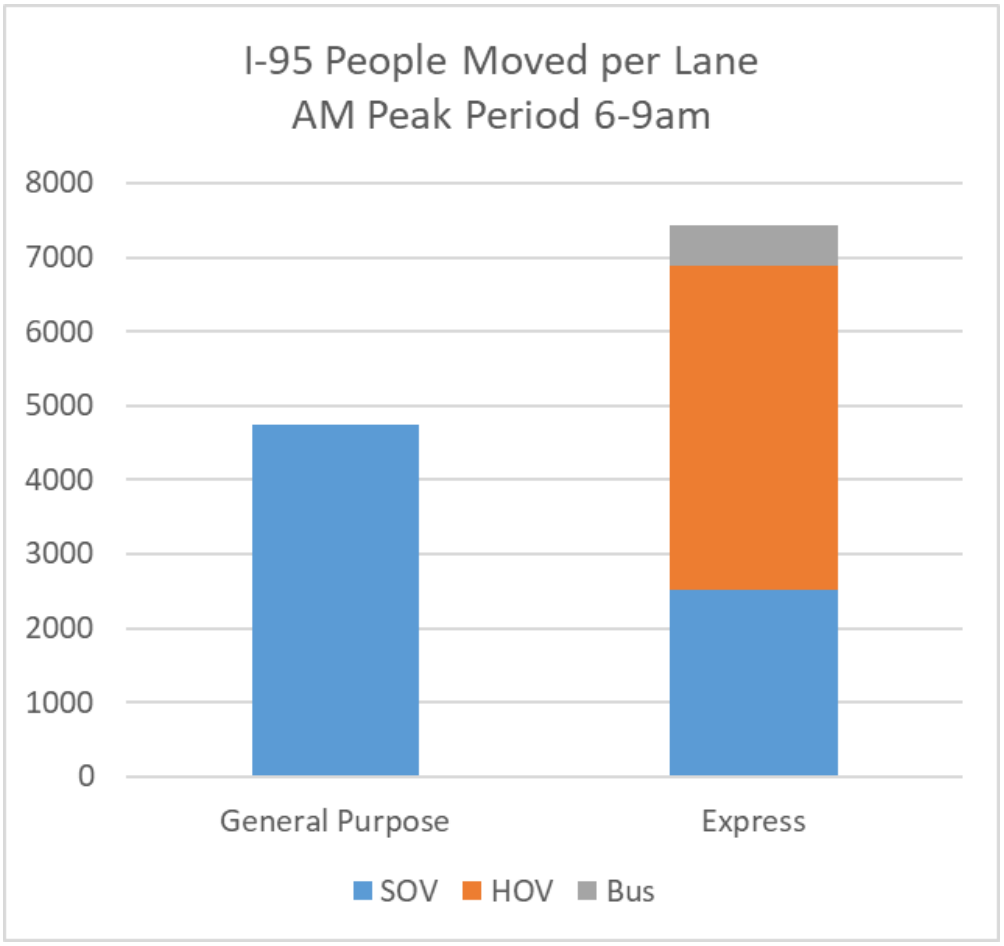
Benefits of HOT Lanes

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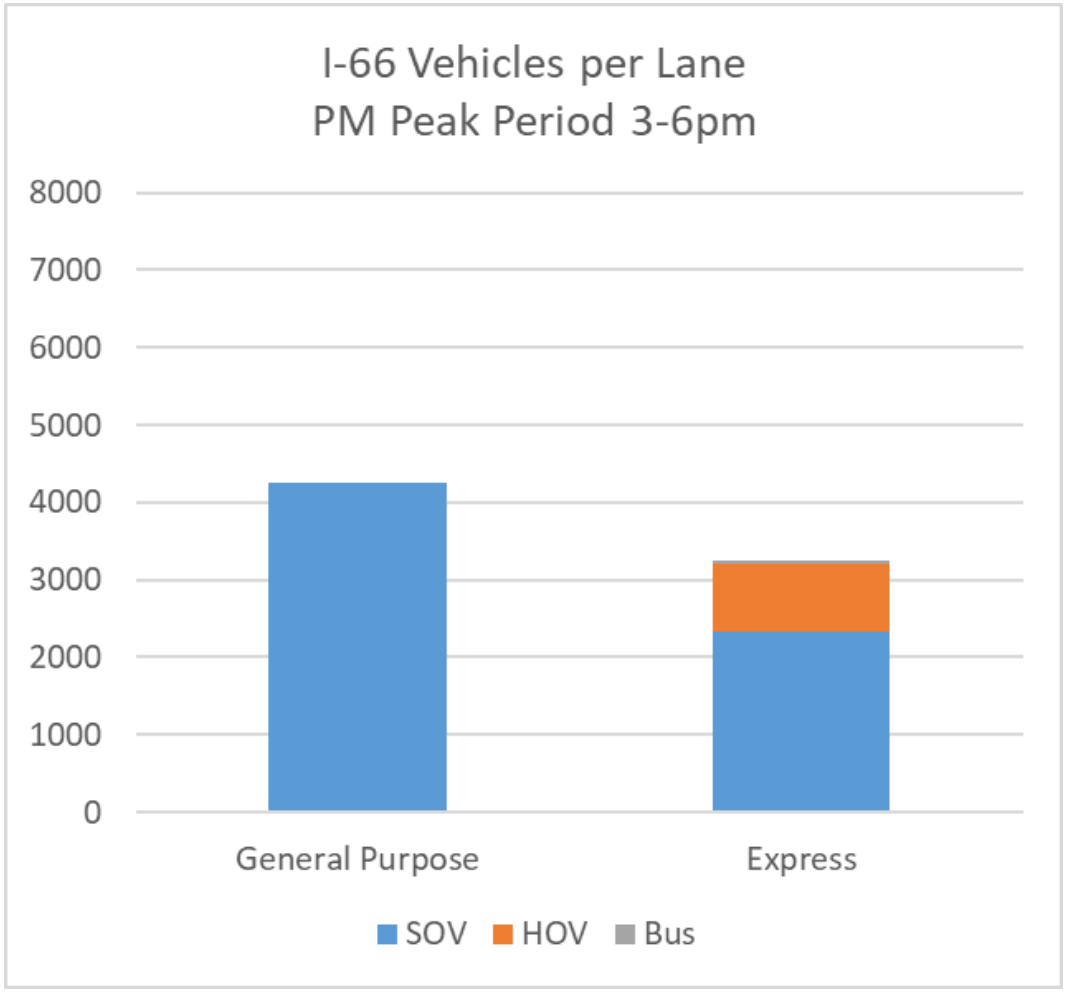
Carry more People on Peak → VA Examples

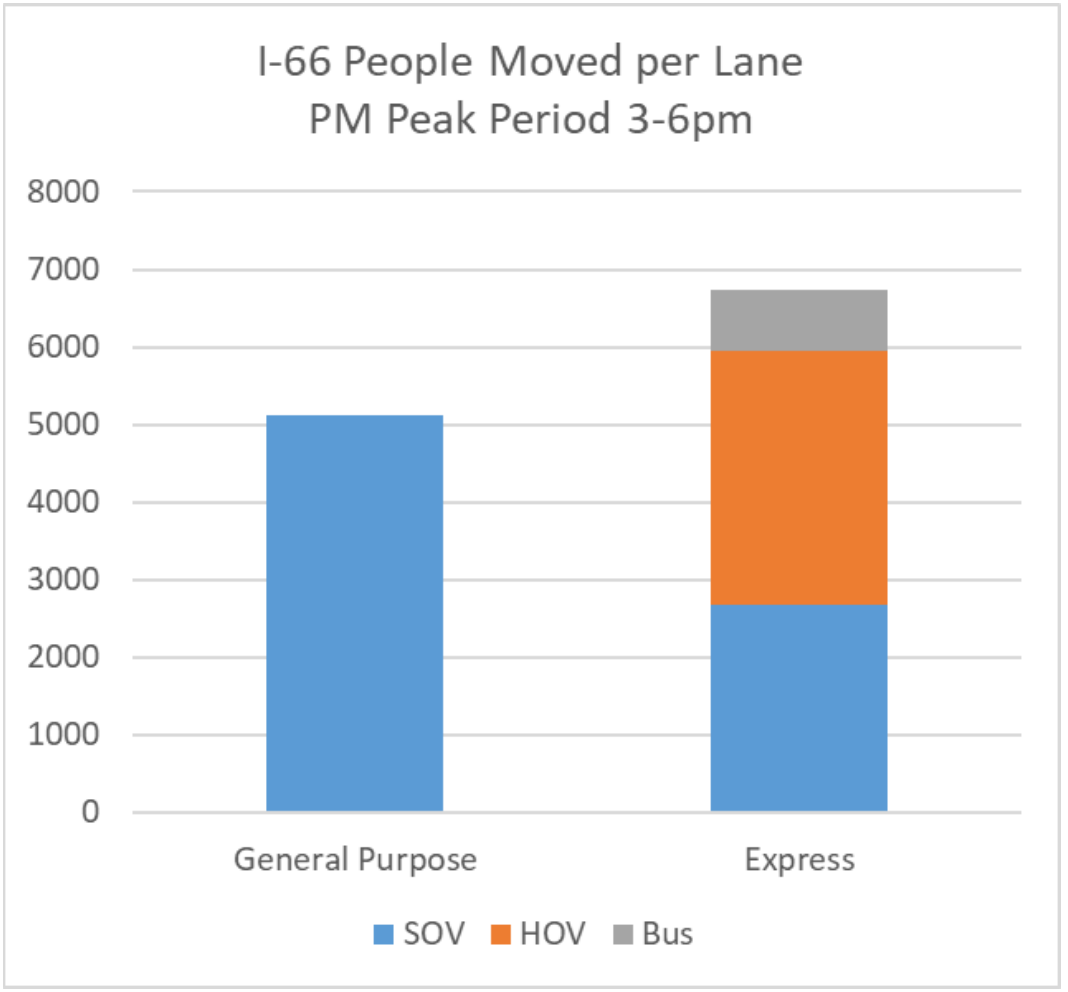




(2025) Northbound I-95, North of Interchange with Fairfax County Parkway (Rt 286)

I-66 Outside the Beltway- PM Peak Express Lane Person Throughput

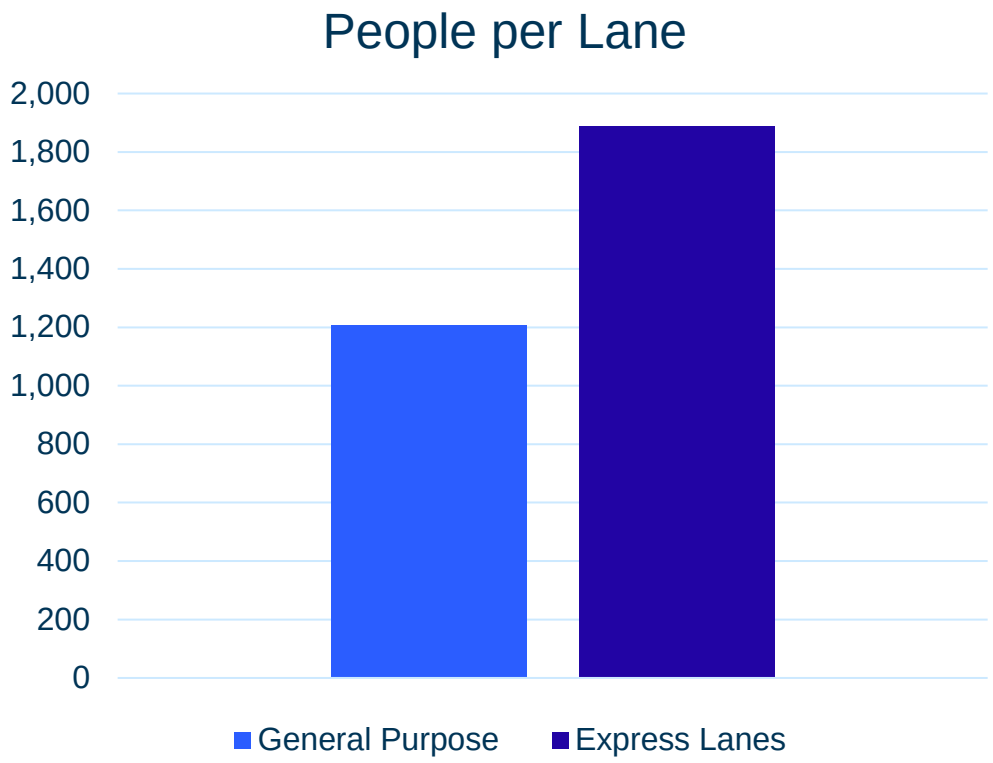


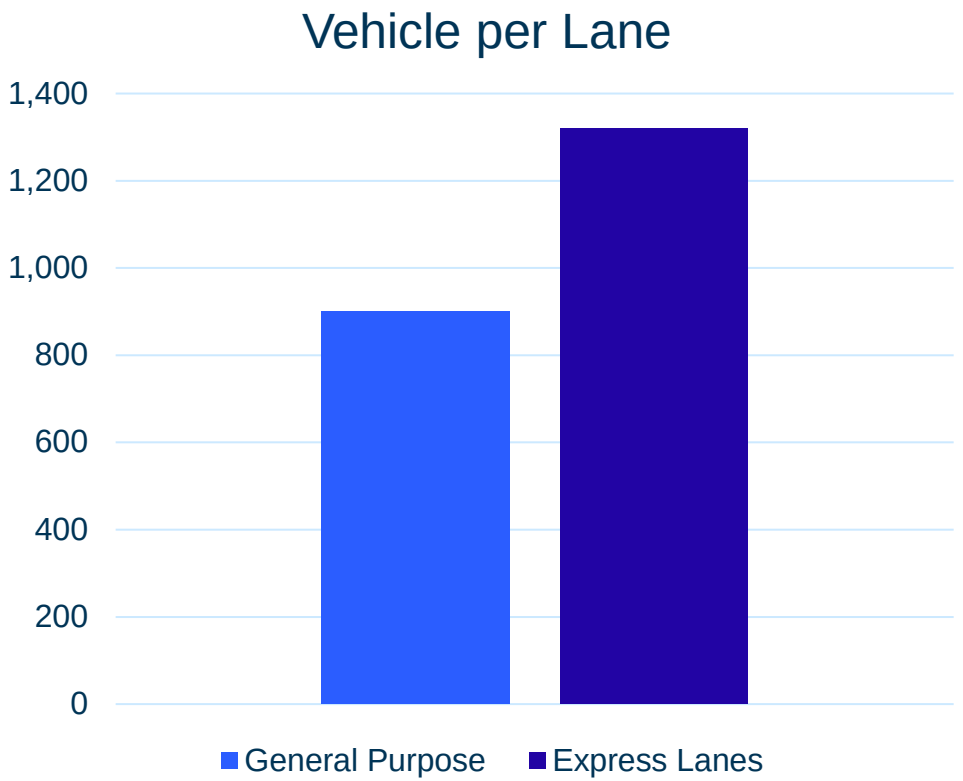


(2025) I-66 Westbound West of Chain Bridge Road (Rt 123)

Carry more People on Peak → This is consistent nationwide

SR-91 in Orange County, CA – PM Peak EB





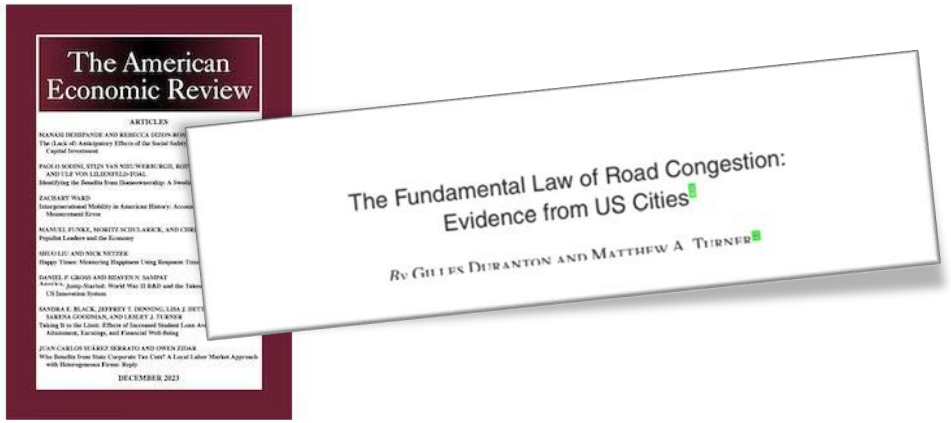
Source: Email from Darrell Johnson, OCTA Director

Carry more People on Peak → How can that be?

- **More people → Carpooling and buses means more people per vehicle. Also: a faster moving lane can mean more vehicles can get through per hour**
  - The Express Lane incentivizes carpooling and is often paired with expanded bus service.
  - Avoid “breakdown” (vicious cycle where a few more cars drops speed a lot and it takes a long time to unwind)
  - Fewer exits mean less weaving

Research agrees – adding GP lane capacity doesn't solve congestion or reliability long term

"VKT increases proportionately to roadway lane kilometers for interstate highways and probably slightly less rapidly for other types of road."



"The Fundamental Law of Road Congestion: Evidence from US Cities" American Economic Review 101(6): 2616–2652
https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616

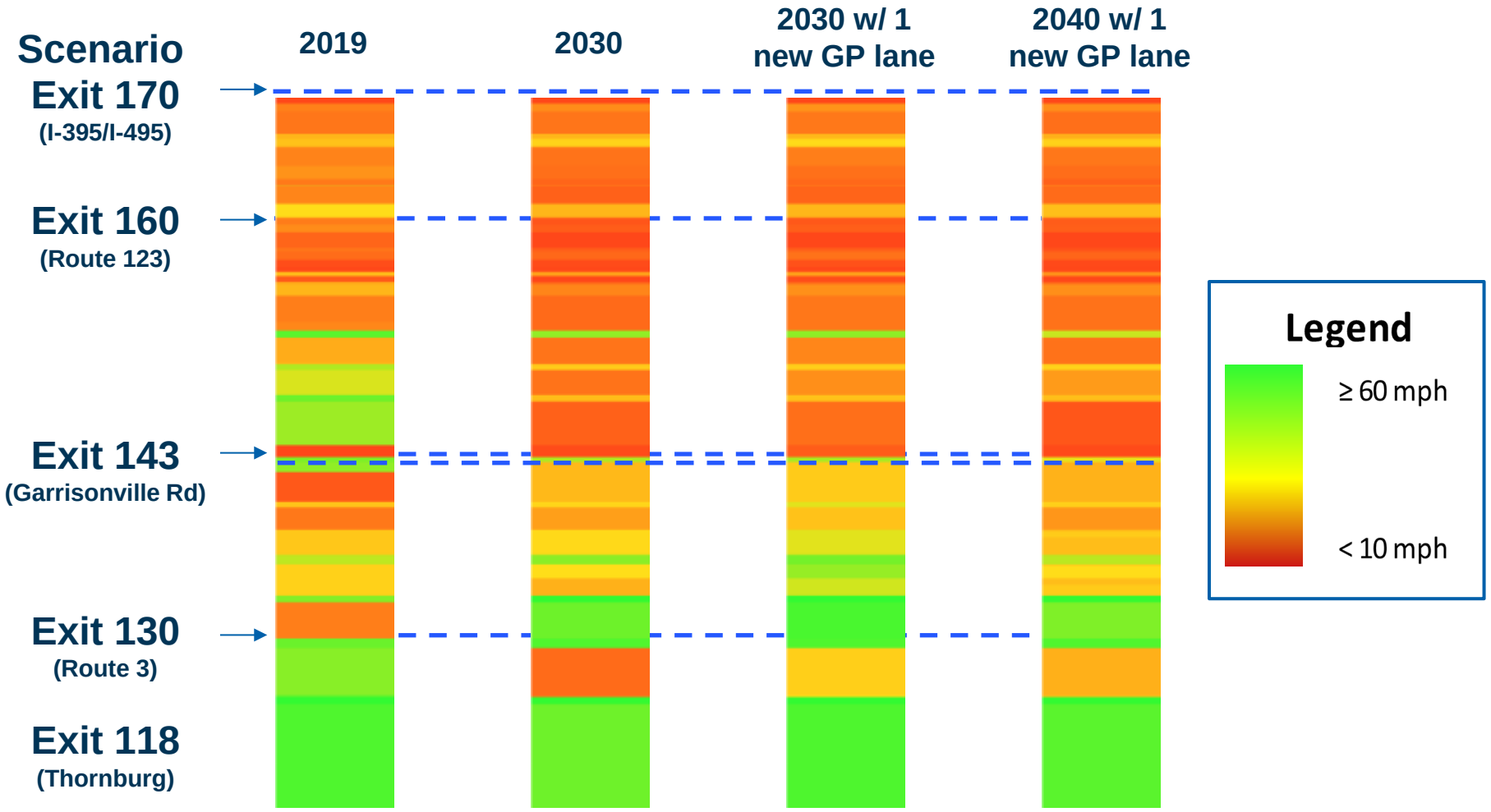


Figure 1. Induced Vehicle Travel Effect of Roadway Capacity Expansions

"Roadway Capacity and Induced Travel" (Policy Brief)
https://ww2.arb.ca.gov/sites/default/files/2025-04/Roadway%20Capacity%20and%20Induced%20Travel%20-%202025%20Policy%20Brief.pdf

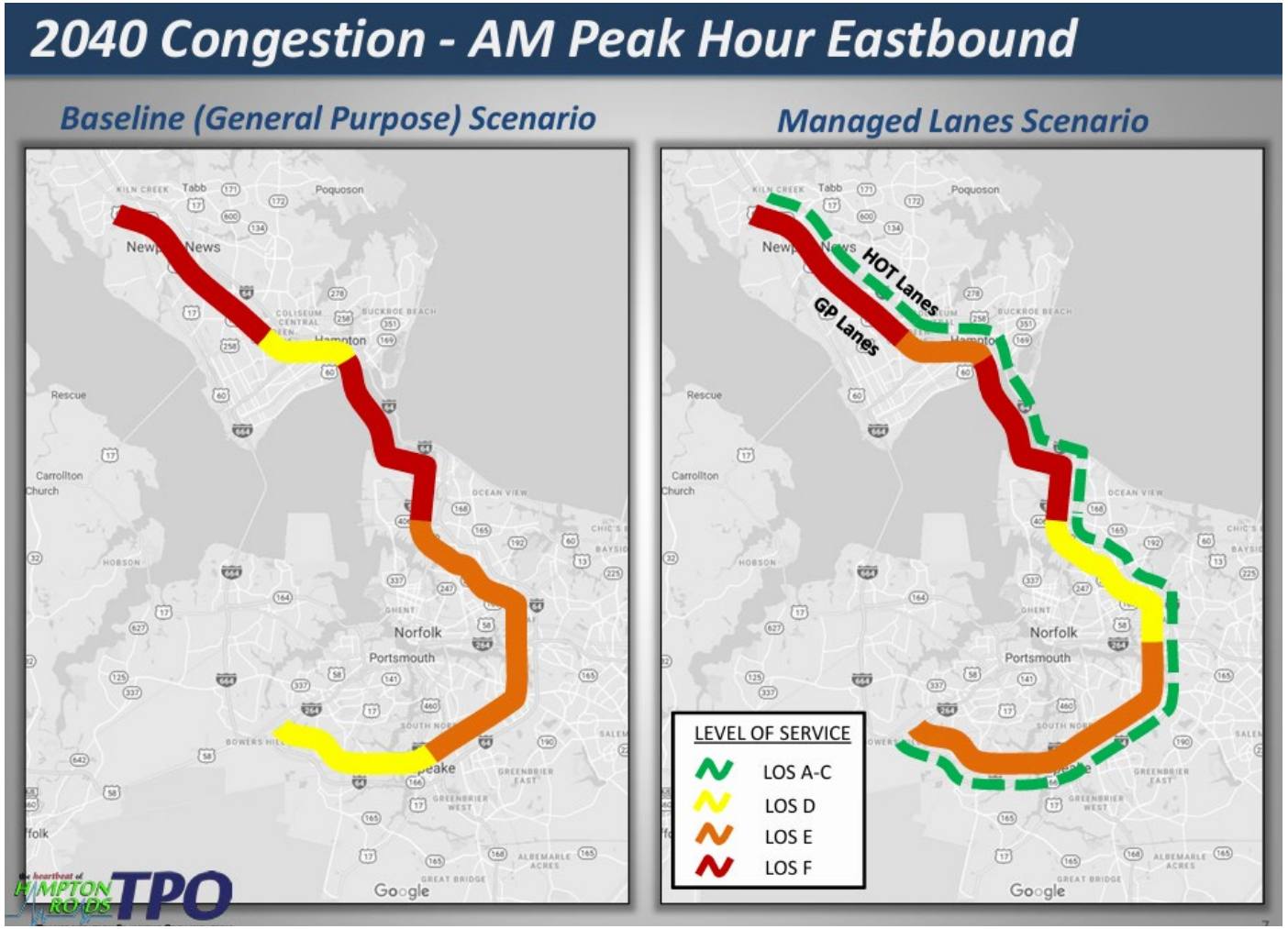
Adding GP Lanes Does Not Solve Congestion or Reliability Long Term in Urban Areas

Virginia's I-95 Corridor Plan found that adding new general purpose lanes did not improve travel speeds



Adding an Express Lane DOES solve reliability – and is often similar on congestion long term to GP-only options

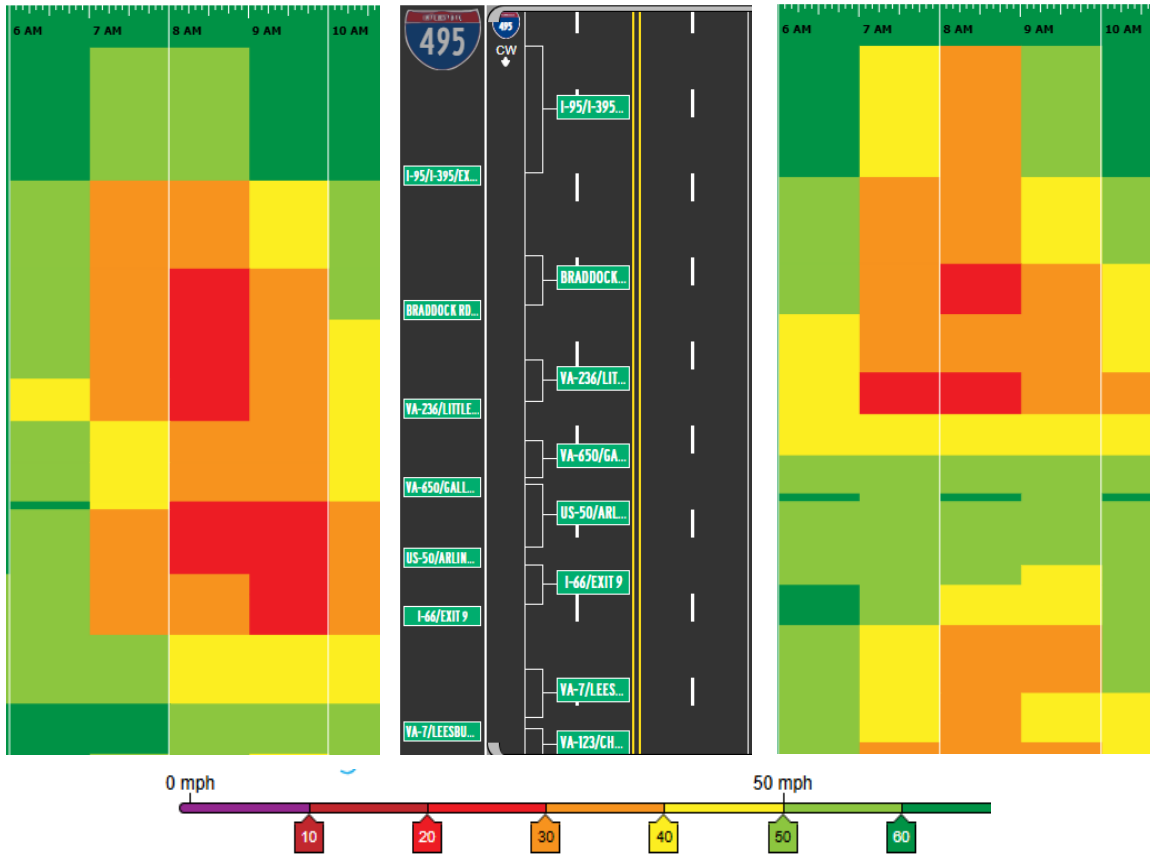
I64 Express Lanes Concept 2040 Analysis (2019) showing reliability benefit and congestion similarity



AND Short Term – Express Lanes can mitigate corridor congestion (short term)

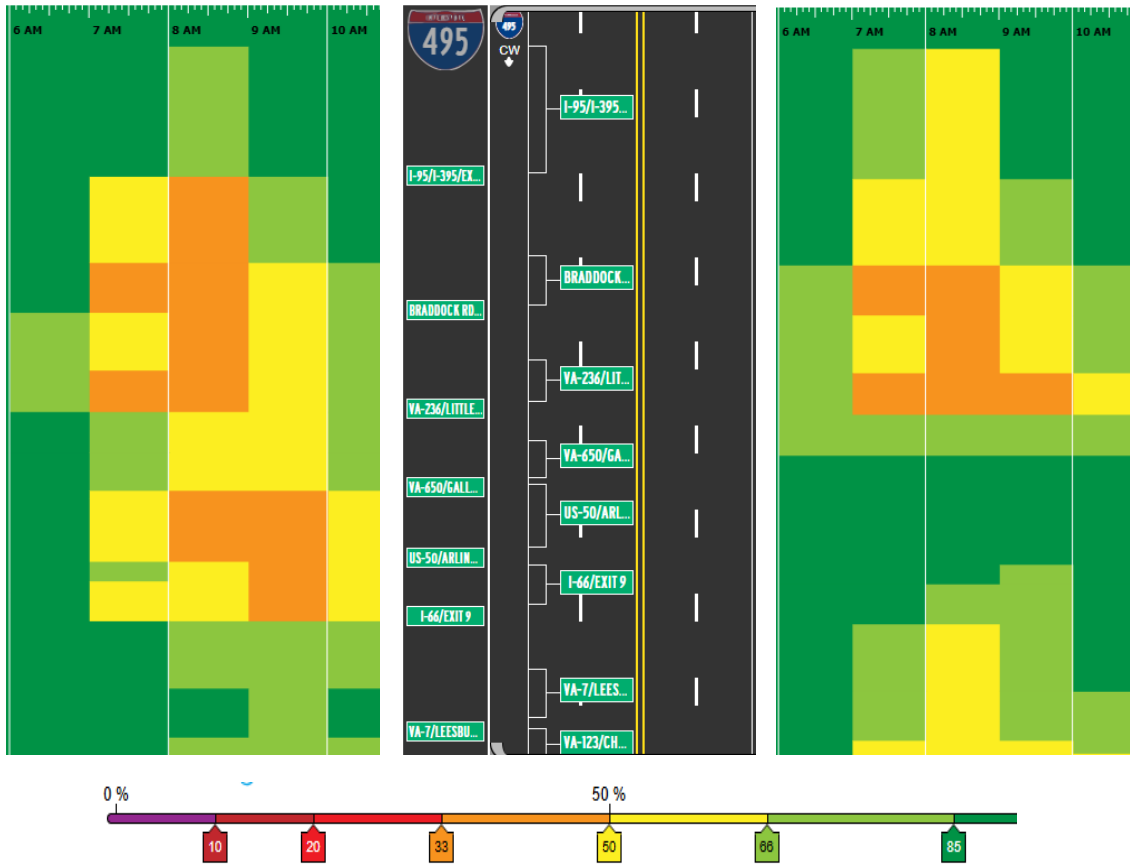
Speed (mph) – GP Lanes

2012 Pre-Opening | I-495 NB | 2025 Post-Opening



Congestion % (GP Lanes)

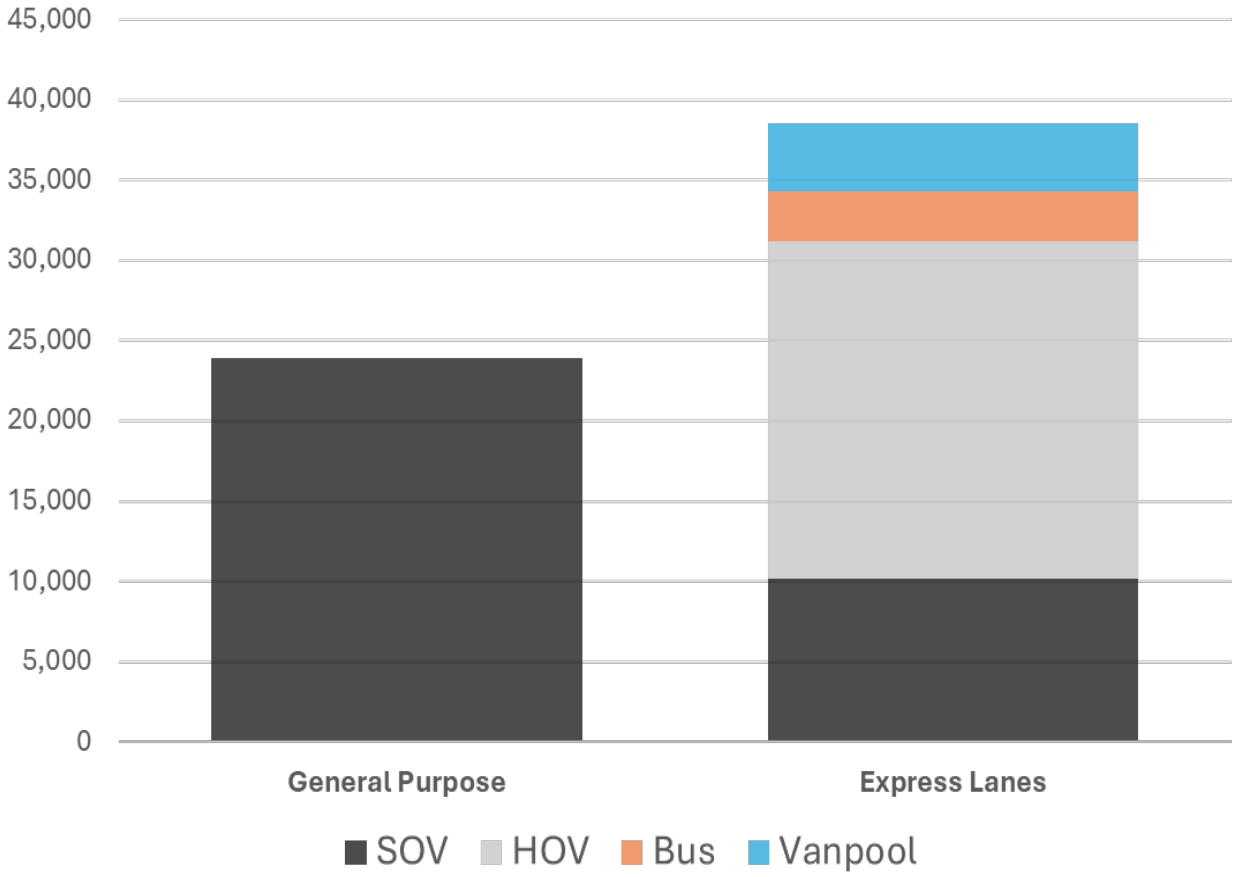
2012 Pre-Opening | I-495 NB | 2025 Post-Opening



Encourage transit, carpooling



Person Trips on I-95 – on peak



Provides Dedicated Revenue to Finance Large Capital Improvements

Express Lane Project Name	$$	Funding Detail
I-495 (Capital Beltway)	P3	VDOT / Capital Beltway Express LLC (Transurban + Fluor); PABs + TIFIA loan; $1.4B; 50-yr concession
I-95 / I-395 (original)	P3	VDOT / 95 Express LLC (Transurban); PABs + TIFIA + state contribution; $950M; 52-yr concession
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I-64 Norfolk Segments 1A / 1B	Public	VDOT / HRTAC (Hampton Roads Transportation Fund); $197.6M design-build contract

Can provide ongoing funding for corridor enhancements

Coming up later in the workshop agenda…



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Concerns raised about Express Lanes

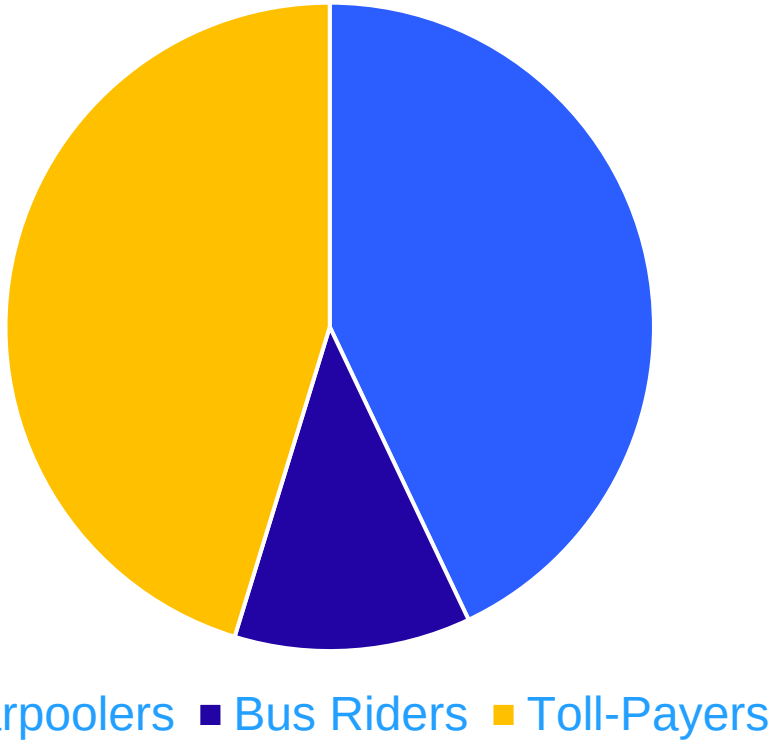
- Cost money → benefits only the wealthy drivers
- Does not benefit general purpose lanes
- People cheat



Benefits the Wealthy? Most Users Pay Nothing

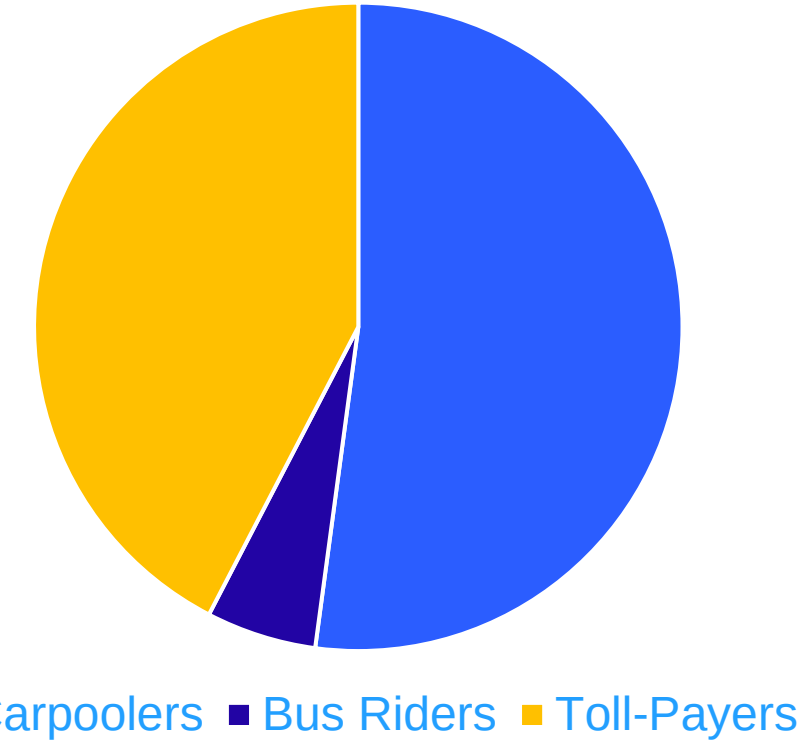
I66 – ITB Daily

55% of all users pay no toll

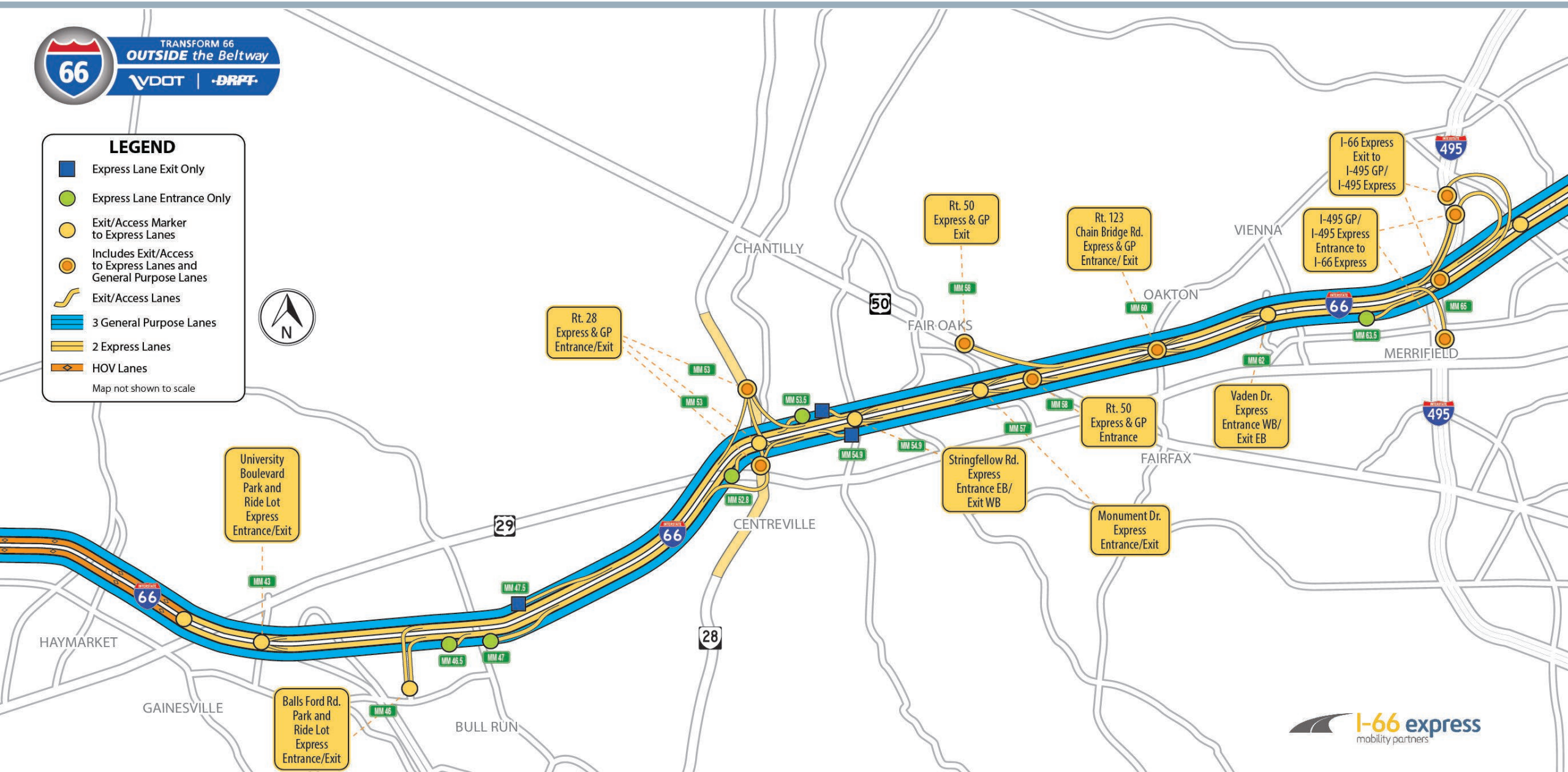


I-95 Express Lanes from Exit 166-169, AM peak:

58% of all users pay no toll



Doesn't Serve All Exits



People can Cheat with EZ-Pass

- Yes – some people have been cheating by switching their Flex Pass to HOV on when they shouldn't.
- Camera-based check and enforcement is expanding to mitigate this.




LEFT EXIT
LEFT EXIT
E-ZPass EXPRESS
E-ZPass EXPRESS
INTERSTATE 495
1/4 MILE
INTERSTATE 66 EAST
Washington
ALL LANES
HOV-2+ ONLY
6:30-9 AM M-F
EXIT 64 B
INTERSTATE 495 NORTH
Tysons Corner
Baltimore
EXIT ONLY
EXIT 64 A
INTERSTATE 495 SOUTH
Richmond
Alexandria
EXIT ONLY
EXIT 64 B
RAMP
35 MPH
NORTH
INTERSTATE 495
EXIT 64 A
Questions?

Toll-Funded Transit Service in Virginia

Sarah Husain

Director of Northern Virginia Transit Programs

May 19, 2026

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



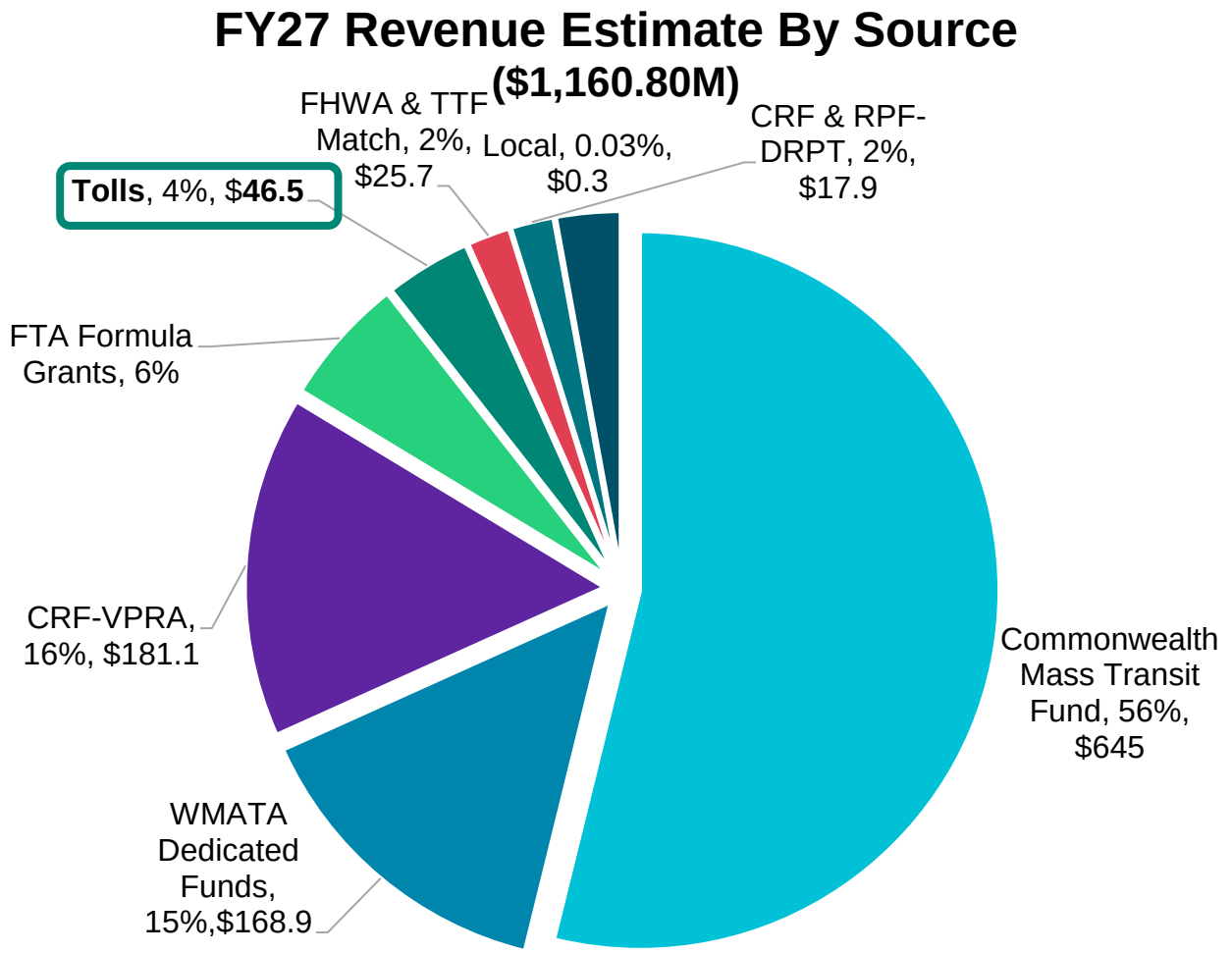
Agenda

- Toll Revenues Fund Transit in the Commonwealth
- Transit Programs and Governance Structures
- Leveraging Northern Virginia's Express Lanes: 10 Years of NVTC’s Commuter Choice Program
- I-66 Commuter Choice Fiscal Year 2027 – 2028 Program of Projects



Transit Funding in Virginia

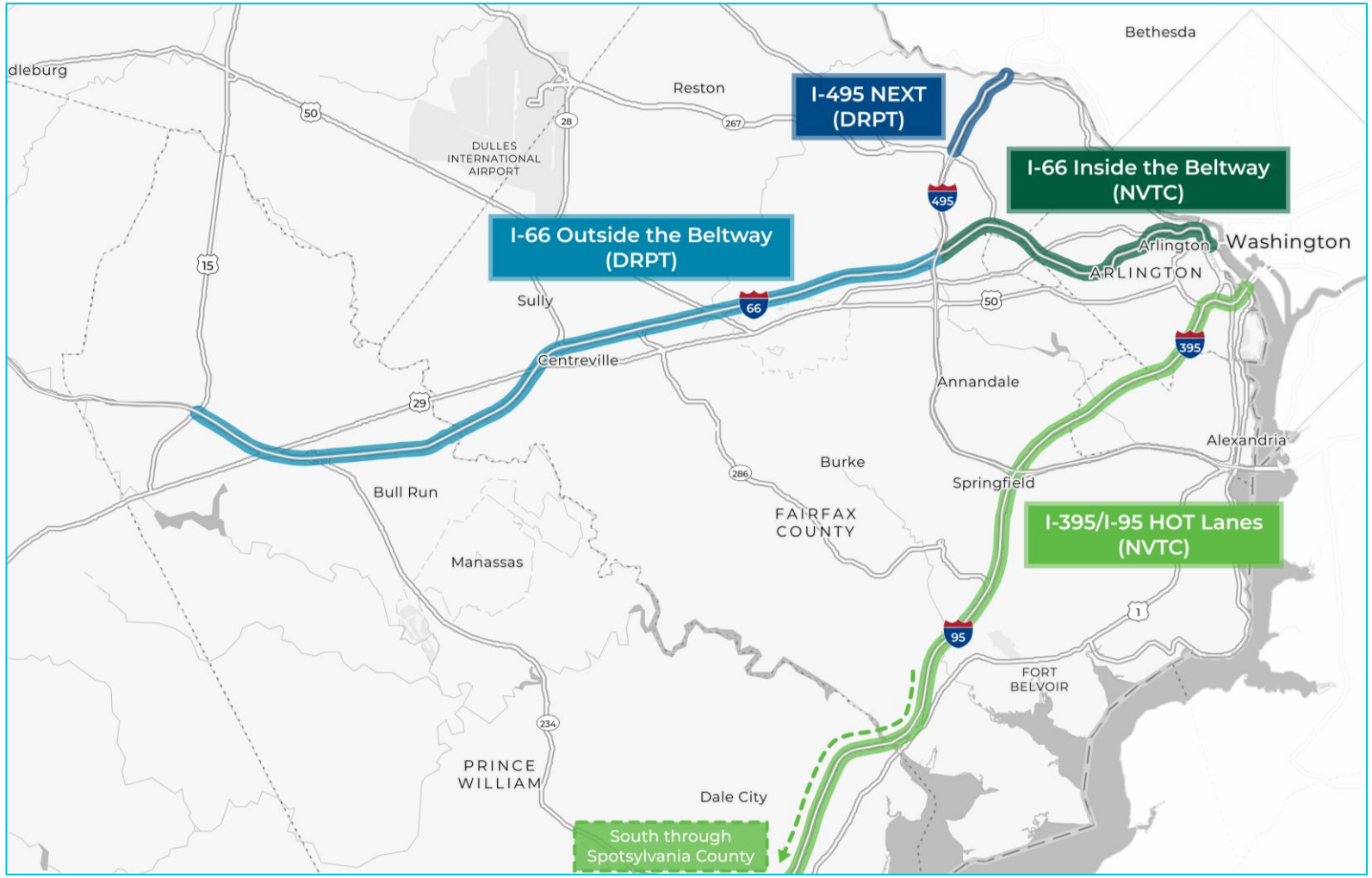
- Transit funding by source as anticipated for DRPT's FY27-32 Six Year Improvement Program
- Revenues come from a wide variety of sources to support transit in the Commonwealth
- Today's focus: toll revenues



Toll Revenues Fund Transit in the Commonwealth

Four toll revenue-funded transit grant programs in Northern Virginia:

- I-395/95 Commuter Choice
- I-66 Commuter Choice (Inside the Beltway)
- I-66 Outside the Beltway
- I-495 NEXT

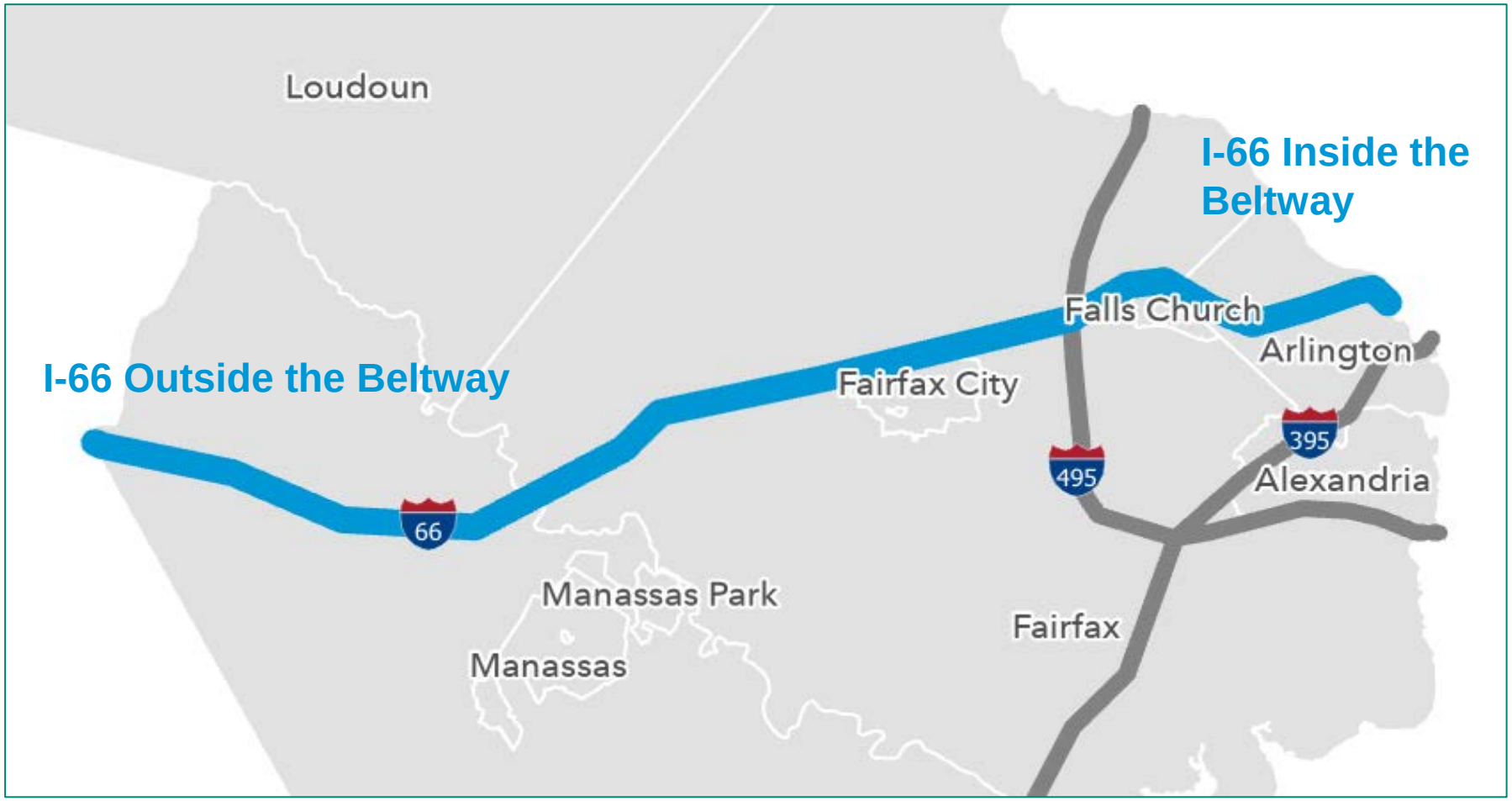


Toll Revenues Fund Transit in the Commonwealth

Grant Program	Parties to MOA (administration in **bold)**	Concessionaire	Funding Amounts ($ nominal)	MOA End Dates	Application Frequency
I-395/I-95 Commuter Choice	**NVTC**, **PRTC**, CTB, VDOT, DRPT	Transurban	$2.7 billion	2087	Biennial (FY26-27)
I-66 Commuter Choice (**Inside the Beltway**)	**NVTC**, CTB, VDOT, DRPT	VDOT	$896 million	2057	Biennial (FY27-28)
I-66 **Outside the Beltway**	**DRPT**, VDOT	Express Mobility Partners (EMP)	$1.25 billion	2068	Annual (FY27)
I-495 NEXT	**DRPT**, VDOT	Transurban	$334 million	2087	Annual (FY27)

- Use of toll revenues is geographically restricted: projects must benefit the tollpaying users
- Governance of DRPT and NVTC grants differ

I-66 Corridor Detail



I-66 Commuter Choice (Inside the Beltway) Funding Program

- Administered by NVTC
- Supports transit improvements between the I-495 junction in Fairfax County to Washington, D.C.
- MOA project selection criteria is very detailed, with requirements on types of multimodal improvements that are eligible, debt financing, scoring criteria
- Funding includes minimum annual transit payment from tolling, concessionaire payment, and overpayments if tolling revenues exceed the minimum
- Annual amounts are stipulated in Comprehensive Agreement between the Commonwealth and NVTC
  - NVTC also receives an annual I-66 Outside the Beltway payment from DRPT for use in the I-66 Commuter Choice Inside the Beltway program
- NVTC presents Commuter Choice recommendations to CTB annually
- Recommendations are included and approved by the CTB as part of the SYIP

I-66 Outside the Beltway Funding Program

- Administered by DRPT
- Supports transit improvements between the in the 22.5-mile Outside the Beltway of the I-66 corridor between Haymarket and the I-495 junction in Fairfax County
- Annual amounts are stipulated in Comprehensive Agreement between Virginia and Concessionaire
  - DRPT provides an annual payment to NVTC for the I-66 Commuter Choice Inside the Beltway Program
- Does not include limitations or restrictions on funding eligibility, only that it must reasonably benefit toll users and should consider MPO/locality's priorities
- DRPT recommendations for these grant programs are included in the draft and final SYIP

I-66 Commuter Choice (Inside the Beltway) Program Governance

Role of CTB, DRPT, and NVTC, from the *Third Amended and Restated Memorandum of Agreement*, May 19, 2021:

"… NVTC shall submit to DRPT a list of proposed Components for funding ("Funded Components") for presentation by DRPT and NVTC at a regularly-scheduled CTB workshop...

… If the proposed Funded Components are selected in accordance with NVTC's selection process and… meet the Project Criteria, then the CTB will consider and approve the proposed Funded Components by an affirmative vote…"

I-395/I-95 Commuter Choice Program Governance

Role of CTB, DRPT, NVTC, and PRTC, from the *Amended and Restated Memorandum of Agreement*, January 18, 2022:

"… NVTC and PRTC shall submit to DRPT a list of proposed ATI [Annual Transit Payment]-Funded Projects for presentation by DRPT, NVTC, and PRTC at a regularly-scheduled CTB workshop...

… If the proposed ATI-Funded Projects are selected in accordance with NVTC and PRTC's selection process and… meet the Project Criteria, then the CTB will consider and approve the proposed ATI-Funded Projects by an affirmative vote…"

Leveraging Northern Virginia's Express Lanes:

10 Years of NVTC's Commuter Choice Program

Investing Toll Revenue to Improve Travel Across Northern Virginia



Kate Mattice

Executive Director

Northern Virginia Transportation Commission



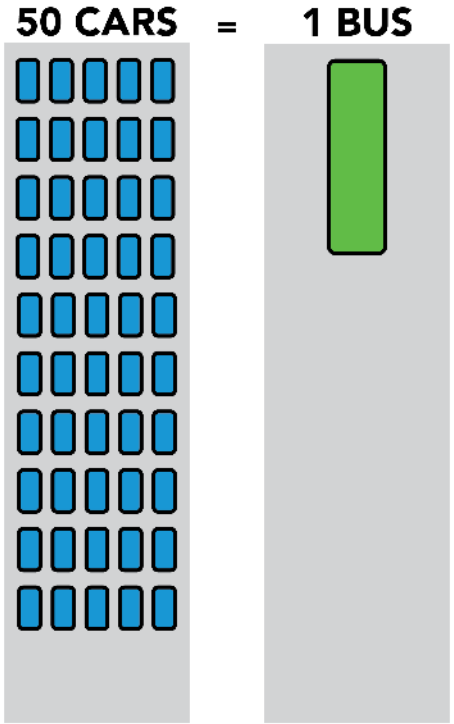




Express Lanes + Transit = A Perfect Combination

Benefits of Express Lanes

- Improved traffic flow and travel times
- Predictable and reliable travel
- Congestion relief and spillover reduction
- Improved safety by reducing conflict points



Add Transit

Transit options mean **more** people can move with **fewer** vehicles

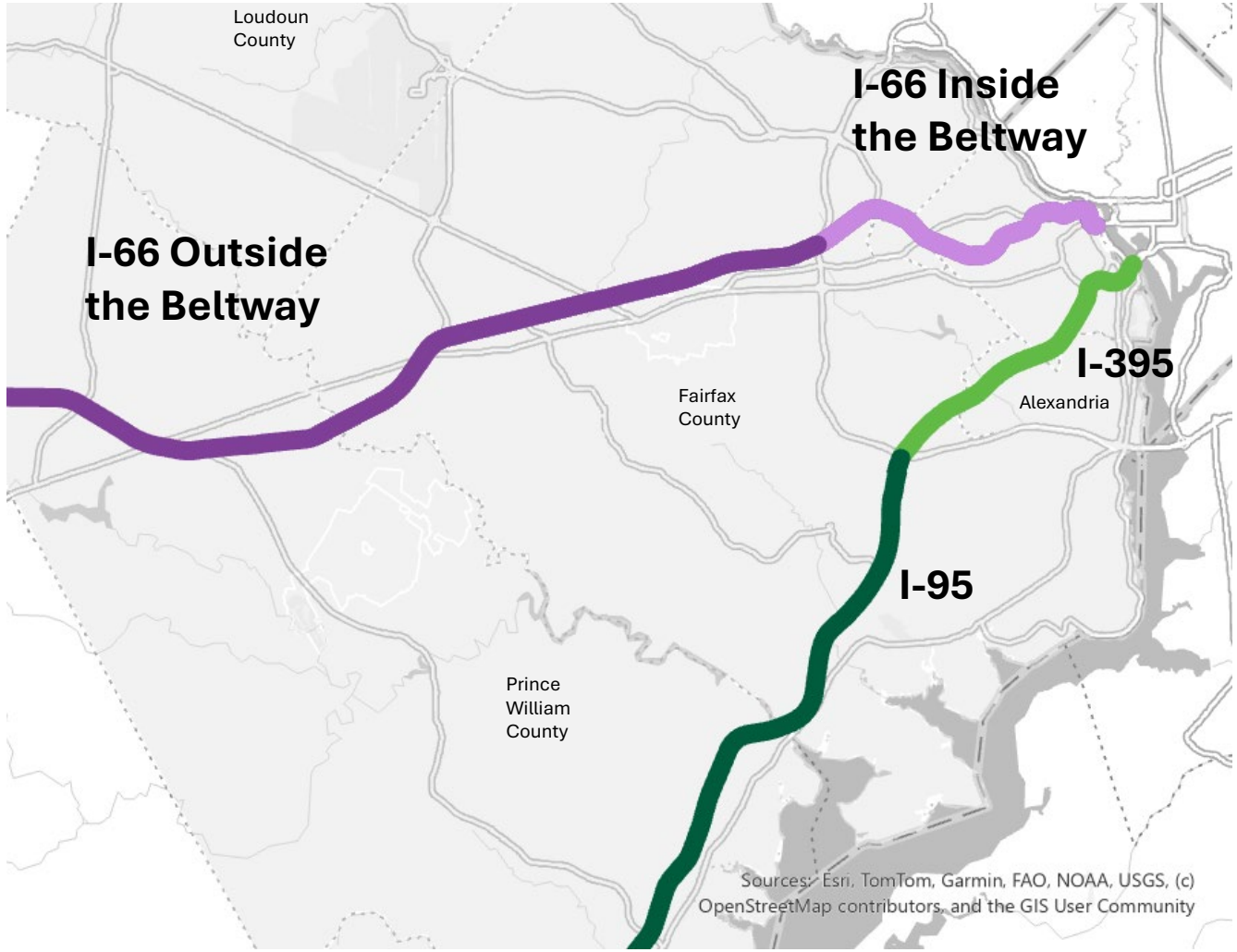
- Reduce traffic in general purpose lanes AND express lanes
- Improve travel times
- Support reliable travel
- Improve safety
- Lower tolls



NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

About NVTC's Commuter Choice Program

- Partnership between the Commonwealth and NVTC since 2016
- Data-driven competitive grant program
- Serves I-66 and I-95 corridors
- Invests toll revenues into transit, ITS and TDM projects
- Focuses on moving people
- Two-year funding cycle



A Regional Program with State and Local Partners

State Government
Approval & Disbursement

DRPT – Virginia Department of Rail and Public Transportation

VDOT

Transportation Commissions
Policy & Oversight

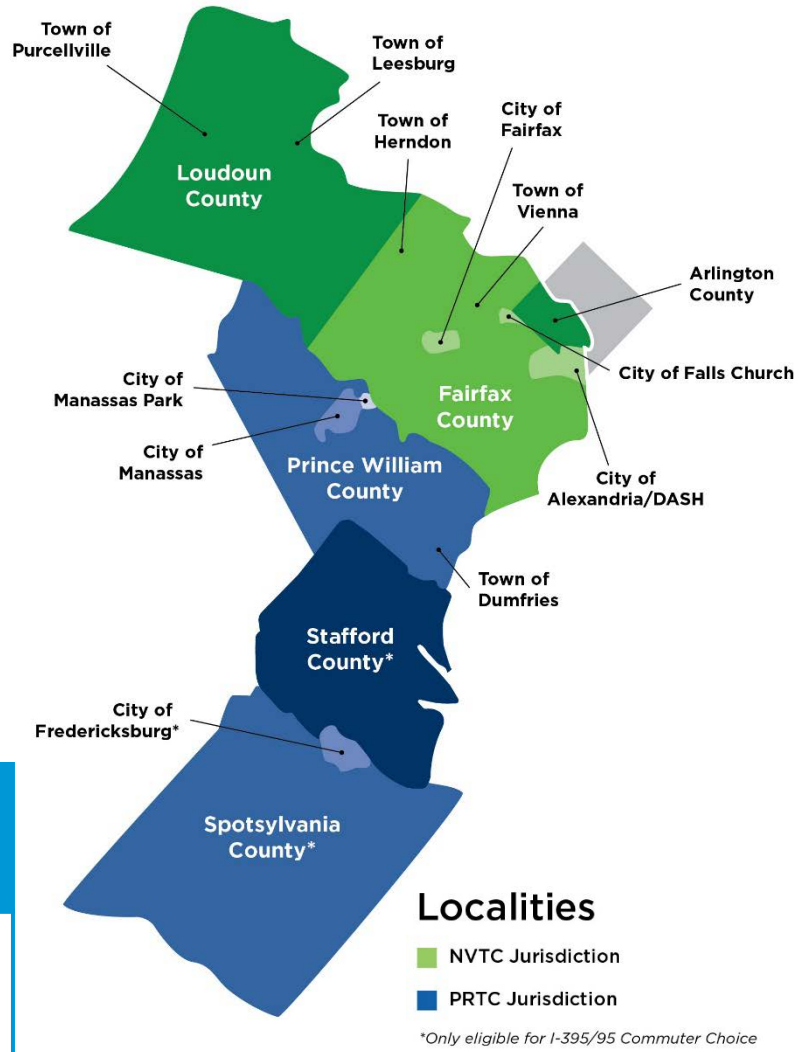
NVTC – Northern Virginia Transportation Commission

Potomac & Rappahannock Transportation Commission

*I-395/95 corridor only

Local Jurisdictions & Transit Operators
Implementation & Reporting

Metro · CUE Fairfax City · Connector · VRE · ART Arlington Transit · DASH Alexandria Transit · LC Transit Loudoun County · OmniRide Get There Smarter



NVTC Northern Virginia Transportation Commission | Commuter Choice

Criteria and Eligibility Defined Through MOA

Eligible Project Types

- Bus or Rail Service
- Bus or Rail Capital Projects
- Roadway Improvements
- Access to Transit (bike/ped)
- Transportation Demand Management (TDM) (fare buy-down, customer outreach, etc.)

Quick Project Delivery

Funds must be obligated **within two years** of allocation and fully expended **within five years** of allocation.

Project Requirements

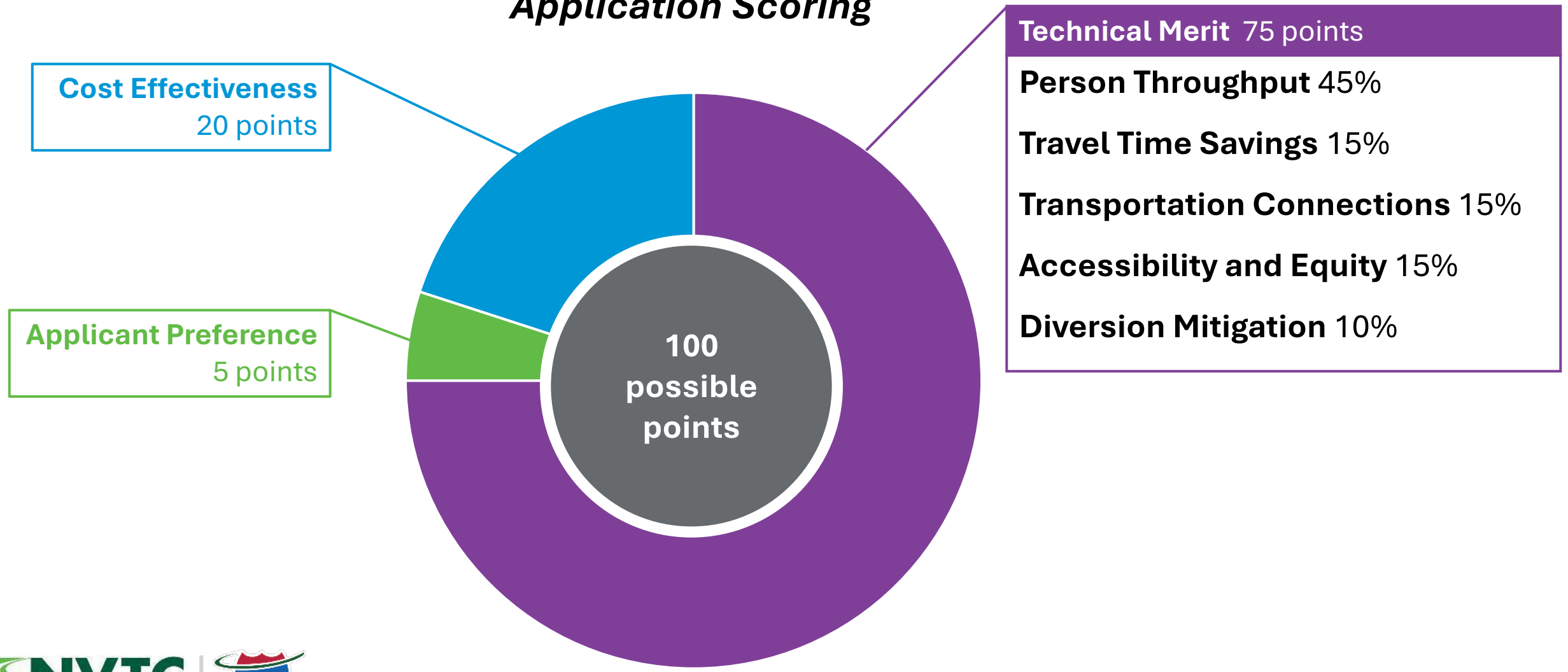
Projects must meet **at least one of four** improvement goals outlined in the Memorandum of Agreement:

- ✓ **Maximize Person Throughput**
- ✓ **Improve Mobility**
- ✓ **Support New, Diverse Travel Choices**
- ✓ **Enhance Transportation Safety and Travel Reliability**

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

A Competitive, Data-Driven Evaluation Process

Application Scoring



NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

Results: Strategic Investments to Help Move the Region

$212M in capital and operations funding to support travelers along I-66 and I-395/95 Express Lanes

15

agencies, cities or counties

72

unique projects



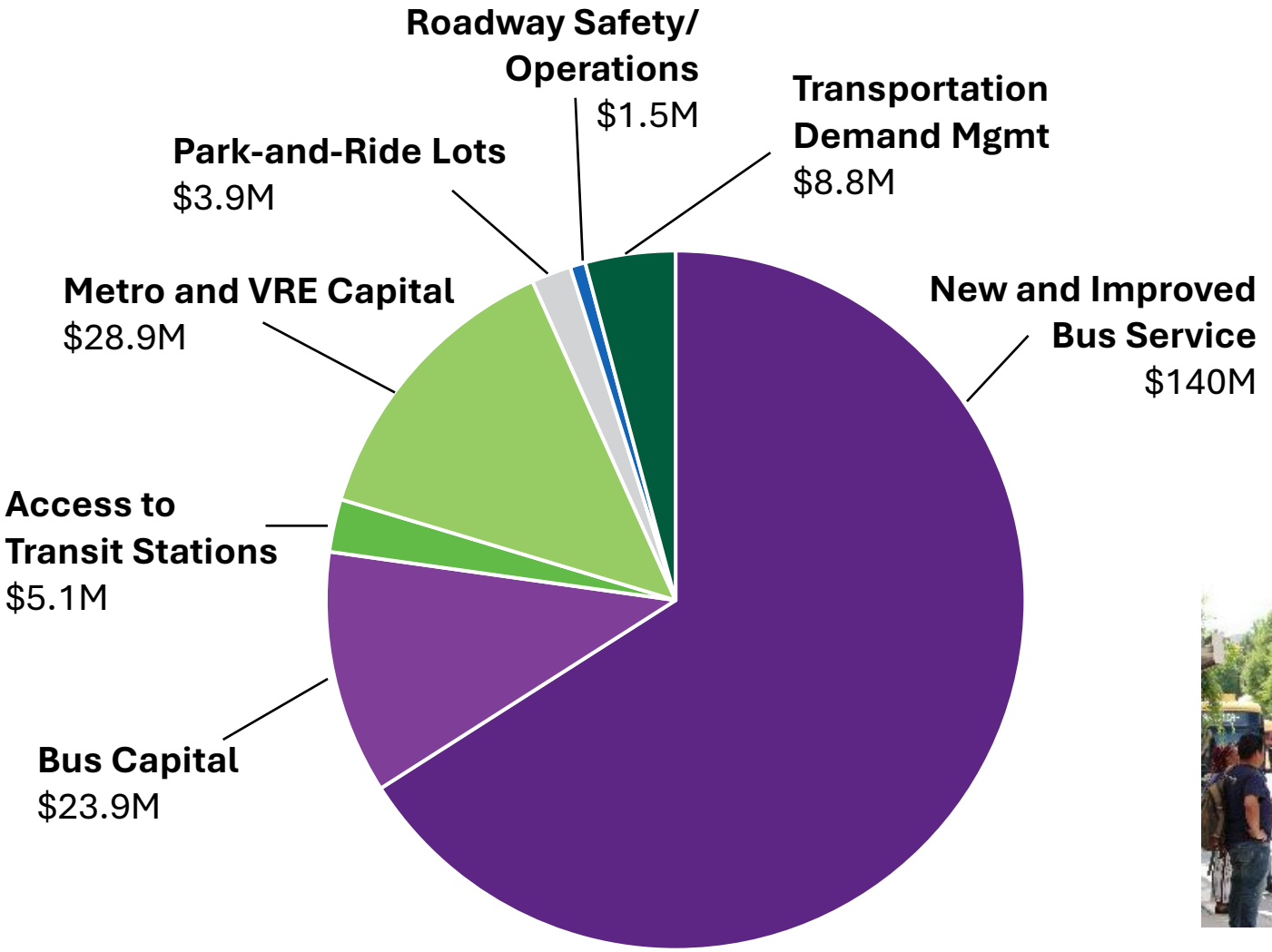
NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

Results: Projects that Meet Unique Needs of Communities













Results: 10 Years of Commuter Choice Impact

- ☑ Improve Commutes
- ☑ Enhance Mobility
- ☑ Improve Quality of Life

Saved
$25.9M
in fuel cost for Virginians

Prevented
293
vehicle crashes

Moved more than
10.5M
people along I-66 and I-395/95

Avoided
1.9M
hours of travel delay

Reduced
197M
vehicle miles traveled

OmniRide and Fairfax Connector routes traveling on I-66 Outside the Beltway **saved up to 15 minutes per trip** once the Express Lanes opened in 2022

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

Data through June 30, 2025

Community Impact: Stafford County

Commuter Choice funding has made transit more attractive with:

New Commuter Bus Routes and Coaches

Linking Stafford County with the Pentagon and Washington D.C.

More Frequent Bus Service

27 daily trips move over 200,000 people annually

VRE Platform Extension

Lengthened Leeland Road station to enable longer VRE trains

> **"These OmniRide routes are crucial for commuters heading to the Pentagon and Arlington. Without them, hundreds of commuters would have to drive (increasing traffic) or find alternate sub-optimal methods"**
> *-Stafford resident (2025)*



Community Impact: Loudoun County

Commuter Choice funding has made transit more attractive with:

New Park-and-Ride Lot

Creating new links between Loudoun and key employment centers

Commuter Bus Routes and New Coaches

Saving Loudoun commuters over 20 minutes per trip

Incentives for New Transit Users

TDM programs provided incentives to try new service

> **"I rely on these two morning and two afternoon trips from the Dulles South/Stone Ridge and East Gate lots for a reliable, congestion-free commute. Please keep it funded so our growing community continues to have this essential transit option."**
> *-Loudoun resident (2026)*



Community Impact: City of Alexandria

Commuter Choice funded lines 35 and 36 carry a combined 2.5M riders each year

Commuter Choice funding has made transit more attractive with:

Buses running every 10-15 minutes

gets riders to destinations faster

Real-time arrival signs

for a reliable and informed wait

Newer, bigger buses

to meet demand and improve the rider experience

> **"As a West Alexandria resident, I rely heavily on the frequency of this service. Personally, it has been a key resource enabling me to connect with and explore parts of the community."**
> *-Alexandria resident (2025)*



I-66 FY 2027 – 2028 Program of Projects

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

FY 2027 – 2028 Funding Cycle

Oct 2025	Call for Projects Opens
Jan/Feb 2026	Eligibility Review and Scoring
Mar/Apr 2026	Public Comment Period
May 2026	Commission Approval and Referral to the CTB
July 1, 2026	New Funding Available

I-66 FY 2027 - 2028 Program of Projects

Proposed Program

$60.5M in awards | **14** projects

Benefiting communities in
Loudoun, Prince William, Fairfax and Arlington

13 bus service projects
including
7 bus purchases

1 rail capital project

What I-66 and I-395/95 Travelers are Saying…

> *I use this line to take my daughter to and from daycare several times a week. Because my trip includes a transfer,* ***high frequency service*** *is very important to ensuring I can get to daycare and then on to work on time.*









> *This is a great program,* ***thank you for providing better bus service in NoVa!***

> *Si esta linea es MUY IMPORTANTE! La necesitamos, los que vivimos aqui y trabajamos y no tenemos coche. (Yes,* ***this line is VERY IMPORTANT!*** *All of us with no cars that work and live here need it.)*



NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

Thank You!



Kate Mattice
Executive Director
katemattice@novatransit.org



NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

2300 Wilson Blvd., Suite 230, Arlington, VA 22201
novatransit.org | @novatransit

Appendix

Proposed FY 2027-2028 I-66 Program Of Projects (1 of 2)

Grantee	Project Title	Proposed Award
Arlington County	Route 55: East Falls Church Station to Rosslyn Station Enhanced Service	$475,000
Arlington County	Ballston-MU Station West Entrance	$20,000,000
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	$1,684,916
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	$4,588,744
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	$4,072,453
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	$2,514,209
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	$219,005

Proposed FY 2027-2028 I-66 Program Of Projects (2 of 2)

Grantee	Project Title	Proposed Award
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	$269,698
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	$476,008
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	$605,600
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	$1,773,700
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	$9,445,500
WMATA	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	$11,255,525
WMATA	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	$3,112,587

Total Proposed Funding $60,492,945

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION | Commuter Choice

INTEGRATED DIRECTIONAL SIGNING PROGRAM (IDSP)

Program Orientation on the Role, Structure, Governance, and Periodic Regulatory Review of Virginia's IDSP

Mark A. Cole, PE
State Traffic Operations Engineer

Joshua Heslinga
Director, Governance & Legislative Affairs

5/19/2026

Part 1: IDSP Overview

What is the IDSP?

The Integrated Directional Signing Program (IDSP) is VDOT's statewide framework for managing multiple directional signing programs under a single, coordinated model.



Specific Service Signs

LOGO

3,000 + Customers



Tourist-Oriented Directional Signs

TODS

500 + Customers



Supplemental Guide Signs

SGS

1,400 + Customers



General Motorist Guide Signs

GMSS

1,400 + Panels



Special Programs

7

Programs

IDSP Framework

Statutory Authority

- CTB regulates and controls signs
  (Va Code §33.2-1220, §33.2-210)
- CTB sets fees for IDSP participants
  (Va Code §33.2-218)
- Regulations codified in Virginia Administrative Code (24VAC30-551)

Governance & Oversight

- CTB sets regulatory framework
- Sign Advisory Committee provides stakeholder input
- Program shaped through General Assembly actions

Program Administration

- Centralized statewide program (VDOT Traffic Operations Division)
- Day-to-day administration delegated through performance-based contract
- Operational documents refined as program matured

Why the IDSP Matters

Program Overview

The IDSP provides a single framework for safe, consistent, and reliable guidance to motorists and essential public services across Virginia. At a statewide level, the IDSP:

- Ensures compliance with **Virginia MUTCD*** and VDOT standards
- Provides clear directional guidance to support safe and informed decision making for essential services
- Supports economic development and tourism



***Virginia Manual on Uniform Traffic Control Devices**

Specific Travel Services (LOGO) Signing

Purpose

LOGO signs are traffic control devices that provide advance guidance to essential motorist services (gas, food, lodging, camping, attractions) at limited-access interchanges.

Fees

Participants pay an annual fee, covering one mainline logo and ramp logo, based upon the Annual Average Daily Traffic volume (AADT).

CUSTOMERS UNDER CONTRACT	LOGO PLATES	STRUCTURES	INTERCHANGES
3,000 +	**12,600 +**	**4,400 +**	**400 +**

Virginia MUTCD interchange limits: A maximum of 4 sign structures (up to 6 Logo plates per structure) and a minimum of 800 feet distance between signs.



Tourist-Oriented Directional Signing (TODS)

Purpose

TODS provide motorists with directional guidance to businesses, services, and other attractions along non-limited-access and secondary highways.

Fees

TODS participants pay an application fee, as well as an annual fee for each sign panel.

CUSTOMERS	PANELS	STRUCTURES
500 +	**1,300 +**	**1,000 +**



Supplemental Guide Signs (SGS)

Purpose

SGS provide directional guidance to cultural, historical, recreational, educational, and similar destinations along VDOT Right of Way such as state parks, cultural sites, government sites, universities, military sites, and schools.



Fees

Commercial businesses pay an annual fee to participate in the program. There is no annual fee for government or non-profit customers.



CUSTOMERS	SIGN MESSAGES	STRUCTURES
1,400 +	**6,900 +**	**5,600 +**

Supplemental Guide Signs (Background Color)



Brown Background



Green Background



Blue Background

RECREATIONAL & CULTURAL

- Recreational Parks
- Historical Sites
- Historical Districts

GOVERNMENTAL

- Colleges & Universities
- Governmental
- Local Schools

INFORMATION & SERVICE

- Tourist Information Centers
- Welcome Centers
- DMV

General Motorist Service Signs (GMSS)

Purpose

GMSS provide guidance to motorists along all types of roadways. Symbols are used to inform motorists of the availability of services such as fuel, food, lodging, and hospitals.



Fees

Participant pays fabrication and installation costs; maintenance is covered by VDOT.

SIGN MESSAGES	STRUCTURES
1,500 +	**1,300 +**



Special Signing Program - Historical Markers

Purpose

Virginia's historical markers commemorate historically significant people, places, and events along the Commonwealth's roadways and byways.

Overview

Established in 1926, the Department of Historic Resources manages applications and approves marker text for all historical markers. VDOT is responsible for the installation and maintenance of markers on VDOT's right of way.

Costs

All costs associated with fabrication and installation of these markers are the responsibility of the requesting entity. All costs associated with maintenance and replacement of these markers are the responsibility of VDOT through the IDSP.

IDSP	
EST. IN PROGRAM	STRUCTURES
2020	**2,900 +**



Special Signing Programs Under the IDSP



Civil War Trails



Historic Route 1
Established by HB530 in 2010
Integrated with IDSP in 2010



Virginia Waterways
Signing Program



State Scenic Rivers
Program



Washington Rochambeau
Revolutionary Route National Historic Trail
Established by HB 93 in 1980
Integrated with IDSP in 2006



Historical Marker Program
Integrated with IDSP in 2020



Virginia Rail Heritage Region
Established by HJR 25 in 2010
Integrated with IDSP in 2010

Supporting Role: Community Gateway & Wayfinding Program

Purpose

Supports Virginia localities in developing coordinated, locally branded gateway and wayfinding sign systems that guide travelers to cultural, historic, recreational, and civic destinations, while maintaining statewide safety and design standards.

Background

- Implemented by local governments on VDOT maintained Right-of-Way
- Authorized by VDOT through a land use permit
- IDSP Program Manager serves as the Wayfinding Sign Program Administrator (WSPA), providing oversight to ensure compliance with Virginia MUTCD standards and avoid duplication of sign messages that currently fall under the IDSP

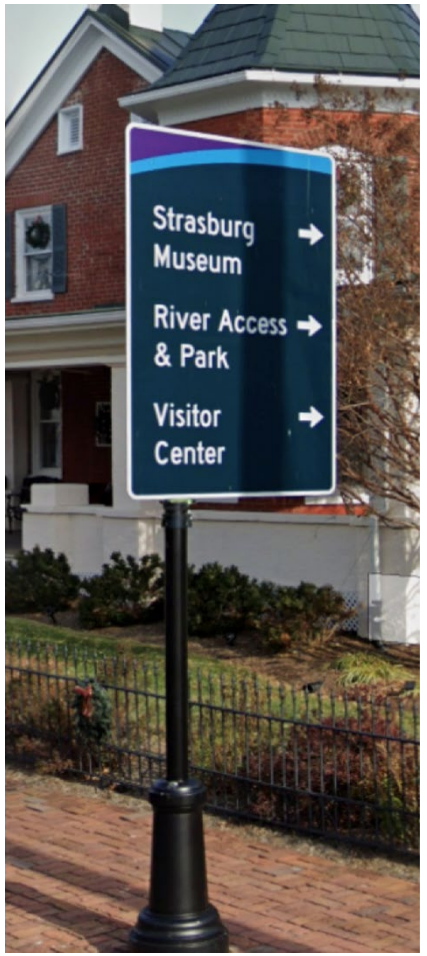
Note: *This program is outside the IDSP*



Gateway Structure



Gateway Structure



Wayfinding Sign

Operations Administration

IDSP is a coordinated, statewide program integrating policy, operations, and asset management. Delivery requires alignment across Central Office, Districts, and a dedicated contractor team.

VDOT Central Office

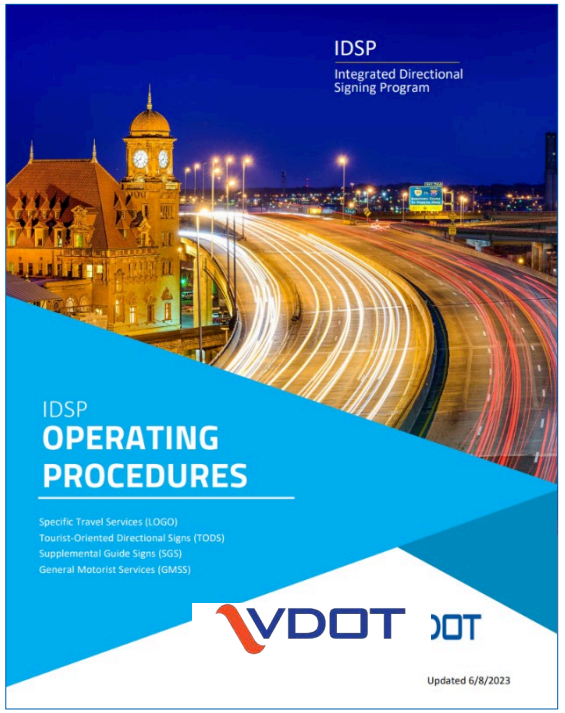
- Administers program per CTB criteria and Virginia MUTCD
- Oversees contracts, finances, compliance, and performance
- Leads statewide alignment across stakeholders & partners

VDOT Districts

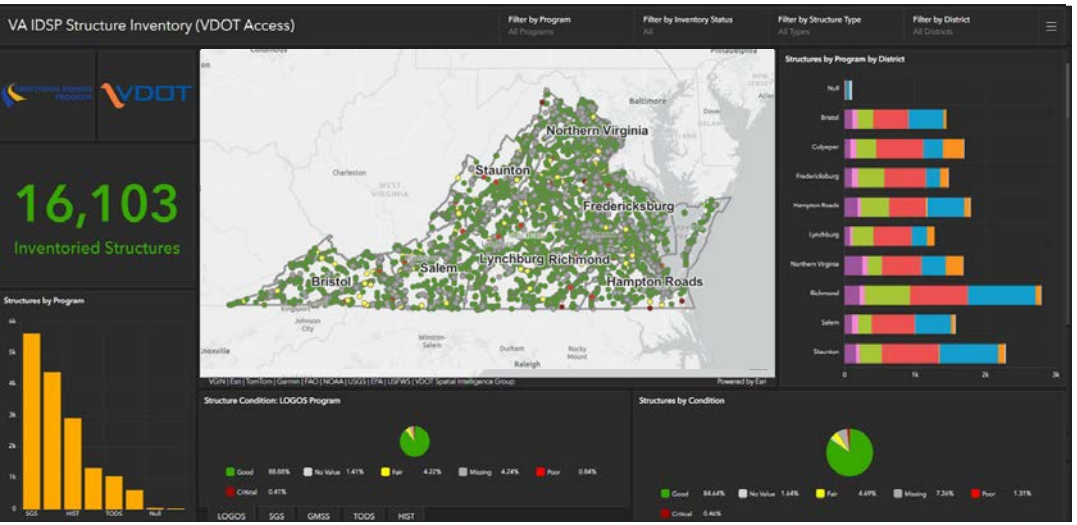
- Coordinate local approvals and compliance
- Support field implementation

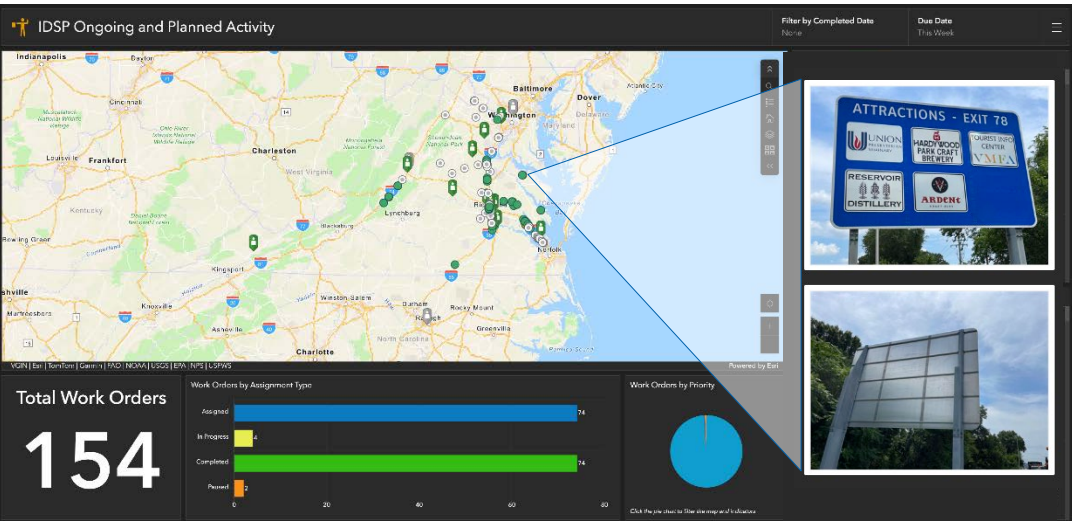
IDSP Contractor

- Manages day-to-day program delivery at scale
- Serves as primary customer interface
- Performs sign installation, maintenance, and inspections



Modernization & Program Command Center





IDSP Management System

Through GIS-driven tools, lifecycle tracking, and continuous quality assurance, the IDSP operates one of the nation's largest and most modern directional signing systems.

Centralized Oversight

- ArcGIS-based VDOT IDSP Portal
- Real-time visibility into inventory and field Activity
- Live workforce and lifecycle tracking

What This Delivers

- Transparency and accountability
- Performance-reporting
- Data-driven program management

Questions about IDSP Overview?

Part 2: IDSP Periodic Review

The IDSP Regulation (24VAC30-551)

- The IDSP criteria addresses:
  - Program eligibility requirements
  - Definitions
  - Operational rules (ex: “bumping”)
  - Fee structures

- Regulation established in 2006 and has not been substantively amended since that time. Last periodic review in 2021.

Periodic Review and Exempt Regulatory Action

- The Administrative Process Act (APA) governs the regulatory rulemaking process and requires agencies that adopt regulations periodically review those regulations.
- Periodic reviews are initiated by posting Notice on Town Hall.
  - Notice of periodic review for 24VAC30-551 was posted in September 2025, and public comment was received for 21 days. No public comments were received.
  - Periodic review recommendation is to amend the regulation.

CTB Periodic Review



The CTB periodic regulatory review is an opportunity to align Virginia's IDSP regulations with how the program operates today.

- **No fundamental change to program purpose or structure**
- Updates improve clarity and comply with publication requirements
- One targeted new provision included (beyond current practice)
- Changes vetted through appropriate advisory and administrative processes

24VAC30-551 – Key Proposed Amendments

- Allow relocation of grandfathered Supplemental Guide Signs
  - Adds flexibility for grandfathered facilities
  - Limits relocation on limited access highways to signs already on limited access highways
- Addition of section on alternative fueling
  - Developed with participation from the Virginia Department of Energy
  - Sets requirements for businesses wishing to display a message for EV Charging / Alternative Fuels
  - Changes due to update to the Manual on Uniform Traffic Control Devices

24VAC30-551 – Key Proposed Amendments (Cont.)

- Expansion of eligibility for signs under LOGO, TODS, SGS
- Application fee for General Motorist Services Signs
  - Necessary to defray administrative costs
- Update to the information for signs for special programs
  - Reflects current practice on special signing programs
  - Improves understandability for the benefit of the public (*e.g.*, adding definitions)

Periodic Review and Exempt Regulatory Action

- Regulatory actions to amend 24VAC30-551 are exempt from the APA due to the regulation's subject area.
- An exempt action may be published in its final form and does not require the standard three-step regulatory process (NOIRA, Proposed, Final).
- An exempt action must still undergo Executive Branch review by the OAG and the Governor’s Office.
- After approval by the Governor, the action will be filed with the Registrar, published in the Virginia Register of Regulations, and undergo a 30-day public comment period.

Next Steps

- Adopt periodic review result.
- Adopt regulatory amendments to 24VAC30-551.
  - If amendments are approved by the CTB, VDOT staff will file the exempt regulatory action on Town Hall.*
  - The amendments will then go through executive branch review, after which they will be published in the Virginia Register for the public to review.
  - The amendments normally become effective after the close of the public comment period (Certain statutory extensions are possible.)

*Text of proposed amendments and Town Hall documentation is included in CTB package.

Questions about IDSP Periodic Review?

THANK YOU!

Project 8529 - Exempt Final

Department of Transportation

Amend IDSP

Chapter 551

Integrated Directional Signing Program (Idsp) Participation Criteria

24VAC30-551-10. Definitions.

Commented [GALA1]: The proposed changes to Section 10 added definitions from the IDSP participation manual and bring the regulatory text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

The following words and terms when used in this chapter shall have the following meanings unless the content clearly indicates otherwise:

"Agribusiness" means an establishment that is open year-round or seasonally, is located on an individual farm dedicated to selling fresh locally-produced products, and for which at least 50% of sales are from Virginia-grown and produced products.

"Alternative fuel" means any fuel other than conventional gasoline or diesel that is used to power motor vehicles, including electricity, compressed natural gas (CNG), liquefied petroleum gas (LPG), propane autogas, ethanol blends of E85 or greater, biodiesel, hydrogen, and any other fuels that may be approved by the Virginia Department of Energy.

"Amusement/theme park" means a commercially operated enterprise offering rides, games, or other forms of entertainment. This includes sports parks offering multiple activities such as a golf driving range, go carts, miniature golf, or batting cages.

"Antique business" means an establishment where a majority of the items for sale are considered being in the style or fashion of former times.

"Aquarium" means an establishment where collections of aquatic living organisms are kept and displayed.

"Arboretum" means a facility used for the cultivation of a variety of woody plants for scientific, educational, or ornamental purposes.

"Art/craft center" means an exhibit, display, or retail facility for regional fine arts or handcrafted products that is open to the public.

"Auction house" means an establishment where items or property are offered for sale to the highest bidder.

"Auditorium" means a large building or room set aside to accommodate an audience for the presentation of meetings or performances.

"Bed and breakfast" means ~~any~~ an establishment that describes itself as a bed and breakfast in an on-premise sign and in all marketing materials that (i) ~~having~~ has no more than 15 bedrooms; (ii) ~~offering~~ offers to the public, for compensation, transitory lodging or sleeping accommodations; and (iii) ~~offering~~ offers at least one cooked meal per day ~~, which may but need not be breakfast,~~ to each person to whom overnight lodging is provided. ~~The facility shall have an on-premises sign describing it as a bed and breakfast and shall clearly describe itself as a bed and breakfast in all marketing materials.~~

"Botanical garden" means a facility used for the cultivation of trees and shrubs for exhibition.

"Brewery" means an establishment licensed by the Virginia Department of Alcoholic Beverage Control that produces brewed alcoholic beverages and offers tours of the production facility.

"Bumping" means the removal of a business from the Specific Travel Services (Logo) Signing Program or Tourist-Oriented Directional Signing (TODS) Program.

"Cemetery" means any national or state veterans cemetery operated by the US Department of Veterans' Affairs or the Virginia Department of Veterans' Affairs and any associated columbaria.

"Cidery" means an establishment licensed by the Virginia Department of Alcoholic Beverage Control that produces fermented alcoholic beverages and offering tours of the production facility.

"Civic center" means a dedicated center used by members of the locality for social, cultural, or community activities.

~~"Colleges and universities"~~ "College and university - main campus" means the main campus of ~~an~~ a higher educational institution and ~~shall be interpreted as all that~~ the contiguous real estate and improvements owned and operated by the educational institution, housing the administrative, educational , and other programs of the institution , that gives visitors the clear impression they have entered a campus setting . An educational institution may have more than one main campus located within the state provided each facility meets the above description and the facilities are not closer than 50 miles to each other. The distance limitation ~~shall~~ does not apply to campuses of the Virginia Community College System. ~~Satellite facilities shall be all educational or other facilities associated with the institution located within 25 miles of~~

~~the limits of the main campus.~~

~~In general application, a main campus should give visitors the clear impression that they have entered a campus setting.~~ "College and university - satellite campus" means facilities associated with an institution of higher education located within 25 miles of the limits of the main campus of that institution. Facilities sharing space in commercial centers, office parks, industrial centers and similar settings ~~shall not be considered main campuses; however, they~~ may constitute satellite facilities if meeting the description in this definition.

"Distillery" means an establishment licensed by the Virginia Department of Alcoholic Beverage Control that produces distilled alcoholic beverages and offers tours of the production facility.

"Drive-in theater" means a facility with a permanent outdoor screen, a minimum of 75 parking spaces available for guests to view the screen from their automobiles, public restrooms, and a concession stand open during the theater's normal hours of operation, that shows major motion pictures, as defined by the Motion Picture Association of America, at least two nights per week for a minimum of 12 weeks per year. Drive-in theaters are exempt from the minimum hours of operation typically required for program participation by the LOGO and TODS attractions criteria.

~~"Emergency medical facility" means a licensed facility providing continuous emergency medical care to the general public. The facility shall have a licensed medical doctor on duty 24 hours per day, 365 days per year.~~

Commented [GALA2]: This term is proposed to be removed as it is not used within the body of the regulation.

"Equestrian center" means a facility, marketing itself as an "equestrian center," dedicated to the public education and recreational enjoyment of horses through a variety of features such as riding lessons, training facilities and clinics.

~~"Farm market" means a year-round or seasonal facility located on an individual farm dedicated to selling fresh, locally produced products. At least 50% of sales must be from Virginia-grown and -produced products.~~

Commented [GALA3]: Term combined with "agribusiness" above.

"Farmer's market" means a year-round or seasonal open air or permanent facility, marketing itself as a "farmer's market," where multiple farmers come to sell their products to the consumer.

~~"Full service food" means a restaurant that meets all the requirements for participation in the Specific Travel Services (Logo) Signing Program as a Food Category I facility. The restaurant must also provide (i) indoor seating for at least 100 adults, (ii) sit-down table service with wait staff, (iii) public restroom facilities,~~

Commented [GALA4]: Term removed to correspond to amendments to section 20.

~~and (iv) a full breakfast menu, including coffee, juice, and items from at least two of the following groups: (a) eggs; (b) breakfast meat (e.g., bacon, sausage, ham, steak); and (c) breakfast bread (e.g., toast, bagels, pastry) or cereal, or both. Eggs and breakfast meat shall be prepared on the premises (pre-packaged items will not meet this requirement).~~

"Flea market" means an open-air market for second-hand articles and antiques.

"For-profit Virginia educational institution" means a for-profit educational institution with its main campus located in Virginia that (i) has for at least five consecutive years awarded academic degrees approved by the State Council of Higher Education; (ii) offers programs in workforce training or job readiness that contribute to Virginia's economic growth and development; and (iii) has combined annual enrollment of at least 1,000 at its main campus and any branch location situated within a radius of 25 miles from the main campus.

"Gallery" means a facility that is used for the exhibition of artistic work that is open to the public.

"General Motorist Service Signs" or "GMSS" means the signage program that uses standard highway symbols to inform motorists of the availability of services that fulfill the needs of the road user, such as fuel, food, lodging, camping, or hospitals.

"Golf course" means an establishment offering rounds of golf on an area of land laid out exclusively for golfing, with a series of nine or 18 holes, each including a tee, fairway, and putting green.

"Government office/courthouse" means a permanent government facility, in continuous operation, that provides public services where it is necessary or convenient for the public to travel to the facility to obtain these services.

"Grandfathered" means that an exemption was granted from the existing regulatory requirements based on the establishment continuing to meet previous criteria. Any sign that is participating under the Integrated Directional Signing Program as a grandfathered sign cannot be removed from the program as long as it continues to meet the previous criteria and continues to meet the financial obligations required to participate in the Integrated Directional Signing Program.

"High/junior high/middle/elementary school" means a facility accredited by the Virginia Board of Education, or that has an accreditation recognized by the Virginia Board of Education. that provides significant public service through the use of its facilities for both scholastic and community activities, during the day and night, on a year-round basis. Signs for these facilities will not be placed on limited access

highways.

"Historic district" means a district that is officially listed in the Virginia Landmarks Register, with at least one facility, establishment, or business located within the historic district that provides information about the historic district that is open to the public at least six hours per day, five days per week.

~~"Historic building" means the same as "historic site."~~

~~"Historic cemetery" means the same as "historic site."~~

"Historic site" means a site, facility , building, cemetery, or structure that is officially listed in the Virginia Landmarks Register ~~, where guided tours are (i) regularly scheduled or (ii) available upon request during the hours of operation~~ and is open to the public at least six hours per day, five days per week. Only the official name of the building or site listed in the Virginia Landmarks Register may be used, except where a historic district is designated .

"Hospital" means ~~the same as "emergency medical facility."~~ a licensed facility providing continuous emergency medical care to the general public that has a licensed medical doctor on duty 24 hours per day, 365 days per year.

"Integrated Directional Signing Program" or "IDSP" means the general signage program administered by the Virginia Department of Transportation or its agents that is designed to provide information to the motoring public relating to locations that are open to the general public, including gas and motor vehicle services, food, lodging, attractions, or other categories.

"Interchange" means a grade separated intersection with one or more turning roadways for travel between intersection legs, or an intersection at grade where two or more highways join or cross.

"Intersection" means the area embraced within the prolongation or connection of the lateral curblines, or, if none, then the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles travelling on different highways joining at any other angle may come into conflict.

"Military facility" means a continuous and permanent operation that has a minimum of 5,000 employees and permanently assigned military personnel. Only a base or main facility is eligible for signage. Individual facilities on a base are not eligible for signage.

"Museum" means a facility dedicated to the acquisition, conservation, study, exhibition, or educational

interpretation of objects having scientific, historical, or artistic value.

"Natural attraction" means a naturally occurring anomaly, such as a cavern or rock structure, among others, that is maintained and marketed as a natural attraction.

"Nursery/greenhouse" means an establishment that grows or offers for sale plants, trees, or associated items.

"Park - municipal" means a park that is open to the public and maintained by a local government.

"Park - national" means a park that is maintained by the National Park Service.

"Park - regional" means a park that is open to the public and maintained by a local or state government and which serves a general geographic region.

"Park - state" means a park that is open to the public and maintained primarily by a state government agency.

"Pavilion" means an ornamental roofed facility used for sporting events or other amusements.

"Power plant" means a facility producing electrical energy that has a staffed visitor center open to the public.

"Public boat landing" means a facility owned, operated, and maintained by a government entity, and constructed and maintained in accordance with the standards of the Virginia Department of Wildlife Resources. IDSP signs for public boat landings are designed and located in accordance with Virginia Department of Transportation standards and are not installed on limited access highways.

"Racetrack" means an indoor or outdoor arena with seating for spectators, that is used primarily for the presentation of racing events.

"Recycling facility" means a public collection site that is operated, controlled, or officially sponsored by a government agency, specifically for newspaper, glass, aluminum cans, plastic, or other recyclable materials that is open to the public. IDSP signs for recycling facilities may be placed on non-limited access roads up to one mile from the facility and may not be placed on limited access highways.

"Regional retail facility" means a unified facility where more than 10 retail businesses are located ~~. The facility must~~ that (i) ~~print~~ prints and ~~distribute~~ distributes promotional brochures over 50 miles from its location or regularly ~~advertise~~ advertises in media over 50 miles from its location; (ii) ~~receive~~ receives 1/3 or more of annual sales from visitors from over 50 miles from its location (as determined by customer survey

or credit card tracking data , or both ~~; the regional retail facility is responsible for providing supporting data)~~ , provided by the regional retail facility) ; and (iii) ~~employ~~ employs a staff person for the promotion, advertising, marketing, or sales to persons over 50 miles from its location. Consideration will be given to recommendations of the Virginia Tourism Corporation relative to the determination of a regional retail facility.

~~"Virginia educational institution" means a for-profit educational institution with its main campus located in Virginia that (i) has for at least five consecutive years awarded academic degrees approved by the State Council of Higher Education; (ii) offers programs in workforce training or job readiness that contribute to Virginia's economic growth and development; and (iii) has combined annual enrollment of at least 1,000 at its main campus and any branch location situated within a radius of 25 miles from the main campus.~~

Commented [GALA5]: Term renamed "For-profit Virginia educational institution."

"Research facility" means a place that conducts scientific, technological, or academic experiments and has a staffed visitor center open to the public.

"Ski resort" means a facility open to the general public that provides winter-related outdoor activities during the normal operating season.

"Specific Travel Service Signs" or "LOGO" means the signage program that uses illustrated logos to provide motorists with directional guidance to the providers of gas, food, lodging, camping, and attraction destinations at interchanges along the interstate system and other limited access roadways in Virginia.

"Stadium" means a venue (enclosed or open-air) used for the presentation of sporting events, concerts, or other entertainment, and includes amphitheaters, arenas, coliseums, concert halls, and concert pavilions.

"Supplemental Guide Signs" or "SGS" means the signage program that guides motorists to specific cultural, recreational, historical, governmental, educational, military, and other sites of similar interest on limited access, primary, and secondary highways.

"Tourist Information Center" or "Welcome Center" means a facility that provides travelers and visitors with information about a specific area and is approved by the President of the Virginia Tourism Corporation, with written approval provided to VDOT from the Virginia Tourism Corporation prior to the installation of signs.

"Tourist Oriented Directional Signs" or "TODS" means the signage program that guides motorists to tourist-oriented businesses, services, and activity facilities along rural primary and secondary highways that

do not have limited access.

"Water-oriented business" means a business that includes canoe liveries, raft liveries, marinas, water parks, wave pools, and other similar businesses providing access to or facilities for waterborne recreational activities.

"Winery" means a farm winery operation licensed by the Virginia Department of Alcoholic Beverage Control that produces fermented alcoholic beverages and is open to the public offering tours of the production facility.

"VDOT" means the Virginia Department of Transportation.

" Virginia Wine trail" means a trail that consists of a group of three or more wineries that have declared their intention to be a wine trail and published joint marketing materials. ~~To participate in either the Tourist-Oriented Directional Signing (TODS) Program or Logo Program, each winery on a wine trail must meet the hours of operation and licensing requirements for that program. The driving distance between one winery and the next wine trail facility shall not be greater than 15 miles. To be eligible for participation in the TODS Program, the first and last facilities on a wine trail must be located within 15 miles of the intersection of a noncontrolled access state primary or secondary system highway where the initial TODS panel is to be located. To be eligible for participation in the Logo Program, the facility at one terminus of the wine trail must be located within 15 miles of the interchange. The facility at the other terminus must be eligible for either TODS or Logo signage.~~

Commented [GALA6]: Requirements moved out of the definitions section and into the relevant sections (sections 20 and 30) in the body of the regulation.

"Zoo" means an establishment licensed by the United States Department of Agriculture that has non-portable, permanent structures for the display of animals and that keeps wild animals for exhibition to the public. Businesses taking part in the selling of animals to the general public, such as pet shops or animal breeders, do not qualify under this definition.

24VAC30-551-20. General criteria for Specific Travel Services (Logo) Signing Program.

Commented [GALA7]: The proposed changes to Section 20 bring the regulatory text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

A. Specific travel services (Logo) signing may be installed on any limited access ~~interstate, primary or secondary facility~~ highway under the authority of ~~the Virginia Department of Transportation (~~ VDOT ~~)~~. Logo trailblazer signs, which are installed along crossroads for facilities that require additional vehicle maneuvers or are a long distance from the ramp, can be placed on any route under the authority of VDOT or with approval from the authorizing entity that maintains the right of way.

B. To qualify for ~~specific travel services (~~ Logo ~~)~~ signing, a facility shall be open to the general public

and shall:

1. Meet the appropriate criteria/eligibility requirements for the type of facility;

2. Comply with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped;

3. Furnish the necessary panels displaying the name, symbol or trademark of the facility fabricated ~~according to the specifications of VDOT,~~ at no cost to VDOT. ~~(~~ The facility ~~is free to~~ may select any fabricator ~~of its choosing~~ for the panels ~~)~~ ; and

~~4. Agree to abide by all rules, regulations, policies, procedures and criteria associated with the program, including the bumping policy in 24VAC30-551-60; and~~

~~5. Agree that in any cases of dispute or other disagreement with the rules, regulations, policies, procedures and criteria or applications of the program, the decision of the State Traffic Engineer shall be final and binding.~~

4. Sign and comply with the terms of an IDSP participation agreement.

C. The following table below summarizes the criteria for this program:

SPECIFIC TRAVEL SERVICES (LOGO) SIGNING PROGRAM Criteria Summary		
Facility	Criteria	
	CATEGORY I	CATEGORY II
GAS(1), (1a) , (3)	Three miles max Fuel, oil, tire repair (or info), compressed air ~~, free water~~ Public restroom with washroom and toilet of sanitary construction ~~Drinking water with cups~~ 16 hours per day, seven days per week	All of Category I, except 12 hours per day, seven days per week
FOOD(1)	Three miles max State Board of Health permit Indoor seating for 20 adults	All of Category I, except six hours per day, six days per week and indoor seating for 20 adults or a combination of 20 indoor and outdoor seats plus 10 spaces for drive-in service

Commented [GALA8]: These proposed changes clarify the existing practice of requiring participants to sign and comply with the terms of a participation agreement. The existing provisions proposed to be removed from subdivisions 4 and 5 are contained in the participation agreements and will still apply to the participants.

Commented [GALA9]: "Compressed" was added to "air" to ensure clarity regarding the criteria requirement for air for tires. "Free Water" and "Drinking water with cups" were removed from the criteria to simplify requirements. "Public restroom" was adjusted to include "with washroom and toilet of sanitary construction" to reflect language from the Code of Virginia. These changes align the regulatory text with current practice, do not have a financial impact, and do not negatively affect requesting facilities.

Commented [GALA10]: This change was added to allow for the participation of drive-in restaurants to provide additional food options for the traveling public. This change aligns the regulatory text with current practice.

	12 consecutive hours per day, six days per week (7 a.m.) Menu conspicuously displayed Hours displayed visible to customer prior to entering the business	
LODGING	Three miles max State Board of Health permit 10 or more rooms for rent Off-street parking for each room 24 hours per day, seven days per week	All of Category I, except four or more rooms for rent
CAMPING(2)	15 miles max State Board of Health permit 10 or more camping units Off-street parking for each unit 24 hours per day, seven days per week	
ATTRACTIONS(2)	All criteria referenced in subsection D of this section.	
~~FULL SERVICE FOOD (Experimental Program - If the experiment proves positive, it is the intent of VDOT to have the full service food program as permanent part of the IDSP on a statewide basis)~~	~~Interchanges:~~ ~~I-64 Exit 124~~ ~~I-81 Exit 118~~ ~~I-81 Exit 150~~ ~~I-81 Exit 264~~ ~~I-95 Exit 92~~ ~~I-95 Exit 126~~ ~~I-95 Exit 143~~	~~I-64 Exit 94~~ ~~I-64 Exit 180~~ ~~I-81 Exit 247~~ ~~I-81 Exit 283~~ ~~I-81 Exit 313~~ ~~I-85 Exit 12~~ ~~I-95 Exit 130~~
	~~All FOOD CATEGORY I criteria and:~~ ~~Indoor seating for 100 adults~~ ~~Full sit-down table service with wait staff~~ ~~Public restroom facilities~~ ~~Full breakfast menu - see full service food definition in 24VAC30-551-10.~~	

(1) Signage for establishments open 24 hours per day may include indication of continuous operation.

(1a) ~~Effective August 1, 2005, two~~ Two spaces are reserved for establishments with 24-hour-per-day, seven-days-per-week operations.

(2) At locations where four or more attractions facilities desire to participate in the Logo Program, camping will be limited to a maximum of two spaces. Camping logos existing on September 16, 2004,

Commented [GALA11]: "Full Service Food" was a Federal Highway Administration (FHWA) experiment designed to test the potential benefit of adding this new service type. Ultimately it was not adopted by FHWA and thus is being removed from the text of this regulation to reflect existing practice.

Commented [GALA12]: This text is proposed to be removed due to the length of time that has passed since this effective date.

will be grandfathered, assuming they continue to meet all contractual commitments.

(3) A facility independently meeting all of the qualifications for a gas service that also offers alternative fuel stations as approved by the Virginia Department of Energy may display approved VDOT alternative fuel text as a supplemental message on the bottom of their logo plates on the gas services sign (see 24VAC30-551-95).

Commented [GALA13]: This and similar changes elsewhere in the regulation are due to changes in FHWA's Manual on Uniform Traffic Control Devices (MUTCD).

D. In addition to the general criteria for specific travel services (Logo) signing, to qualify for an attraction sign, a facility shall:

1. Not be currently using other supplemental guide signs at the same location as the Logo mainline or trailblazer signing;

2. Have licensing or approval, where required;

3. Provide sanitary public restroom facilities;

4. Be in continuous operation at least eight hours per day, five days per week during the normal operating season for the type of business (except this requirement shall not apply to certain facilities such as ~~arenas,~~ auditoriums, arts/crafts centers, civic centers, stadiums, drive-in theaters, and flea markets);

5. Be located within 15 miles of the interchange ~~and must provide written directions or have adequate signage to direct motorists back to their original route of travel~~ ;

6. Provide adequate parking to accommodate normal traffic volumes for the facility;

7. For a winery, brewery, distillery, or cidery, be in continuous operation at least six hours per day, five days per week and offer tours of the production process during the posted hours of operation; and

~~7.~~ 8. Be of regional interest to the traveling public and one or more of the following acceptable sites:

LOGO PROGRAM ACCEPTABLE SITES Attractions		
Cultural	Art/craft center Gallery Museum	~~Historic building~~ Historic site Historic district
Retail Tourism	Agribusiness Brewery Cidery Distillery Winery ~~Farm market~~	Flea market Auction house Regional retail facility Bed and breakfast Farmer's market

Commented [GALA14]: Changes in this and similar tables elsewhere in the regulation are due to the changes to the definitions in Section 10. These changes do not affect the eligibility of sites for participation.

Recreational	~~Amphitheater~~ Amusement /theme park Aquarium Arboretum ~~Arena~~ Auditorium Boat landing Botanical garden Camp Civic center ~~Coliseum~~ ~~Concert hall~~ Drive-in theater Natural resource agency Equestrian center	~~Fairground~~ State fairgrounds Golf course Natural attraction Pavilion ~~Race track~~ Racetrack Park - national Park - state Park - municipal Park - regional ~~Park - theme~~ Ski resort Stadium Water-oriented business Zoo
Schools	~~Colleges and universities (main campus or satellite campus facilities)~~ College and university - main campus College and university - satellite campus	
Trails	~~Virginia Department of Game & Inland Fisheries (DGIF) Birding & Wildlife~~ Civil War Trail Virginia ~~Wine~~ wine trail(1) Others as approved by VDOT	
Other	Conference center Power plant Research facility Tourist information center Welcome center	

(1) Each winery on a wine trail qualifying for the LOGO program must meet the hours of operation and licensing requirements of the LOGO program. The driving distance between one winery and the next wine trail facility shall not be greater than 15 miles. To be eligible for participation in the LOGO program, the facility at one terminus of the wine trail must be located within 15 miles of the interchange where the LOGO sign is placed. The facility at the other terminus must be eligible for either TODS or LOGO signage.

Commented [GALA15]: Text moved from the existing definition of "wine trail."

E. The following sites are excluded from participation as an attraction on a specific travel services (Logo) sign. The exclusion relates only to qualification under these categories. These facilities may participate if qualifying under another acceptable category . This list of excluded sites is not all inclusive. Omission from this list does not imply qualification for signing under this category :

LOGO PROGRAM EXCLUDED SITES Attractions		
Business/Commercial	Adult entertainment facility Camping business Funeral home Industrial park or plant	Office park Radio station Television station ~~Tree nursery~~

		Media facility Movie theater(1)	Nursery/greenhouse Truck terminal
	Governmental	Local jail Local police/sheriff's office Post office	
	Medical	Drug rehabilitation facility Extended care facility Fraternal home Hospital Humane facility Infirmary	Mental facility Nursing home Retirement home Sanitarium Treatment center Veterans facility
	Miscellaneous	Animal shelter Mobile home park Subdivision Veterinary facility Cemetery ~~/columbarium~~	
	Religious	Cathedral Chapel Church Mosque	Shrine Synagogue Temple Other religious sites
	Schools	High school Middle school Elementary school	
	~~Winery Signage Program - See 24VAC30-551-80~~ (1) Indoor movie theaters with auditorium style seating, such as a multiplex, are considered to be local attractions and are not eligible for signing as a regional attraction. This exclusion does not apply to indoor movie theaters with food service that provide table seating.		

Commented [GALA16]: Text added for clarity.

F. ~~Additional criteria and considerations apply to wineries participating in the Winery Signage Program (24VAC30-551-80).~~

24VAC30-551-30. General criteria for the Tourist-Oriented Directional Signs (TODS) Program.

Commented [GALA17]: The proposed changes to Section 30 bring the regulatory text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

A. TODS assemblies may only be installed within public right- of-way maintained by VDOT and will be excluded from any cities and towns of 5,000 or more population and Arlington County and Henrico County. VDOT will not acquire rights-of-way or easements ~~, or otherwise enter into agreements~~ for the purposes of installing TODS assemblies.

Commented [GALA18]: This text is proposed to be removed to reflect current practice of VDOT's use of a contractor to install TODS assemblies.

B. A facility will be eligible to participate as a TODS—Category I if it is open to the general public; a substantial portion of its products or services are of significant interest to tourists; it derives its major portion of income or visitors during the normal business season from road users not residing in the area of the facility, defined as within 15 miles; the facility falls within one of the acceptable TODS sites; and it meets the following criteria:

1. Is located within 15 miles of the intersection of a nonlimited access state primary system highway where the initial TODS panel is to be located at the nearest primary intersection along the selected route;

2. Has the name of the facility prominently displayed on the premises in such a manner that it is readily visible to motorists from the public highway on which the business is located;

3. Is open a minimum of six hours per day, five days per week during ~~at least a 12-consecutive-week period each year~~ the normal season of operation for this type of business (generally 12 weeks) , except this requirement shall not apply to certain facilities such as ~~arenas,~~ auditoriums, civic centers, farmer's markets, ~~farm markets, wineries~~ drive-in theaters, stadiums, and flea markets;

~~4. Is in continuous operation at least six hours per day, five days per week during its normal season or the normal operating season for the type of business;~~

4. For a winery, brewery, distillery, or cidery, offers tours of the production process during the posted hours of operation;

5. Is licensed and approved by the appropriate state or local agencies, or both, regulating the particular type of business or activity;

6. For a camping ~~businesses~~ business , meets ~~Specific Travel Services (~~ Logo ~~)~~ Signing Program criteria to be eligible for participation;

7. Complies with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped; and

~~8. Agrees to abide by all rules, regulations, policies, procedures and criteria associated with the program; and~~

~~9. Agrees that in any cases of dispute or other disagreement with the rules, regulations, policies, procedures and criteria or applications of the program, the decision of the State Traffic Engineer shall be final and binding.~~

8. Signs and complies with the terms of an IDSP participation agreement.

C. In addition to the facilities listed as acceptable TODS sites, gas, food and lodging establishments

Commented [GALA19]: These proposed changes clarify the existing practice of requiring participants to sign and comply with the terms of a participation agreement. The existing provisions proposed to be removed from subdivisions 8 and 9 are contained in the participation agreements and will still apply to the participants.

may participate in the TODS Program as a TODS—Category II site provided they meet all of the TODS—Category I criteria with the exception that the following criteria apply:

1. Is located within three miles of the intersection of a nonlimited access state primary or secondary system highway where the initial TODS panel is to be located; and

2. Meets the ~~Specific Travel Services (~~ Logo ~~)~~ Signing Program—Category II criteria for its respective type of facility and agrees to be bumped in accordance with the bumping policy for a Category II facility.

D. A facility independently meeting all of the qualifications for a gas service under the TODS category II criteria that also offers alternative fuel stations as approved by the Virginia Department of Energy may display the appropriate VDOT and Federal Highway Administration (FHWA) approved generic symbol for alternative fuel stations (see 24VAC30-551-95 for additional information).

~~D.~~ E. The following table lists acceptable sites for TODS:

TODS PROGRAM ACCEPTABLE SITES Category I		
Cultural	Art/craft center Gallery Museum ~~Historic building~~	~~Historic cemetery~~ Historic site Historic district
Recreational	~~Amphitheater~~ Amusement /theme park Aquarium Arboretum ~~Arena~~ Auditorium Boat landing ~~/marina~~ Botanical garden Campground Camp Civic center ~~Coliseum~~ ~~Concert hall~~ Drive-in theater Equestrian center ~~Fairground~~ State fairgrounds	Golf course Natural attraction Natural resource agency(1) Pavilion ~~Race track~~ Racetrack Park - national Park - municipal Park - privately owned Park - regional Park - state ~~Park - theme~~ Ski resort Stadium Water-oriented business Zoo
Retail Tourism	Agribusiness Antique business Auction house Bed and breakfast Brewery	Farmer's market Flea market Nursery/greenhouse Regional retail facility Restaurant(2)

	Cidery Distillery ~~Farm market~~	Winery
Schools	~~Colleges & universities (main campus or satellite campus facilities)~~ College and university - main campus College and university - satellite campus	
Trails	~~DGIF Birding & Wildlife~~ Civil War trail Virginia ~~Wine~~ wine trail(3) Others as approved by VDOT	
Other	Conference center Power plant Research facility Tourist information center Welcome center	

TODS PROGRAM ACCEPTABLE SITES Category II			
All Types	Gas, food, lodging		

(1) VDOT shall waive the minimum requirements and conditions of participation in the TODS Program as may be necessary to provide adequate signage for facilities maintained by the agencies within Virginia's Natural Resources Secretariat. ~~The requirements and conditions that may be waived include, but are not limited to, (i) the required proximity of a facility to an initial sign structure and (ii) the limitation that signage be provided only at the nearest primary highway.~~

(2) Shall not be a franchise or part of a national chain. Food Category II can be a franchise or part of a national chain.

(3) Each winery on a wine trail qualifying for the TODS program must meet the hours of operation and licensing requirements for the TODS program. The driving distance between one winery and the next wine trail facility shall not be greater than 15 miles. To be eligible for participation in the TODS program, the first and last facilities on a wine trail must be located within 15 miles of the intersection of a non-controlled access state primary or secondary system highway where the initial TODS panel is to be located.

Commented [GALA20]: Text moved from the existing definition of "wine trail."

~~E.~~ F. The following sites are excluded from participation in the TODS Program. The exclusion relates only to qualification under these categories. These facilities may participate if qualifying under another acceptable category. This list of excluded sites is not all inclusive. Omission from this list does not imply qualification for signing under this category.

TODS PROGRAM EXCLUDED SITES		
Business/commercial	Adult entertainment facility Funeral home Industrial park or plant Media facility Movie theater(1)	Office park Radio station Television station Truck terminal

Governmental	Local jail Local police/sheriff's office Post office	
Medical	Drug rehabilitation facility Extended care facility Fraternal home Hospital Humane facility Infirmary	Mental facility Nursing home Retirement home Sanitarium Treatment center Veterans facility
Miscellaneous	Animal shelter Cemetery ~~/columbarium~~ Mobile home park	Subdivision Veterinary facility
Religious	Cathedral Chapel Church Mosque	Shrine Synagogue Temple Other religious sites

(1) Indoor movie theaters with auditorium style seating, such as a multiplex, are considered to be local attractions and are not eligible for signing as a regional attraction. This exclusion does not apply to indoor movie theaters with food service that provides table seating.

Commented [GALA21]: Text added for clarity.

24VAC30-551-~~4~~40. General criteria for the Supplemental Guide Signs Program.

Commented [GALA22]: The proposed changes to Section 40 bring the regulatory text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

A. The following requirements shall apply to signs in the Supplemental Guide Signs Program:

1. Supplemental guide signs shall be limited to two structures per interchange or intersection per direction with no more than two destinations per sign structure, except as noted in subdivision 2 of this subsection. When there is excessive demand over available space for new supplemental guide signing, VDOT, in consultation with the affected jurisdiction, shall determine which facilities will be listed on the signs.

2. All supplemental guide signs in place as of September 15, 2004, will be "grandfathered" into the program and may be repaired or replaced as necessary, except if the facility closes ~~, relocates,~~ or fails to comply with the criteria under which it originally qualified, the signs will be removed. A grandfathered supplemental guide sign may only relocate to a limited access highway if the existing sign is located on a limited access highway.

Commented [GALA23]: The proposed changes provide more flexibility for facilities that are grandfathered and are currently participating in the Supplemental Guide Signs program.

3. Additional structures over the two-structure limit may only be installed when the Commissioner of Highways or his designee determines that such installation is in the public interest.

B. To qualify for supplemental guide signing, a facility shall:

1. Be open to the general public on a continuous basis either year-round or during the normal

operating season for the type of facility. Closings for the observance of official state holidays are allowed;

2. Comply with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped; and

~~3. Agree to abide by all rules, regulations, policies, procedures and criteria associated with the program; and~~

~~4. Agree that in any cases of dispute or other disagreement with the rules, regulations, policies, procedures and criteria or applications of the program, the decision of the State Traffic Engineer shall be final and binding.~~

3. Sign and comply with the terms of an IDSP participation agreement.

Commented [GALA24]: These proposed changes clarify the existing practice of requiring participants to sign and comply with the terms of a participation agreement. The existing provisions proposed to be removed from subdivisions 3 and 4 are contained in the participation agreements and will still apply to the participants.

C. All facilities shall be located within 15 miles of the interchange or intersection where the initial supplemental guide sign is placed on the approach .

D. ~~Additional criteria and considerations apply to wineries participating in the Winery Signage Program (24VAC30-551-80).~~

E. D. The following table lists acceptable sites for supplemental guide signs:

SUPPLEMENTAL GUIDE SIGNS PROGRAM Acceptable Sites (3) (4)		
Cultural	~~Historic building~~(1), (2) Historic site(1), (2) (3) Historic district(1), (2) (3)	
Governmental	Correction facility Courthouse Department of ~~Game and Inland Fisheries~~ Wildlife Resources facility Department of Motor Vehicles facility (5) Landfill/transfer station (6) Government office	Regional jail Prison (7) Local police/sheriff's office(1) State Police facility(1) Recycling facility
Military (1)	Military facility	
Recreational	Boat landing (public) Natural attraction Park - national(1)	Park - municipal(1) Park - regional(1) Park - state(1)
Schools	~~Colleges and universities~~(1) ~~(main~~	For-profit Virginia educational

		~~campus only)~~ College and university - main campus (2) College and university - satellite campus(2) High school Junior high school	institution (1) (2) Middle school Elementary school
	Miscellaneous(1)	~~Arlington National Cemetery~~ ~~Virginia Veterans~~ Cemetery Special events	Tourist information center Welcome center
	(1) Permitted on Interstate and limited access highways.		
	(2) Signs for college and university - main campuses or for-profit Virginia educational institutions are permitted on interstate and limited access highways. Signs for college and university - satellite campuses and individual campus facilities on main campuses are only permitted on non-limited access highways.		
	~~(2)~~ (3) If supplemental guide signs are installed for a historic district, separate signs for individual historic sites within the historic district shall not be allowed.		
	~~(3)~~ (4) VDOT shall waive requirements and conditions of participation in the supplemental signage program as may be necessary to provide adequate signage for facilities maintained by the agencies within Virginia's Natural Resources Secretariat.		
	(5) Signs shall be allowed on non-limited access highways up to one mile from the facility. No signs shall be allowed on limited access highways.		
	(6) Signs for local landfills/transfer stations operated by a governmental body shall be allowed on non-limited access highways up to three miles from the facility. Signs for regional landfills shall be allowed on non-limited access highways up to ten miles from the facility. No signs shall be allowed on limited access highways.		
	(7) Only state and federal correctional facilities, prisons, and regional jails shall qualify for signs on non-limited access highways.		

F. E. The following sites are excluded from being displayed on official supplemental guide signs. The exclusion only relates to qualification under these categories. These facilities may participate if qualifying under another acceptable category. This list of excluded sites is not all inclusive. Omission from this list does not imply qualification for signing under this category.

SUPPLEMENTAL GUIDE SIGNS PROGRAM Excluded Sites		
Business/Commercial	Adult entertainment facility Funeral home Industrial park or plant Landfill - private Media facility Movie theater Office park	Radio station Shopping center Television station Transfer station - private ~~Tree nursery~~ Nursery/greenhouse Truck terminal
~~Colleges and Universities~~	~~Satellite campus and individual on-campus facilities of main~~	

		~~campuses on limited access highways~~	
	Governmental	~~Fairgrounds~~ State fairgrounds Local jail Post office	
	Medical	Drug rehabilitation facility Extended care facility Fraternal home Hospital Humane facility Infirmary	Mental healthcare facility Nursing home Retirement home Sanitarium Treatment center Veterans facility
	Recreational	Arcade Boat landing - private Camp - church, civic, 4-H, Scout, YMCA/YWCA, other	
	Religious	Cathedral Chapel Church Mosque	Shrine Synagogue Temple Other religious sites
	Miscellaneous	Animal shelter Cemetery ~~/columbarium~~ (except those noted as acceptable) Mobile home park	Subdivision Veterinary facility Museum

24VAC30-551-~~5~~50. General criteria for the General Motorist Services Signs Program.

Commented [GALA25]: The proposed changes to Section 50 add clarity and bring the regulatory text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

A. General motorist services signs (GMSS) may be installed along state maintained roadways for ~~gas~~ fuel , food, lodging, camping, and hospital locations that fulfill the needs of the road user and satisfy the following criteria:

1. Be open to the general public on a continuous basis either year-round or during the normal operating season for the type of facility. Closings for the observance of official state holidays are allowed;

2. Comply with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped; and

3. Sign and comply with the terms of an IDSP participation agreement.

B. The following table summarizes the criteria for the GMSS program:

GENERAL MOTORIST SERVICES SIGNS PROGRAM

Criteria Summary	
~~GAS~~ FUEL(1) (2)	Three miles max
	Fuel, oil, tire repair (or info), compressed air ~~, free water~~
	Public restroom with washroom and toilet of sanitary construction
	~~Drinking water and cups~~
	16 hours per day, seven days per week
FOOD(1)	Three miles max
	State Board of Health permit
	Indoor seating for 20 adults
	12 hours per day, six days per week (7 a.m.)
	Menu
	Hours displayed
LODGING(1)	Three miles max
	State Board of Health permit
	10 or more rooms for rent
	Off-street parking for each room
	24 hours per day, seven days per week
CAMPING	15 miles max
	State Board of Health permit
	10 or more camping units
HOSPITAL	Within 15 miles of requested interchange or intersection
	Continuous public emergency care
	Medical doctor on duty
	24 hours per day, seven days per week

(1) ~~General motorist services signs~~ GMSS will not be installed and may be removed at an interchange or intersection if there is adequate space for the installation of either ~~specific travel services (~~ Logo ~~)~~ signs or ~~tourist-oriented directional~~ TODS signs, as appropriate.

(2) Facilities with alternative fuel stations approved by the Virginia Department of Energy may qualify for a VDOT and FHWA approved symbol under the GMSS program if they satisfy the other criteria listed for the program except the selling of gasoline and oil. The participating facility is responsible for the application fees, initial fabrication and installation. GMSS will not be erected at locations that Logo signs or TODS signs currently indicate a specific type of alternative fuel that is already being displayed on a participating facility's sign as a supplemental message (see 24VAC30-551-95 for additional information).

24VAC30-551-70. Signs for Special Programs.

A. Specific special programs signing may be installed on any limited access, primary or secondary facility under the authority of VDOT. ~~VDOT may issue a land use permit to others to have the signs installed after the approval of the State Traffic Engineer that the sign is included in the special sign program. Limited access facility permits will need the approval of the Chief Engineer.~~

B. Special programs are subject to the following criteria:

1. Civil War Trails program signs may be installed on ~~interstate~~ limited access , primary ~~and~~ or secondary facilities and may be installed as stand-alone structures or attached to existing sign structures. ~~This program is exempt from the~~ ~~IDSP~~ There are no criteria ~~and~~ or annual fee requirements ~~. All costs~~ associated with this program . All costs , including ~~costs~~ for the fabrication, installation, maintenance, and replacement of these signs, shall be the responsibility of the requesting entity.

~~2. The Birding and Wildlife Trail programs established by DGIF may be installed on interstate, primary and secondary facilities and may be installed as stand-alone structures or attached to existing sign structures. This program is exempt from the Integrated Directional Signing Program (IDSP) criteria and annual fee requirements. All costs associated with this program, including costs for the fabrication, installation, maintenance, and replacement of these signs, shall be the responsibility of the requesting entity.~~

~~3. The following sites are eligible for wayfinding signs:~~

~~a. Historic Triangle Wayfinding Group, sponsored by the City of Williamsburg and the Counties of James City and York, may implement a wayfinding system within state maintained rights-of-ways as a pilot program. Continuation of the pilot program shall be subject to regular consultation with VDOT.~~

~~b. Loudoun County may implement a wayfinding system within state maintained rights-of-ways as a pilot program. Continuation of the pilot program shall be subject to regular consultation with VDOT.~~

~~c. Journey Through Hallowed Ground Wayfinding System.~~

2. Community Wayfinding Signing Program. Development, design, installation and maintenance of community wayfinding signs are the responsibility of the requesting entity (sponsor) as approved by

Commented [GALA26]: The general proposed changes to Section 70 bring the text in line with current practice and the requirements of the "Form, Style and Procedure Manual for Publication of Virginia Regulations."

Commented [GALA27]: This text is proposed to be removed as Community Wayfinding Signs are the only signs included in this section which require a land use permit.

Commented [GALA28]: This trail has been discontinued at the request of the Department of Wildlife Resources (DWR). DWR has requested removal of Birding and Wildlife Trail sign panels from VDOT's right-of-way.

Commented [GALA29]: The proposed changes to the regulatory text describing the Community Wayfinding Signing Program remove obsolete information about concluded experiment programs and clarify the requirements and operations of the Community Wayfinding Signing Program. This text reflects current practice.

and under a permit from VDOT. A facility may select to participate in either the IDSP or a wayfinding system, but not both, at the same intersection. Sponsors shall coordinate with the VDOT IDSP manager and the IDSP contractor to identify any facility currently participating in the IDSP that should be removed due to participation in a wayfinding system.

~~4.~~ 3. Virginia Waterways Signage Program signs may be installed on ~~interstate~~ limited access , primary, ~~and~~ or secondary facilities. All costs associated with this program, including costs for the fabrication, maintenance, installation and replacement of these signs, shall be the responsibility of the requesting entity.

~~5.~~ 4. State scenic river signs , as approved by the Department of Conservation and Recreation, may be installed on ~~interstate~~ limited access , primary, ~~and~~ or secondary facilities. All costs associated with this program, including costs for the fabrication, maintenance, installation and replacement of these signs, shall be the responsibility of the requesting entity.

Commented [GALA30]: This proposed text adds the state agency responsible for approval of state scenic river signs. This text reflects current practice.

5. Historical Marker Program markers may be installed on primary or secondary facilities. Any requests for historical markers shall be reviewed and approved through the Department of Historical Resources. All costs associated with fabrication and installation of these signs shall be the responsibility of the requesting entity. All costs associated with maintenance and replacement of these signs is the responsibility of VDOT through the IDSP.

Commented [GALA31]: This proposed language will clarify the location, approval responsibility, and costs associated with Historical Markers. This text reflects current practice.

6. Washington-Rochambeau Revolutionary Route National Historic Trail signs may be installed on primary or secondary facilities on VDOT right-of-way. All costs associated with the fabrication, maintenance, installation, and replacement of these signs shall be the responsibility of VDOT through the IDSP.

Commented [GALA32]: The Washington-Rochambeau Revolutionary Route National Historic Trail is an active signing trail administered on VDOT's right-of-way by the IDSP. It was established by Chapter 121 of the 1980 Acts of Assembly. This text reflects current practice.

7. Virginia Rail Heritage Region signs may be installed on primary or secondary facilities on VDOT right-of-way. All costs associated with fabrication and installation of these signs shall be the responsibility of the requesting entity. All costs associated with maintenance and replacement of these signs is the responsibility of VDOT through the IDSP.

Commented [GALA33]: The Virginia Rail Heritage Region is an active special signing program administered on VDOT's right-of-way by the IDSP. It was established by House Joint Resolution 25 of the 2010 General Assembly Session. This text reflects current practice.

8. Historic Route 1 signs may be installed on primary or secondary highways under the jurisdiction of VDOT. All costs associated with the fabrication, maintenance, installation, and replacement of these signs shall be the responsibility of VDOT through the IDSP.

Commented [GALA34]: The Historic Route 1 program is an active special signing program administered on VDOT's right-of-way by the IDSP. It was established by Chapter 109 of the 2010 Acts of Assembly. This text reflects current practice.

24VAC30-551-80. General criteria for integration of the Winery Signage Program.

Commented [GALA35]: The proposed changes to Section 80 will clarify the wording to reflect the time that has passed since the grandfathering date of September 15, 2004. Obsolete, redundant, and confusing language in this section will be removed. These changes reflect current practice and have no substantive impact.

A. ~~The following criteria apply to all existing Winery Signage Program signs:~~

1. All ~~existing~~ supplemental guide signage for wineries ~~(~~ in place ~~as of~~ prior to September 15, 2004 ~~)~~ will remain in place.

2. To retain ~~an existing~~ a supplemental guide sign, a winery must ~~continue to~~ meet the ~~existing~~ winery program hours of operation requirements ~~(~~ of being open six hours per day, five days per week, at least ~~nine~~ 12 consecutive ~~months~~ weeks per year ~~)~~ .

3. When ~~an existing~~ a supplemental guide sign for a winery is damaged ~~,~~ or for any other reason needs to be replaced, the replacement sign may be a supplemental guide sign for wineries or a TODS sign. ~~The fee to install the supplemental guide sign will be the standard installation fee. The requesting entity will thereafter be required to pay the standard annual fee for supplemental guide signs or TODS signage, whichever is applicable.~~

~~4. In the event an existing supplemental guide sign for a winery needs to be replaced and there is insufficient space on the appropriate TODS structure for an additional TODS panel, or the sign is in an area where TODS signs are not permitted, a replacement supplemental guide sign may be installed. In this event, the requesting entity will be required to pay all costs related to the replacement sign and thereafter be required to pay the annual fee for supplemental guide signs.~~

~~5. Until September 15, 2007, there will be no annual fee for existing supplemental guide signage. Wineries with supplemental guide signage will be required to pay all maintenance costs due to damage during this period.~~

~~6. Effective September 16, 2007, an annual fee equal to approximately 1/3 of the standard TODS annual fee will be charged for existing winery supplemental guide signage. Wineries will not be charged any maintenance costs for existing supplemental guide signage after this date.~~

~~7. Effective September 16, 2010, supplemental guide signage for wineries will be charged an annual fee equal to the standard fee for TODS signage.~~

B. ~~The following criteria apply to all new~~ For Winery Signage Program signs installed after September 15, 2004, the following criteria apply :

1. All ~~new~~ winery signs installed on nonlimited access highways ~~after September 15, 2004,~~ will be

standard TODS signs. ~~Entities requesting such signs will be required to pay the standard fees for participation in the TODS Program.~~

2. In order to be eligible for TODS signage, wineries will be required to meet ~~the standard~~ all applicable TODS ~~hours of operation~~ criteria requirements ~~(six hours per day, five days per week for at least 12 consecutive weeks each year)~~ and pay the standard fee for participating in the TODS program .

3. 2. Wineries will be eligible for Logo signage (attractions category) on limited access highways. To be eligible for Logo signage, ~~a winery~~ wineries will be required to meet ~~the standard hours of operation~~ all applicable Logo criteria requirements ~~(open eight hours per day, five days per week)~~ and ~~to~~ pay the standard ~~annual~~ fee for participating in the Logo ~~Program~~ program .

4. 3. Wineries will have the option to display the "grape cluster" logo (in color) on TODS or Logo signs, upon request.

4. Existing supplemental guide signs and new or existing TODS panels for wineries may serve as trailblazers for the Logo program. A mixture of supplemental, TODS and Logo trailblazers may be allowed at a specific site. The fees for each sign shall be the fees listed in section 100.

24VAC30-551-~~90~~. ~~Sign participant selection process.~~ (Repealed.)

Commented [GALA36]: The selection process and bumping procedures discussed in this section have been developed. As such, this section is no longer needed.

~~A. With the assistance of interested parties, VDOT shall develop selection processes and bumping procedures for supplemental guide signage and Logo attractions category signage that incorporate local governments and other entities, as appropriate.~~

~~B. Prior to the development of the sign participant selection process, a first come - first served, process will be utilized. These participants will be limited to a one-year contract, which will provide that they may be bumped depending on the specific selection process and bumping procedures that are developed.~~

24VAC30-551-95. Alternative Fuels Station Certification.

Commented [GALA37]: These requirements were developed with participation from the Virginia Department of Energy to establish a series of requirements for businesses wishing to display a message for EV Charging / Alternative Fuels. The changes are due to changes in the MUTCD. This proposed regulatory text reflects current practice.

A facility wishing to display an alternative fuels message shall meet the following requirements to be certified by the Virginia Department of Energy:

1. For electric vehicle (EV) charging stations, have two or more DC fast charging stations with the appropriate universal plug.

2. Parking spaces available for each charger or alternative fuel pump/dispenser.

3. On premise signs visible from the roadway indicating EV charging or the type of alternative fuel station that is available at that location.

4. Adequate lighting for each charging station or alternative fuel pump/dispenser to ensure a safe environment.

5. Information on area tire repair services clearly posted on the EV charger or alternative fuel pump/dispenser or on a kiosk located in the vicinity of the EV charger or alternative fuel pump/dispenser.

24VAC30-551-100. Integrated Directional Signing Program (IDSP) participation fees.

A. Annual participation fees for the Logo Program are as follows:

SPECIFIC TRAVEL SERVICES (LOGO) SIGNING PROGRAM Annual Participation Fees		
Signing	Average Daily Traffic	
	High Volume(1), (2)	Regular
Main line	$1,000	$800
Trailblazer(3)	$150	$150
Switchout (per occurrence)(4)	$90	$90

(1) High volume--40,000 average daily traffic (ADT) or more in both directions on any leg of the interchange.

(2) A nonprofit entity may elect to pay the regular rates and be classified as a Category II.

(3) A Logo trailblazer sign on a TODS panel will be charged the Logo trailblazer fee.

(4) Defined as replacing a Logo panel due to a design change.

B. Participation fees for the Tourist-Oriented Directional Signing (TODS) Program are as follows:

1. A one-time application fee of $100.

2. Annual participation fees as shown in the following table:

TOURIST-ORIENTED DIRECTIONAL SIGNING (TODS) PROGRAM(1) Annual Fees	
Signing	Annual Fee
Main panel	$450
Trailblazer	$100

	Close(2)	$50
	(1) Annual fees are not assessed for agencies in the Natural Resources Secretariat.	
	(2) Defined as covering a panel due to seasonal closing or other temporary closure.	

C. Participation fees for the Supplemental Guide Signs Program are as follows:

1. Fees for participating commercial entities are as follows:

SUPPLEMENTAL GUIDE SIGNS PROGRAM(1) Fees for Commercial Entities			
Signing	Annual Fee	Application/Site Preparation Fees(3)	
		New	Maintenance/Replacement
Major sign(2)	$700	$250	$100
Minor sign	$250	$250	$100
(1) The following are exempt from annual fees; however, they will be charged for new construction, maintenance, and replacement: (a) Federal, state, and local governments; and (b) Nonprofit organizations. All entities are subject to application/site preparation fees per installation for new signs, maintenance or replacement of signs.			
(2) Defined as 12 square feet or larger.			
(3) Commercial entities participating in supplemental guide signing will be responsible for maintenance, replacement, or new construction.			

2. Fees for ~~participating wineries~~ winery signs installed before September 15, 2004 are as follows:

Commented [GALA38]: These proposed clarifying changes mirror the changes made to Section 80.

SUPPLEMENTAL GUIDE SIGNS PROGRAM Fees for ~~Wineries~~ winery signs installed before September 15, 2004 (1)		
	~~2007~~(2)	~~2010~~(2)
Signing per set of five signs - Main and trailblazers	~~$175~~	$450
~~(1) In 2004, participating wineries paid for maintenance and replacement.~~		
~~(2)~~ (1) Participating wineries will pay no charge for maintenance.		

D. ~~There are no~~ Participation fees for ~~participation in~~ the General Motorist ~~Services Signs~~ Service Sign Program (GMSS) . All GMSS participants are responsible for the costs associated with fabrication and installation of new construction. Maintenance is paid for by VDOT IDSP. Fees for participating entities are as follows:

Commented [GALA39]: This proposed text would add the $250 GMSS application fee to the regulation. This fee is currently a requirement contained in the participation agreement. It is proposed to be added to the regulation to reflect current practice. The fee was created to help the IDSP contractor defray the administrative costs associated with privatized hospitals requesting large quantities of “H” signs to boost traffic to their facilities. This fee applies to all requesting facilities for General Motorist Service Signs.

GENERAL MOTORIST SERVICE SIGN

Fees	
Annual Fee	Application Fee
$0	$250

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Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-551
VAC Chapter title(s)	Integrated Directional Signing Program (IDSP) Participation Criteria
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.*

Acronyms and Definitions

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

CTB – the Commonwealth Transportation Board
IDSP – Integrated Directional Sign Program

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 or 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.

The Commonwealth Transportation Board (CTB) has "the power and duty to make regulations that are not in conflict with the laws of the Commonwealth for the protection of and covering traffic on and for the

use of systems of state highways" pursuant to § 33.2-210 of the Code of Virginia. Section 33.2-218 of the Code of Virginia authorizes the CTB to "establish reasonable fees to be collected by the Commissioner of Highways from any qualified entity for the purpose of participating in the Integrated Directional Sign Program (IDSP) administered by the Department or its agents that is designed to provide information to the motoring public relating to gasoline and motor vehicle services, food, lodging, attractions, or other categories as defined by the IDSP." Section 33.2-1220 of the Code of Virginia states that the CTB "may issue regulations and is authorized to enter into agreements with the United States as provided in 23 U.S.C. § 131 with respect to the regulation and control of signs, advertisements, and advertising structures in conformity with § 33.2-1217…" Authorization for signs indicating alternative fuels charging is provided in the 11th Edition of the Manual on Uniform Traffic Control Devices, December 2023, adopted by the Federal Highway Administration.

Alternatives to Regulation

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

No viable alternatives to the regulation were identified or considered as part of this periodic review.

Public Comment

Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency's response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

No public comments were received during the public comment period.

Effectiveness

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The regulation is necessary for the protection of public health, safety, and welfare because it ensures that only signs meeting specific requirements are located along Virginia's state-maintained highways. It provides the framework through which certain categories of businesses or attractions of particular relevance to the motoring public can participate in the signage program. Amendments to the regulation are needed to ensure the language is clearly written and easily understandable.

Decision

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.

The CTB has determined that this regulation should be amended. The regulatory text must be updated to remove outdated or confusing language, ensure the regulation provides adequate flexibility for participation in the IDSP, and make other clarifying changes.

Small Business Impact

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

This regulation continues to be needed as it provides the eligibility and participation requirements for the IDSP. The regulation last underwent a periodic review in 2021, and no complaints or comments have been received since that time. The regulation is not overly complex, nor does it overlap, duplicate, or conflict with federal or state law or regulation. The decision to amend the regulation will minimize the impact of the regulation on small businesses as it will increase opportunities for small businesses to participate in the IDSP. The amendments will also improve the clarity of the regulatory text.

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Exempt Action: Final Regulation
Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-551
VAC Chapter title(s)	Integrated Directional Signing Program (IDSP) Participation Criteria
Action title	Amend Regulation following Periodic Review
Final agency action date	_____, 2026
Date this document prepared	_____, 2026

This information is required for executive branch review pursuant to 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. In addition, this information is required by the Virginia Registrar of Regulations pursuant to the Virginia Register Act (§ 2.2-4100 et seq. of the Code of Virginia). Regulations must conform to 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.

A periodic review of 24VAC30-551, the Integrated Directional Signing Program (IDSP) Participation Criteria, identified amendments necessary to clarify and streamline the regulation. This regulation provides the framework through which certain categories of businesses or attractions of particular relevance to the motoring public can participate in the signage program. The regulation addresses eligibility requirements, categories for specific signage programs, and fee structures.

In addition to amendments to clarify the regulatory text, other proposed changes will add flexibility and expand the lists of entities eligible to participate in the specific signage programs. Criteria for electric vehicle charging and alternative fuel station signs will be added. Furthermore, an application fee for General Motorist Service Signs will be added to defray the administrative costs associated with these signs.

Mandate and Impetus

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

The proposed amendments were identified during the required periodic review of the regulation, which was conducted pursuant to §§ 2.2-4007.1 and 2.2-4017 of the Code of Virginia and guided by the principles of Executive Order 19 (2022). The 11th Edition of the Federal Highway Administration's Manual on Uniform Traffic Control Devices, dated December 2023, authorized signs indicating alternative fuels charging, and the proposed amendments reflect this authorization.

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 Commonwealth Transportation Board adopted final amendments to the Integrated Directional Signing Program (IDSP) Participation Criteria, 24VAC30-551.

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation Safety Performance
2027 Safety Measures

May 19, 2026

Margie Ray
Office of Intermodal
Planning and Investment

Mark A. Cole, P.E.
VDOT Traffic Operations Division

Federal Target Setting

- This presentation is to update the Board on the federal requirements for targets setting and performance reporting
- We will present the requirements and methods used to set Virginia's highway safety performance targets for calendar year 2027
- The CTB will be asked to vote on the targets at the June meeting

Federal Target Setting

- Background on target setting requirements
- Statewide trends of safety performance
- Potential federal target setting approaches
- Results and recommendations from each approach
- Proposed 2027 federal safety targets
- Next steps

Performance Management Background

- MAP-21 Federal Law – establish performance targets for:
  - Safety
  - Infrastructure Condition (Bridges and Pavement)
  - System Performance
    - Highway and Freight Reliability
    - Traffic Congestion
    - Emission Reduction
- Code of Virginia § 2.2-229 – Board to establish performance targets for surface transportation
- 2026 schedule for federal targets CTB approvals:
  - Safety in June
  - Infrastructure Condition and System Performance in September

Background
Safety Performance Management Requirements

- Federal law requires performance targets for safety (5 measures)
- Safety targets must be set annually for the next calendar year
- VDOT and Department of Motor Vehicles' (DMV) Highway Safety Office (HSO) coordinate on 3 of the 5 performance measures
  - DMV must report targets to NHTSA by June 30
  - VDOT must report targets to FHWA by August 31

NHTSA - National Highway Traffic Safety Administration
FHWA - Federal Highway Administration

Background
Safety Performance Management Federal Measures

- **Number of fatalities* -** count of persons who died at scene or within 30 days
- **Rate of fatalities* -** count of fatalities per 100M vehicle miles traveled
- **Number of serious injuries* -** count of persons with suspected serious injury, typically taken to hospital
- **Rate of serious injuries -** count of serious injuries per 100M vehicles miles traveled
- **Number of non-motorized fatalities and serious injuries –** count of bicyclists and pedestrians who died or had suspected serious injury

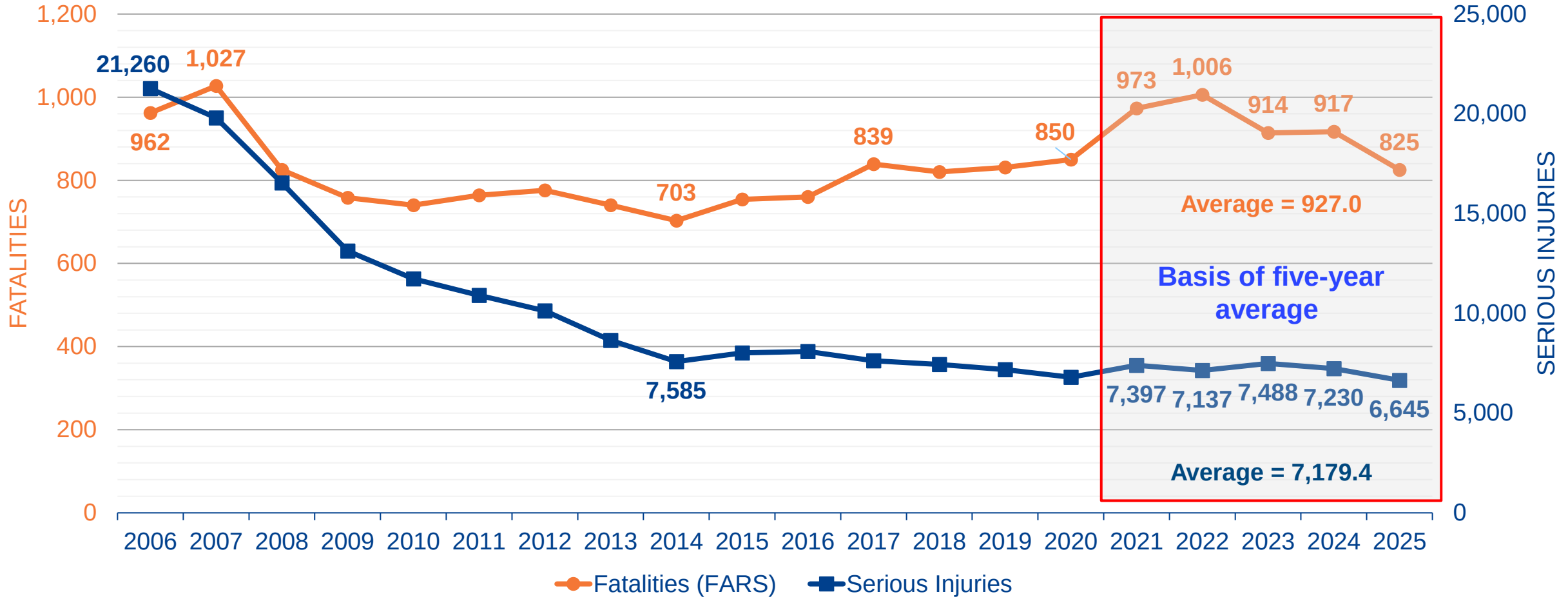
* Three federal measures requiring coordination and consistency with the DMV Highway Safety Office

Background
New Federal Target Setting Requirements

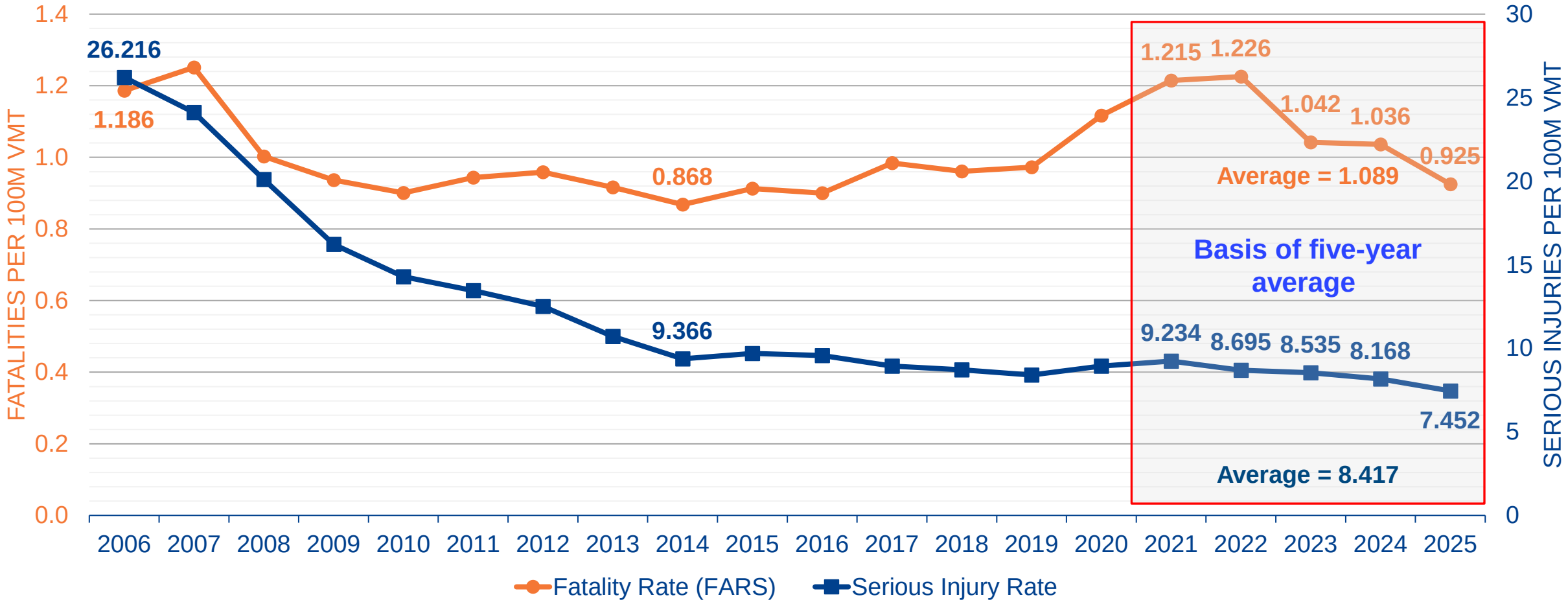
- Annual federal reporting for DMV and VDOT requires submission of annual and calculated five-year average targets
- The 2021 BIL (IIJA) requires that States set safety targets that demonstrate **level or improved performance** for the three common measures (fatalities, fatality rate, and serious injuries)
  - The 2027 five-year average target for each measure, when averaged with the preceding four years, must be level or improved when compared to the most recent five-year average (baseline)
    - Baseline = the average of the actual performance values from 2021-2025
    - 2027 five-year average target = three years of actual performance values from 2023-2025 along with projections for 2026 and the proposed 2027 annual target

BIL – Bipartisan Infrastructure Law
IIJA – Infrastructure Investment and Jobs Act

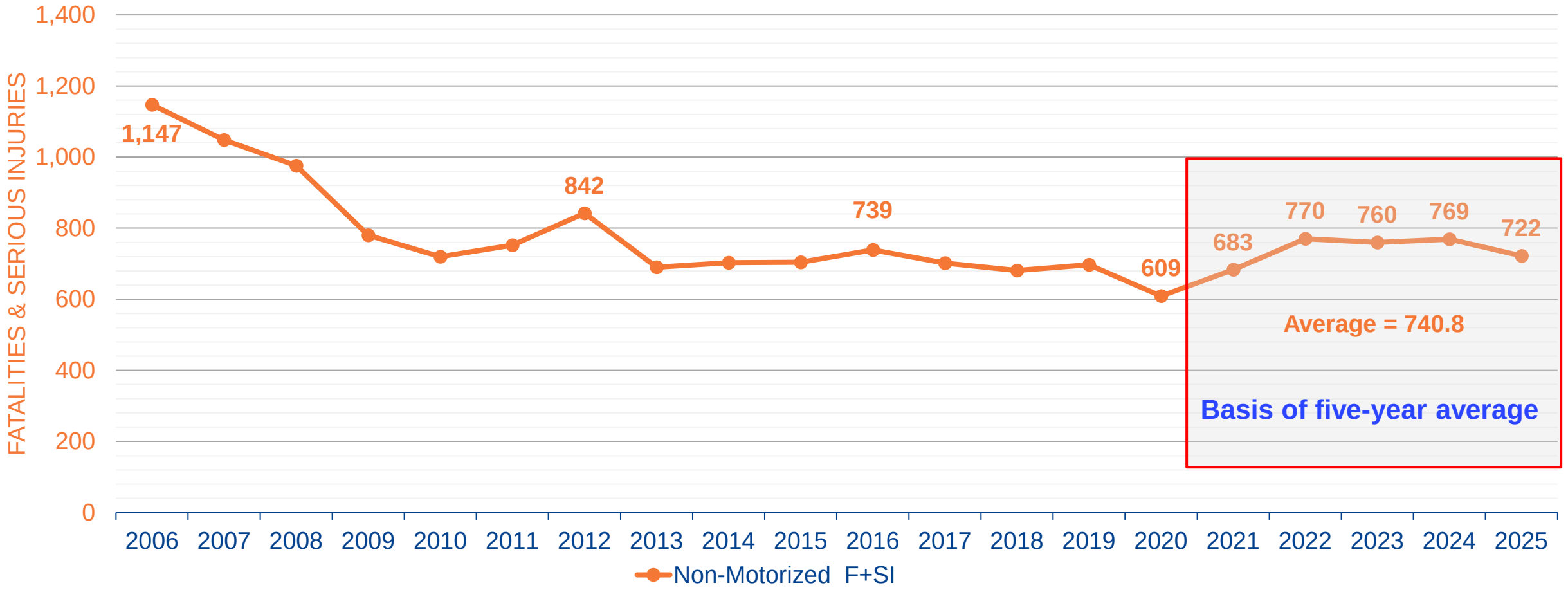
Statewide Trends of Annual Fatalities and Serious Injuries



Statewide Trends of Annual Fatality and Serious Injury Rates



Statewide Trends of Non-Motorized Annual Fatalities and Serious Injuries



Past Safety Measure Performance and Adopted Targets

Measure	2025 Target Values*	2025 Actual Values	2026 Target Values*
Fatalities	819	825	882
Fatality Rate	0.894	0.925	1.00
Serious Injuries	6,829	6,645	6,424
Serious Injury Rate	7.457	7.452	7.286
Non-Motorized Fatalities + Serious Injuries	619	722	604

* CTB adopted targets to provide level or improved 5-year average values to submit to NHTSA and FHWA

Potential 2027 Federal Target Setting Approaches

- The following approaches were explored to determine preferred method to result in level or improved performance (as required by NHTSA):
  1. Predictions from the analytical model used for previous year targets
  2. Projected values based on recent trends

- More information is provided for both approaches on the following slides

Approach 1: Analytical Model Prediction

- Calculate the future target year fatalities and serious injuries counts using an analytical model that considers external influencing factors and has been adjusted annually
- Determine the expected annual reductions of SMART SCALE and VHSIP projects that were recently or soon to be completed and subtract from the model predictions

$$\boldsymbol{Model\ Prediction - Project\ Safety\ Benefits = Expected\ Performance}$$

- Calculate the two “rate” measures based on the expected performance for count measures and the projected VMT growth

Approach 2: Recent Trend Projections

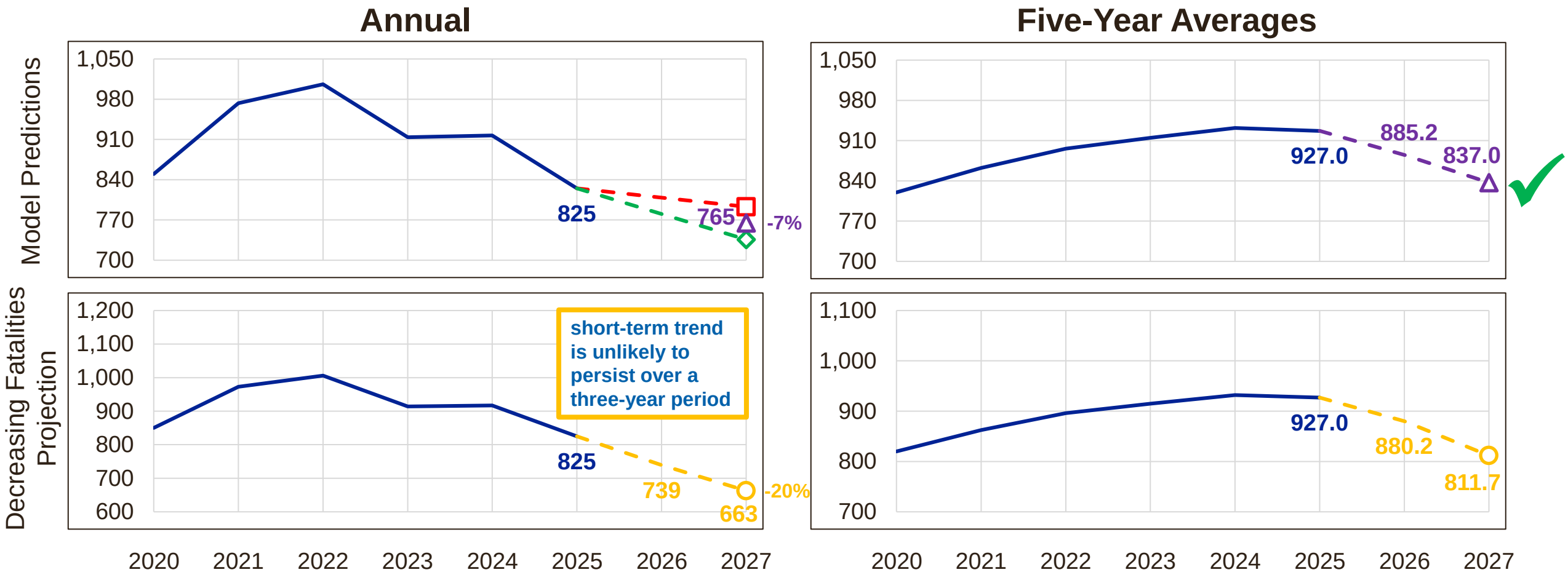
Use safety measure trend projections to calculate 2027 targets:

- Use the 2026 projected count measure based on year-to-date values (through March)
- Set 2027 count targets based on annual average reductions between 2024 and 2026
- Use 2027 count targets to calculate rate measures with projected 1% growth in VMT each year

Results – Fatalities

Historic Data
Model Prediction – High
Model Prediction – Low
Model Prediction – Midpoint
Decreasing Fatalities Projection 2025-2027

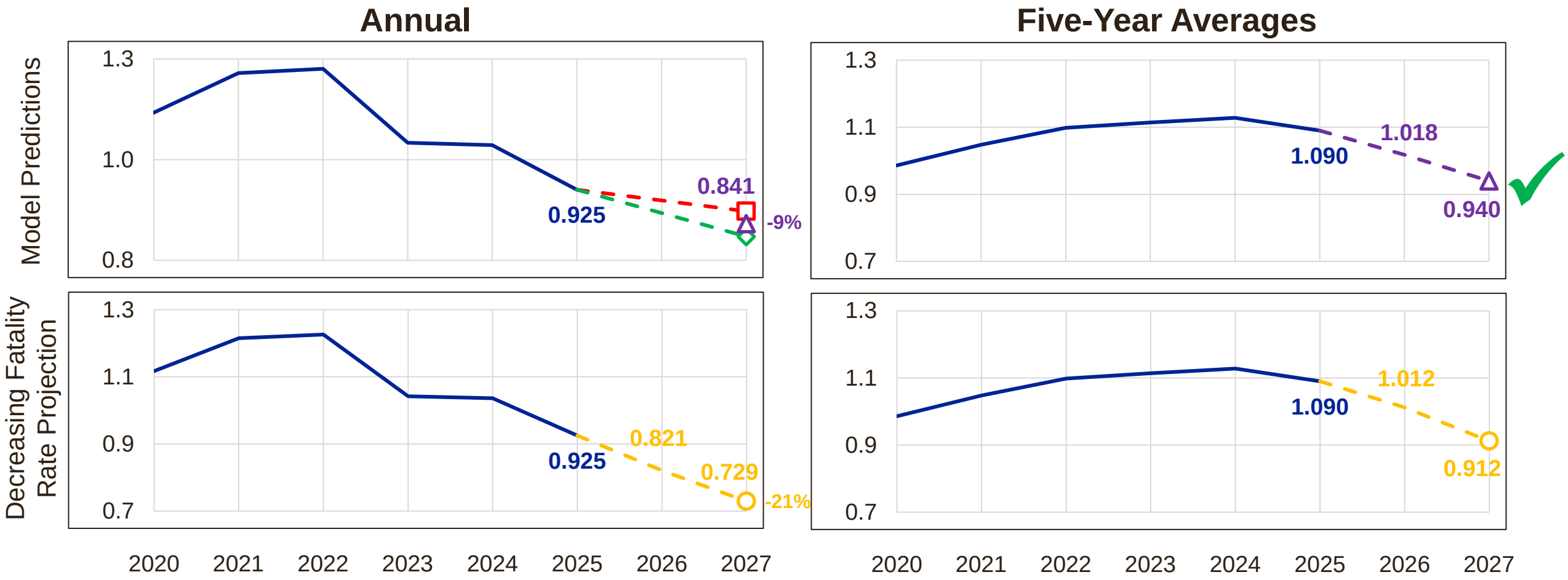
✓ Recommended Approach



Results – Fatality Rate

Historic Data
Model Prediction – High
Model Prediction – Low
Model Prediction – Midpoint
Decreasing Fatalities Projection 2025-2027

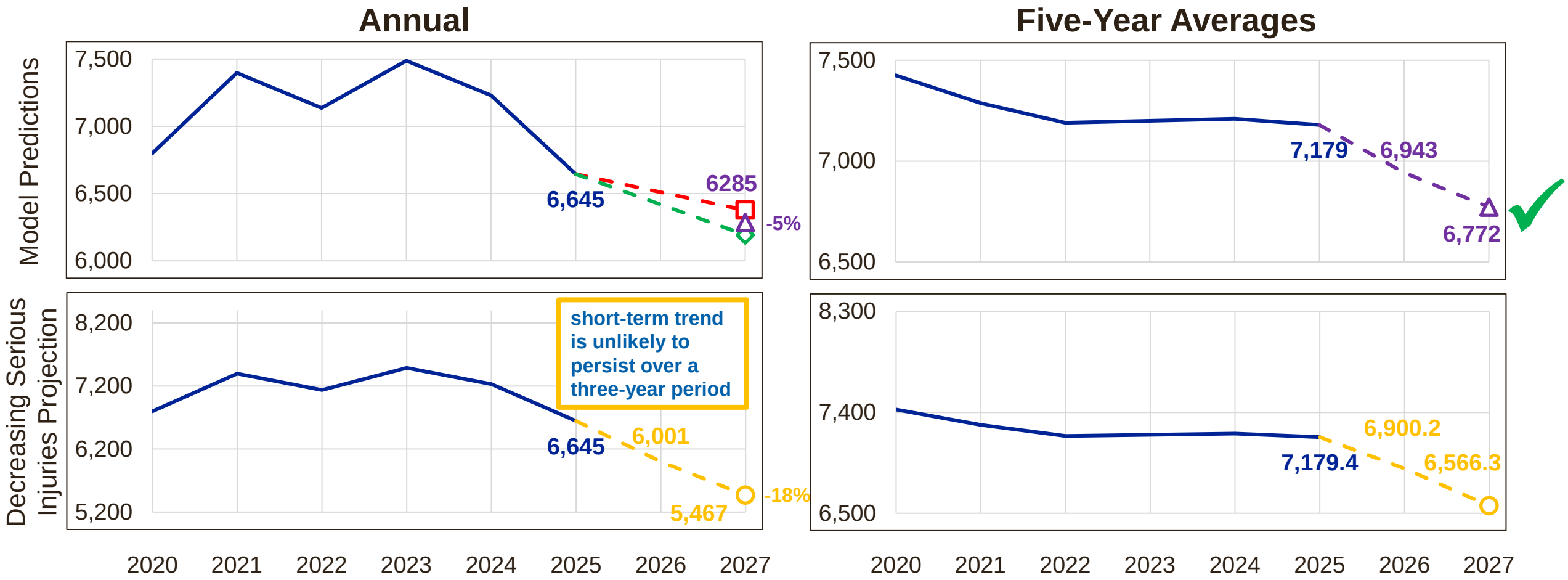
✓ Recommended Approach



Results – Serious Injuries

Historic Data
Model Prediction – High
Model Prediction – Low
Model Prediction – Midpoint
Decreasing Serious Injuries Projection 2025-2027

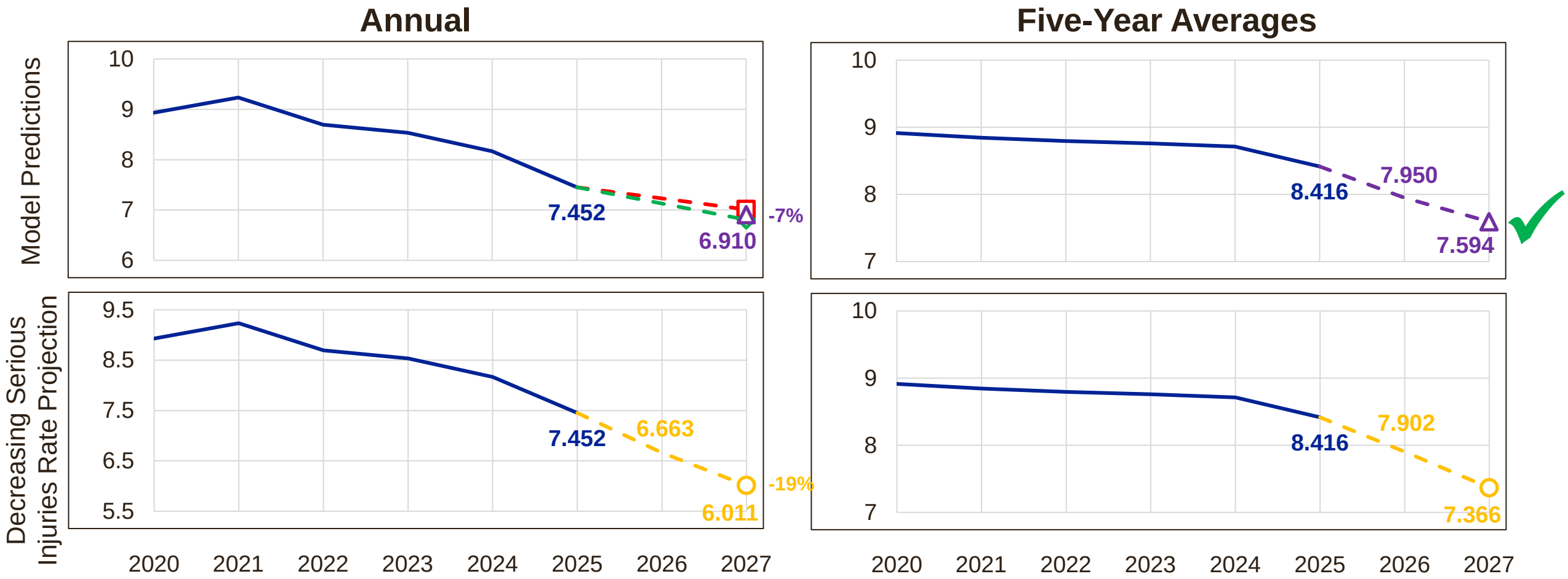
✓ Recommended Approach



Results – Serious Injury Rate

Historic Data
Model Prediction – High
Model Prediction – Low
Model Prediction – Midpoint
Decreasing Serious Injuries Projection 2025-2027

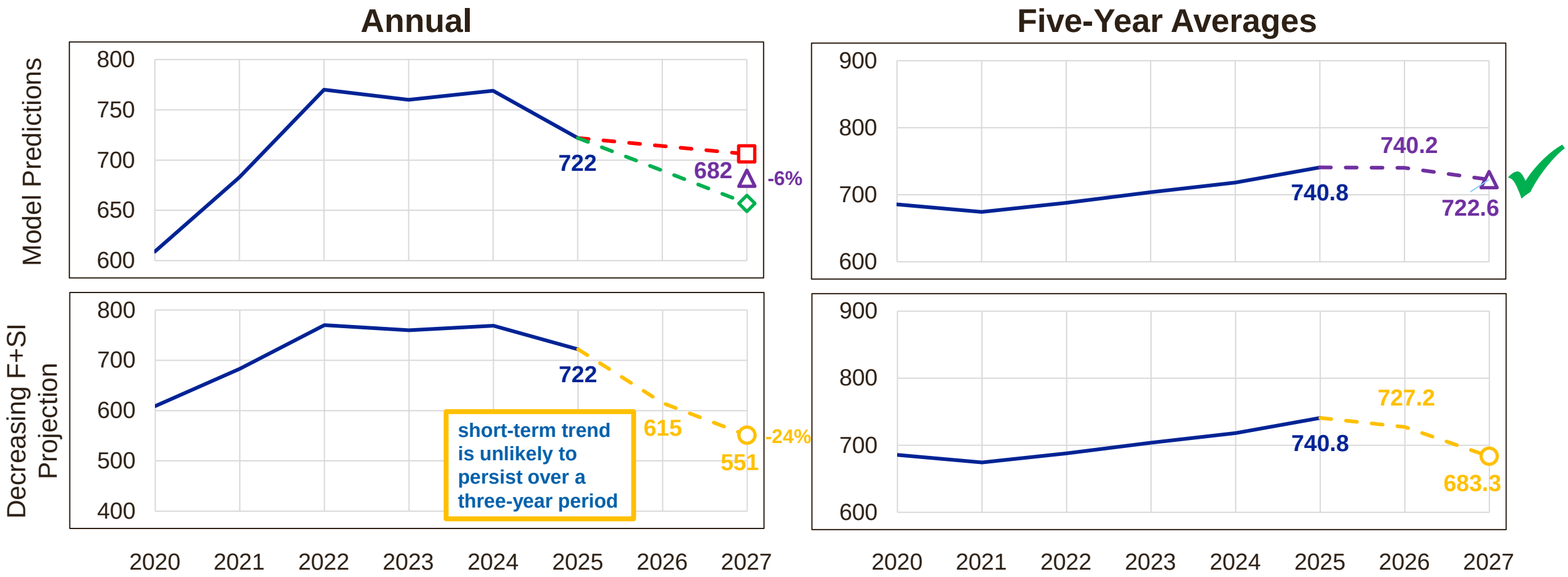
✓ Recommended Approach



Results – Non-Motorized Fatalities and Serious Injuries

Historic Data
Model Prediction – High
Model Prediction – Low
Model Prediction – Midpoint
Decreasing N-M F + SI Projection 2025-2027

✓ Recommended Approach



Proposed 2027 Annual Federal Safety Targets

- Propose safety performance targets for 2027 based on the approach best meeting the requirement to achieve level or improving five-year averages from the baseline conditions.

Measure	2025 Actual Values	2026 Target Values	2026 Projection Values*	Proposed 2027 Target Values	Percent Change from '25	Federal 5-Yr Average Approach
Fatalities*	825	882	739	765	-7%	Improving
Fatality Rate**	0.925	1.00	0.821	0.841	-9%	Improving
Serious Injuries*	6,645	6,424	6,001	6,285	-5%	Improving
Serious Injury Rate**	7.452	7.286	6.663	6.910	-7%	Improving
Non-Motorized Fatalities + Serious Injuries	722	604	615	682	-6%	Improving

* Based on available 2026 year to date count data and the average proportion of the same period for the last three years.
** 2026 projected rates based on the count measures and projected VMT growth of +1% from 2025.

Next Steps

- CTB adoption of proposed federal safety targets at June meeting

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Office of the

SECRETARY *of* TRANSPORTATION

Thank you.


VDOT
Virginia Department of Transportation

COMMONWEALTH TRANSPORTATION BOARD

TRAFFIC OPERATIONS SERVICES

Traffic Operations Centers / Safety Service Patrols

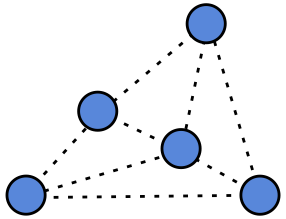
Kevin Gregg / Kenneth Reynard

May 19th, 2026

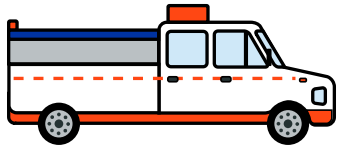
Why Are We Here?

- Update the CTB on one of VDOT's core functional areas.
- The Traffic Operations Centers (TOC) and Safety Service Patrols (SSP) contract is coming to end of term in March 2027.
- The procurement of a new contract is an extended process.
- This procurement will set contract terms for the next decade.
- The dollar value of this contract is one of the larger contracts in Traffic Operations.
- This procurement gives VDOT an opportunity to improve future service needs through updated technology, performance metrics, updated incentitives/disincentitives.

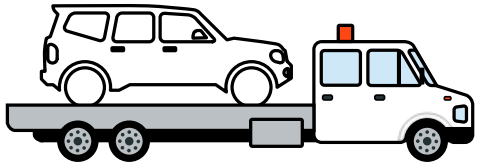
Traffic Operations Infrastructure and Services



Five Traffic Operations Centers



Safety Service Patrol



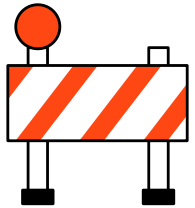
Towing and Recovery Program



Traffic Operations Support Center



Statewide Emergency Operations Situation Room



Work Zone Management Solutions



Corridor & Arterial Traffic Management Service



Customer Support Center



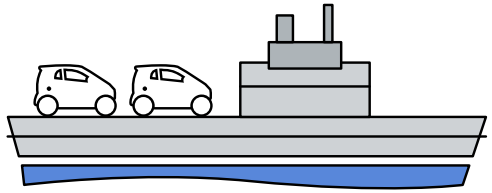
Traffic Safety Services



Winter Weather and Emergency Services



Detours Management



Ferry Management Services

Devices, Technology and Control Services



Advanced Traffic Management Systems



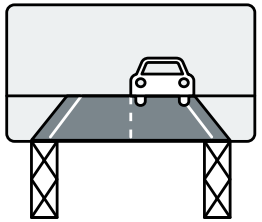
Statewide Signal Systems



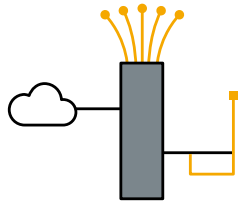
Operations Technology Cybersecurity



Field Devices Communication Network



Freeway and Arterial Field Devices



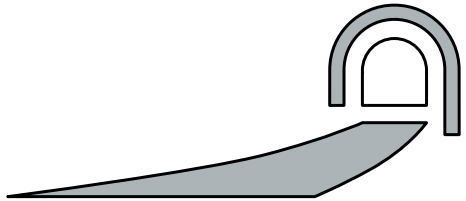
Statewide Fiber Communications Network



Traffic Alert / Calming Solutions

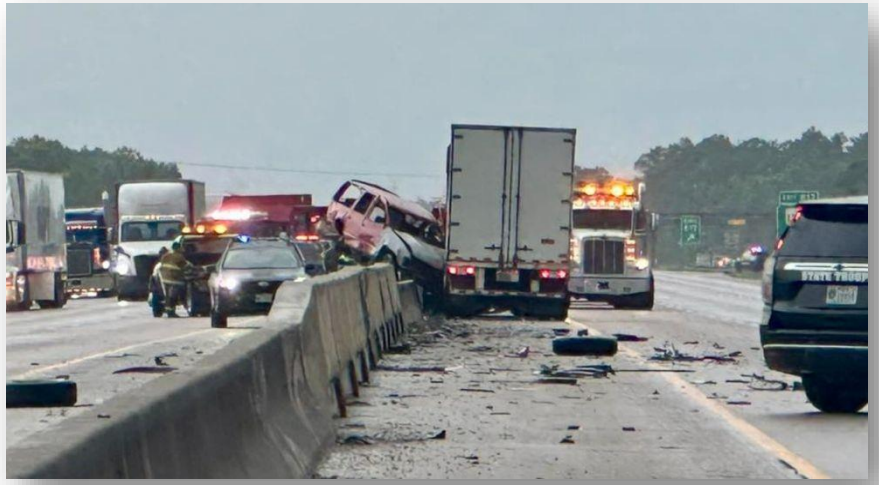


511 Traveler Information Systems



Tunnel Traffic Management Solutions

To Handle This.....













It Takes a Joint Team Effort











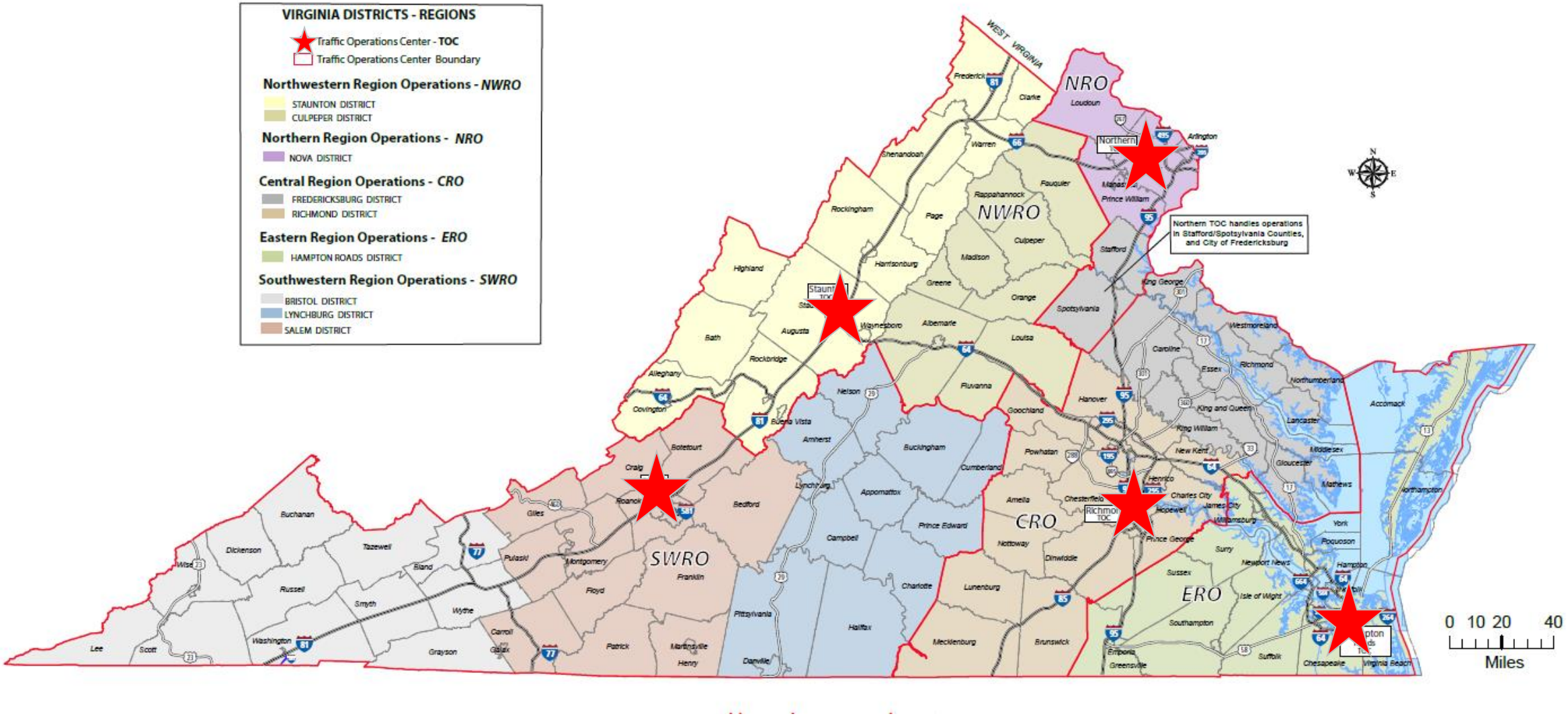


TOC / SSP Major Program Update

- **The Traffic Operations Centers (TOC) and Safety Service Patrols (SSP) contract is coming to end of term in March 2027.**
- **The procurement of a new contract gives VDOT an opportunity to improve future service needs through updated technology, performance metrics, updated incentitives/disincentitives**
- **This procurement will set contract terms for the next decade.**
- **Outreach and Industry Engagement:**
  - **Completed three (3) industry engagements on services best practices.**
  - **Completed four (4) peer-exchange discussions with other comparible DOTs.**

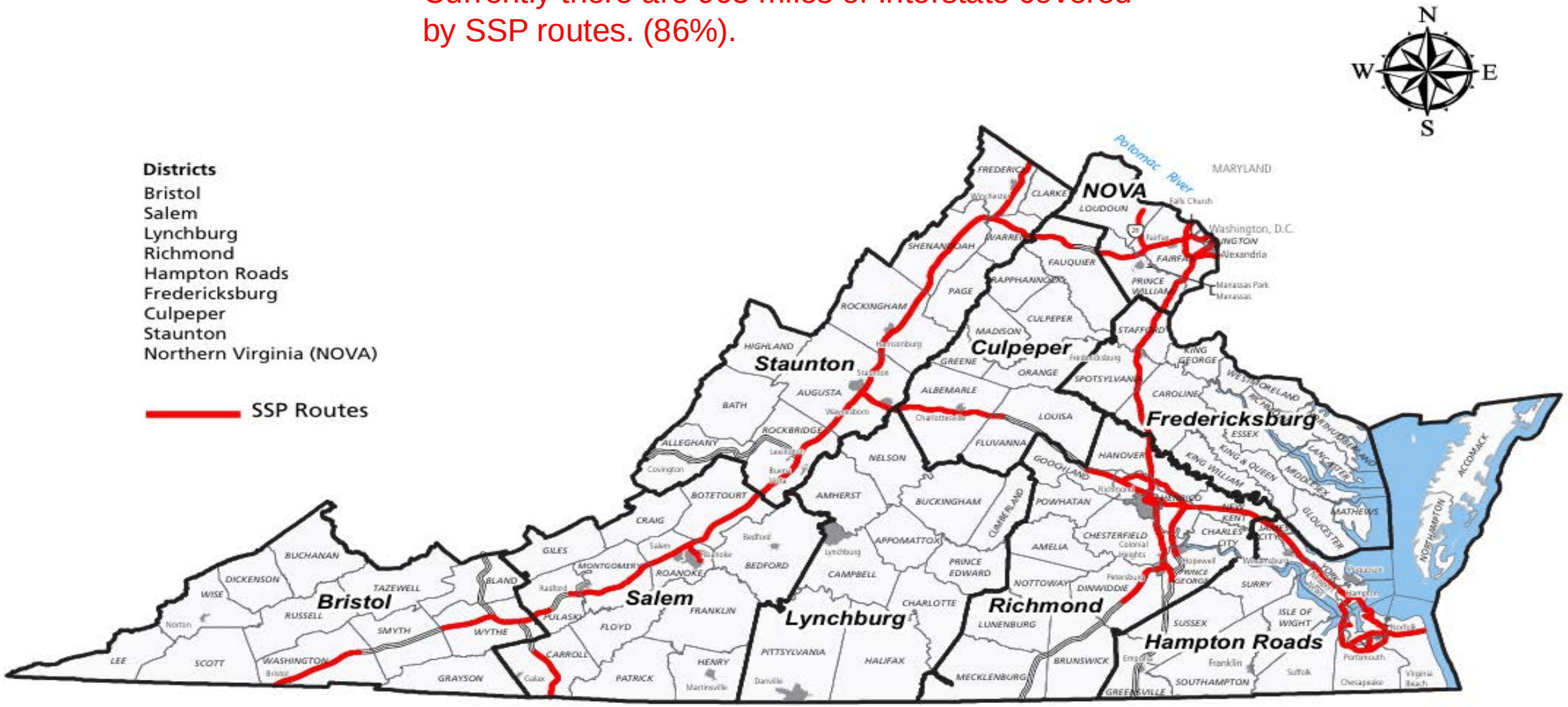
    (North Carolina, Georgia, Florida, Michigan)
  - **Conducted an AASHTO Survey with thirty (30) DOT peer respondents.**
- **We are working through contracting approaches that incorporate future long term needs, offer flexibility for both VDOT and service providers, and improve both motorist safety and service performance through better defined requirements.**

Virginia Traffic Operation Centers (TOC)



Statewide Safety Service Patrol (SSP) Routes

Currently there are 963 miles of Interstate covered by SSP routes. (86%).



TRAFFIC OPERATIONS SERVICES

TOC / SSP

Kenneth Reynard

May 19th, 2026

What is VDOT's TOC SSP Program?

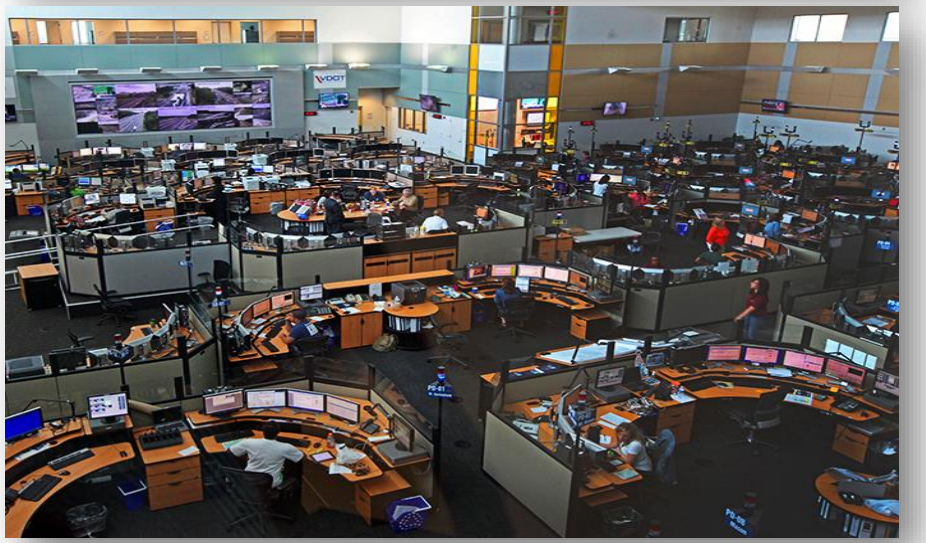
TOC Floor Operations (5 TOCs)

- Traffic Monitoring & Event Management
- Arterial Management
- System Monitoring
- Weather Response Management
- Notification and Documentation

- **24/7/365 Coverage of Our Network**
- **Manage ~ 35K Incidents Monthly**
  - Every 1-2 Minutes Statewide
- **Monitor and Operate ~ 2,600 Devices**
  - Cameras, Signs, Signals, VA511 System, VaTraffic

Key Role in Maintaining Situational Awareness, Incident Management, and Multi-Agency Coordination.





What is VDOT's TOC SSP Program?

SSP Program (9 Districts)

- Incident Response
- Emergency Support
- Traffic Control
- Motorist Assistance

- **Respond to ~28K Interstate Incidents Monthly**
- **21 Minute Avg Scene Clearance Time**
  - **$1,374 Cost Per Minute During Peak Hours**





Key Role in Motorist Safety and in the Expeditious Flow of Goods and Services Across the Commonwealth.

Procurement Goals

- Raise the Bar
  - What does the Commonwealth, VDOT, TOC Floor Operations and the SSP Mission look like approaching 2030 and beyond?
- Improve Interoperability
  - Strengthen Traffic Operations As a Core Function, Standardization Across Districts
- Contractor Diversity
  - Multiple Partners, Competitive Pricing
- Improve Performance Metrics and Accountability
  - Motorist Safety, Incident Detection, Accuracy in Reporting, Dedicated Express Lane Support, Preventable Incidents
- Support Innovation Growth and the Changing Environment
  - Artificial Intelligence (AI), Automation, Safety (Employee, Motorist, Work Zone)
- Foster Existing/Joint Partnerships – VSP, VDEM, First Responders, Localities, Tow

Contract Cost

- **Contract Cost Over Its 9 Year Lifecycle**

Contract Year	2018	2026
TOC	$11,402,901	$21,055,817 = 85% increase
SSP	$21,862,053	$35,935,704 = 64% increase
Training	$666,870	$407,845 = 39% decrease
Statewide Total	$33,931,824	$57,399,366 = **69% increase**

- **Estimated Future Contract Cost: $65M - $75M per year**
  - **Labor Rate Increases are the Biggest Cost Driver**
  - **TOC SSP Contract is in the RFP Development Phase. Updated cost estimate will be developed after Requirements are finalized.**

TOC SSP Project Scheduled

- **Planning Phase: December 2023 – June 2025**
  - **Outreach and Industry Engagement:**
    - **Three (3) Request for Information Activities (Final Outreach in January 2026)**
    - **AASHTO Member State Survey – Thirty (30) DOT Respondents**
    - **Peer Exchange With Four (4) Other DOTS**
- **Requirements and RFP Phase: July 2025 – July 2026**
  - **Develop Requirements and Request for Proposals**
- **Procurement Phase: August 2026 – July 2027**
  - **Competitive Public Procurement**
- **Award Phase: August / September 2027**
- **Transition, and Operations Phase: September 2027 – January 2028**
  - **CTB Update Prior to Award**


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VDOT FY2026 Emergency Response Budget

Kimberly Pryor, Chief Financial Officer

May 19, 2026

VDOT FY2026 Emergency Response Budget

- VDOT budgeted $225 million in FY2026 for emergency response, which includes winter weather operations
- The Commonwealth experienced multiple statewide events in December through February
- Expenditures related to emergency response are expected to be approximately $418.4 million in FY2026
- In February 2026, the General Assembly and Governor approved a $1,500 bonus for classified employees in FY2026, which was not included in VDOT's approved budget

Summary of Anticipated Costs

(in millions)	Expenditures through FY2026	Current Budget	Estimated Deficit*
Emergency Response	$418.4	$225.0	($193.4)
General Assembly Action – Employee Bonus in June 2026*	$12.0	0	($12.0)
TOTAL	**$430.4**	**$225.0**	**($205.4)**

**Employee Bonus approved in February 2025 was not included in the FY2026 budget.*

Savings Strategies Implemented

- **In late February, VDOT implemented the following administrative actions to save money**
  - Paused recruitment for certain positions
  - Limited travel, shifting to virtual where possible
  - Deferred planned purchases
  - Consolidated planned recognition and training events
  - Limited discretionary spending
  - Reviewed balances across all programs, excluding Highway Construction Programs
- **These efforts identified $15 million in administrative and other savings**

Savings Strategies Implemented

- **Districts identified potential savings in the Maintenance and Operations Program**
  - Deferred planned activities
  - Identified program reserves
  - Swept surpluses from prior commitments and completed projects
  - Delayed implementation of planned work
- **These efforts identified $45.5 million in savings from the Maintenance and Operations Program**

Summary of Deficit and Recommended Budget Revisions

(in millions)	Deficit
Emergency Response	($418.4)
General Assembly Action – Employee Bonus in June 2026	($12.0)
TOTAL DEFICIT	**($430.4)**
FY2026 Emergency Response Budget	$225.0
Savings from Maintenance & Operations Program	$45.5
Savings from Administrative & Other Programs	$15.0
Reduction in Funds for Construction	$144.8
Pre-scoping funds ($11.5)	
State funds ($120.1)	
Federal funds ($13.4)	
TOTAL	**0**

Savings Strategies Implemented

While reductions to the Construction Program in FY2026 were offset by uplift in FY2027 without impacting existing projects, they directly reduce funds that otherwise would have been available in the five formula programs

Program	Reduction (millions)
State of Good Repair	$40.0
Construction District Grant Program	$26.7
High Priority Projects Program	$26.7
Interstate Operations and Enhancement Program (includes $2.3M from IOEP provided to NVTA)	$26.7
Virginia Highway Safety Improvement Program	$13.3
Total	**$133.4**

FY2026 VDOT Recommended Allocations

	(in millions)		
	FY 2026 Revised	Recommended FY 2026 2nd Revised	INCREASE (DECREASE)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	$ 32.0	$ 31.0	$ (1.0)
Ground Transportation Planning and Research (602)	108.6	96.7	$ (11.9)
Highway Construction Programs (603)	2,970.5	2,836.1	$ (134.5)
Highway System Maintenance (604)	2,398.3	2,554.2	$ 155.9
Commonwealth Toll Facilities (606)	149.5	149.5	$ 0.0
Financial Assistance to Localities (607)			
VDOT Programs	656.6	656.6	$ 0.0
Regional Program	1,025.7	1,023.4	$ (2.3)
Non-Toll Supported Transportation Debt Service (612)	405.8	405.8	$ 0.0
Special Structures (614)	90.0	90.0	$ 0.0
Administrative and Support Services (699)	383.7	377.6	$ (6.1)
VDOT Capital Outlay (998)	40.0	40.0	$ 0.0
Total VDOT Programs	**$ 8,260.8**	**$ 8,260.8**	**$ 0.0**
Support to Other State Agencies	54.1	54.1	$ 0.0
Support to DRPT/VPRA Programs	116.2	116.2	$ 0.0
Total	**$8,431.0**	**$8,431.0**	**$0.0**
Total Operating Budget (Net Regional Programs)	**$7,405.3**	**$7,407.6**	$ 2.3

Note that the total change to Construction is $136.8M, which includes a $133.4M cut to the five formula programs included in Program 603 and Program 607 as well as the $3.4M cut to the Construction Management Program in Program 603.

Recommended Budget Adjustments

- **VDOT recommends implementation of the identified budget revisions and requests CTB approval of the Second Revised FY2026 Budget**


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SMART SCALE BUDGET INCREASE REQUEST

I-81 Exit 317 Interchange Improvements (UPC 124012)

Staunton District

Kimberly Pryor, CFO

May 19, 2026

SMART SCALE Policy

SMART SCALE Policy on Scope Changes and/or Budget Increases, December 2023

- **Significant changes to the scope or cost of a SMART SCALE project require a re-evaluation**
- **Board action is required to approve a SMART SCALE budget increase:**
  - i. Total Cost Estimate <$5 million: 20% increase in funding requested
  - ii. Total Cost Estimate $5 million to $10 million: $1 million or greater increase in funding requested
  - Iii. Total Cost Estimate >$10 million: 10% increase in funding requested; $5 million maximum increase in funding requested

Project Information

I-81 Exit 317 Interchange Improvements (UPC 124012)

- Submitted by the Win-Fred MPO in Round 5 of SMART SCALE
  - Total Original Project Cost: $37,589,734
  - Total SMART SCALE Request: $31,063,840
  - Request funded with HPP funds
- Original Scope Included:
  - Reconfigure the existing diamond interchange with a Diverging Diamond Interchange (DDI) and construct a park and ride lot
  - Project is VDOT administered and preparing for Design-Build procurement
- Benefits were primarily due to Safety, Environmental, and Economic Development

Factors Contributing to the Shortfall

- **Project required an Interchange Access Report (IAR) to be completed concurrent with initiating design.**
- **Operational issues were identified at two Intersections adjacent to the new interchange – Crown Lane and Welltown Road – and it was determined the termini needed to be extended to meet the operational and safety benefits assumed in the original SMART SCALE application.**
- **Proposed park and ride lot was reduced to accommodate the extended termini.**
- **Project has experienced increased costs across all phases to accommodate the revised design of the DDI and extended termini**
  - Increased design costs
  - Additional right of way/utilities impacts
  - Increase in bid item quantities due to extended termini
- **Project is part of a bundle of projects scheduled for Request for Qualifications release in July 2026 that includes I-81 Widening between Exits 317-319.**

Proposed Project Budget Increase

	Original Application	Proposed Budget Increase
Total $	$37,589,734	$46,980,883 (increase of $9,391,149)
Project Budget	$31,063,840 – HPP $6,525,894 – Local	$40,454,989 – HPP $6,525,894 – Local
SMART SCALE Score	7.52	5.78
Rank	12/19	13/19
Expenditures (April 2026)		$1,451,358

Recommendation for Action

- **Approve proposed HPP budget increase request at June 2026 Action meeting so that the project can proceed to RFQ in July and not delay the I-81 Exit 317 Widening project**
  - **Fund increase from surplus Statewide Highway Priority Program balances**

HPP Deallocated Funds	Amount
Available Currently	$45,518,804
Less proposed budget increase for UPC 124012	-$9,391,149
Total Remaining	**$36,127,655**


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OVERVIEW OF 2019 MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW CONTINUED

Stephen C. Brich, P.E., Commissioner of Highways

May 19, 2026

Why are we here today - Part 2?

2019 Maintenance and Operations Comprehensive Review

Business focus

Shift from short term improvements to long-term performance – impact on future generations

Need to get back to basics

Investment Strategy – Long-Term Sustainable Performance of Assets

Routine Maintenance and Emergencies

- Historical Overview

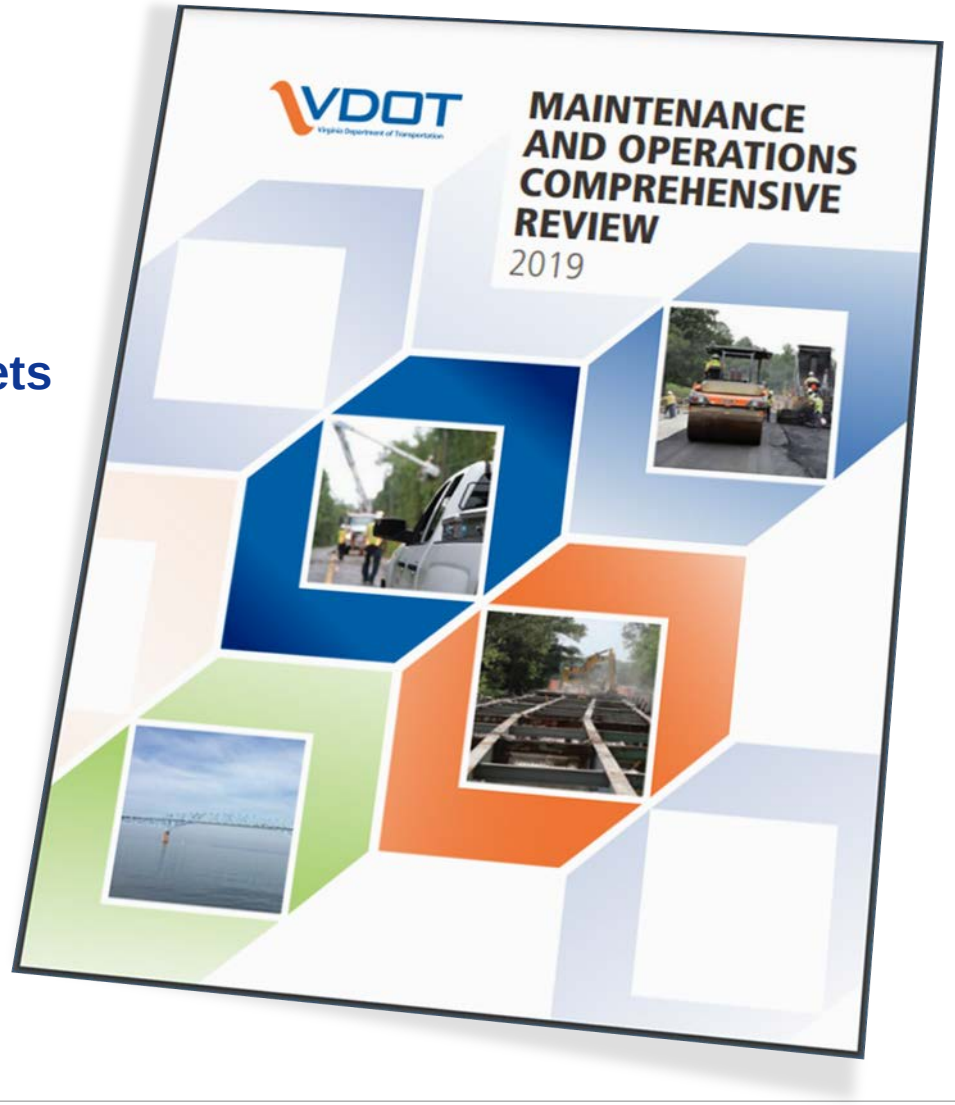
Investments

Maintenance and Operations Program

- Tensions in the program
- Impacts to the program

Six Years of Operational Experience

Reevaluate and Baseline



Comprehensive Review

- Routine Maintenance
- Emergencies
- Maintenance and Operations Program Impacts
- Assets Funded – As Needed Basis

Routine Maintenance

Routine Maintenance – Historical Overview

Virginia Department of Transportation

- 3rd largest state-maintained system in the nation
- Over 100 diverse assets and/or services provided

The Great Recession (2007 Housing Crisis) – Virginia Transportation Impacts

- June 2007 - $1B revenue estimate reduction
- October 2008 - predicted additional revenues reduction by $2.1B to $2.6B over six years
  - FY 2008 SYIP - $8.7B
  - FY 2009 SYIP - $7.9B / FY 2009 Revised SYIP - $6.5B
  - FY 2010 SYIP - $6.1B / FY 2010 Revised SYIP - $6.2B

Workforce Reduction

- 2002 - 10,200
- 2007 - 8,500 – the downsizing plan began
- 2010 - 7,500
- 2026 - 7,900

Statewide maintenance facilities reduced

- 2007 - 335 to 248 or 26% of facilities
- 2008 – reductions - permanent
  - Residencies from 44 to 29
  - Equipment shops from 73 to 37
  - Materials labs from 8 to 5
  - Focus residencies on managing maintenance function
- 2009 – Rest Area closures – 18 facilities - temporary
  - Facilities reopened in 2010

Routine Maintenance – Historical Overview

Virginia Population

- 2007 – 7.7M
- 2025 – 8.7M

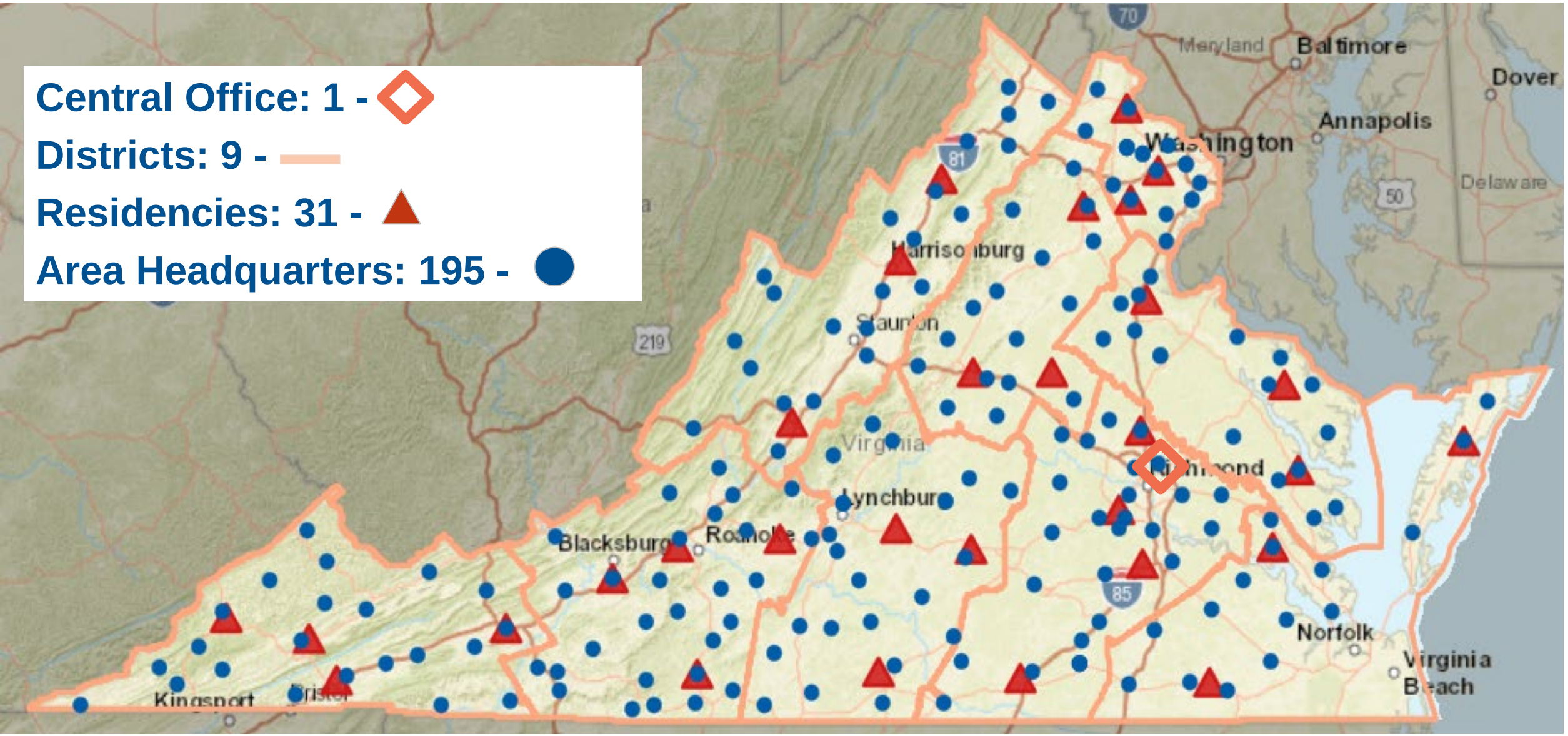
Network Growth – Pavements and Bridges

Asset Growth	2007	2025
Pavements	Miles – 57,700 Lane Miles – 125,400	Miles – 59,700 Lane Miles – 130,400
Bridges	20,800	21,200

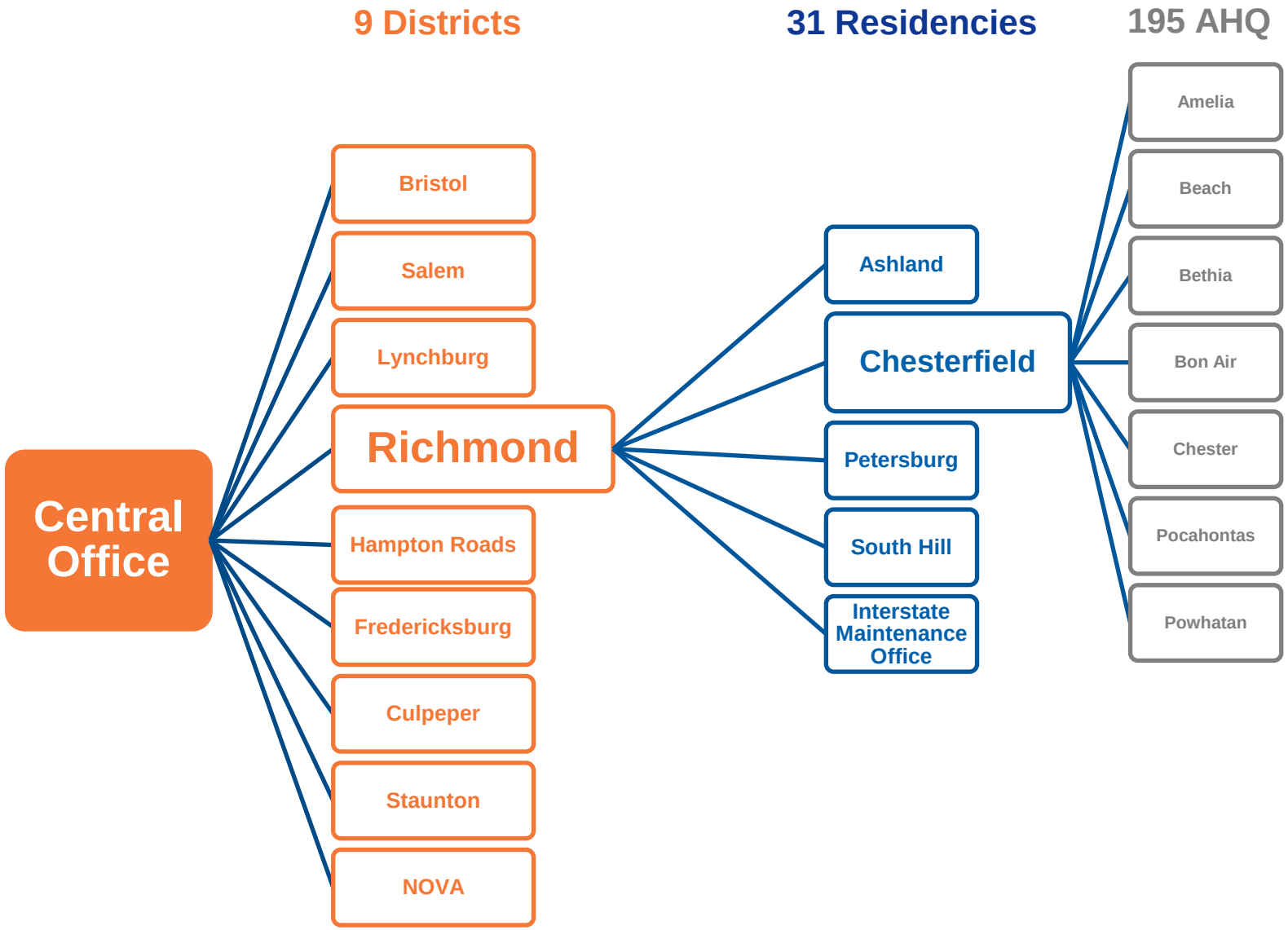
Asset Tracking and Accomplishments

- 2007 – VDOT work reactive
  - Deferred Work – soundwalls/fences, commuter lots, signs – night inspection replacements and daylighting, ditching
- 2012 – New Commonwealth financial system
  - Financial system, prior to 2012, FMSII, was a VDOT specific financial system
  - New financial system doesn't allow tracking to a granular level to assets/services work
- 2019 – VDOT focused on proactive approach
  - Following work plans
  - Additional tasks set up to track expenses
  - More inventory collected

VDOT – Work Locations



2019 Routine Maintenance – Organization Structure



2019 Routine Maintenance – Long Term Sustainability

Moving to a proactive approach (back to basics) to provide:

- **Efficiencies through a planned and systematic approach**
- **Extend life of assets and limit the unavailability**
  - Most assets are interdependent

Review undertaken to define target frequency

- **Activities selected based on:**
  - **Safety items**
  - **Highest expenditures**
  - **Most publicly visible**
  - **Extend the life of other assets**
  - **Service requests**

2019 Routine Maintenance – Performance Targets

Asset	Best Practice Frequency	Actual 2019 Accomplishments Average / Year	2019 Target Frequency
Turf (Mowing)	3 times / year	IS: 3.1 times / year PR: 3.1 times / year SC: 2.3 times/ year	IS: 3 times / year PR: 3 times / year SC: 2 times/ year
Trees	10% of inventory	5% of inventory	6% of inventory
Pipes	20% of inventory	8% of inventory	10% of inventory
SWM Facilities	2 times / year	1.67 times / year	2 times / year
Ditches	20% of inventory	3% of inventory	5% of inventory
Unpaved Roads	4 times / year	5 times / year	4 times / year
Unpaved Shoulders	20% of inventory	16% of inventory	20% of inventory
Signs	7% of inventory	4% of inventory	5% of inventory
Signals	5 year cycle	4% of inventory	5 year cycle
Pavement Marking	Material dependent	64% of inventory	70% of inventory

Routine Maintenance – Performance Targets – October 14, 2025

Asset	2019 Interim Target			FY 2024 Frequency Avg. / yr	FY 2024 Additional Funding (One Time Infusion - $50M)	FY 2025 Frequency Avg. / yr
	Frequency	Estimated Quantity				
Turf (Mowing and PGR)	IS: 3 times / yr PR: 3 times / yr SC: 2 times/ yr	340,600	acres	IS: 2 times / yr PR: 3 times / yr SC: 2 times/ yr	$0	IS: 2 times / yr PR: 3 times / yr SC: 2 times/ yr
Trees	6% of inventory	8,200	shoulder miles	19%	$10M	15%
Pipes (includes inspection)	10% of inventory	33,900	each	25%*	$20M	16%*
SWM Facilities	2 times / yr	4,400	each	3 times / yr	$4M	2 times / yr
Ditches (includes inspection)	5% of inventory	4,400	ditch miles	8%*	$10M	4%*
Unpaved Roads	4 times / yr	25,500	center line miles	5 times / yr	$0	5 times / yr
Unpaved Shoulders	20% of inventory	14,800	shoulder miles	24%	$6M	17%
Signs	5% of inventory	47,300	each	5%	$0	4%
Signals	20% of inventory	630	each	14%	$0	Developing New Performance Measures and New System
Pavement Marking	70% of inventory	50,800	miles	57%	$0	51%

*Inspection task added in 2024

PIPES - replacement: Salem District









PIPES – storm damage: Lynchburg District



Before



After

PIPES: Fredericksburg District



Before



After

PIPES: Staunton District



Before



After

STORM WATER BASIN: Bristol District



Before



After

STORM WATER BASIN: Salem District



Before



After

STORM WATER BASIN: Salem District



Before



After

STORM WATER BASIN: Richmond District



Before



After

STORM WATER BASIN: Richmond District



Before



After

STORM WATER BASIN: Northern Virginia District – view 1



Before



After

STORM WATER BASIN: Northern Virginia District – view 2



Before



After

DITCHES: Bristol District



Before



After



Before

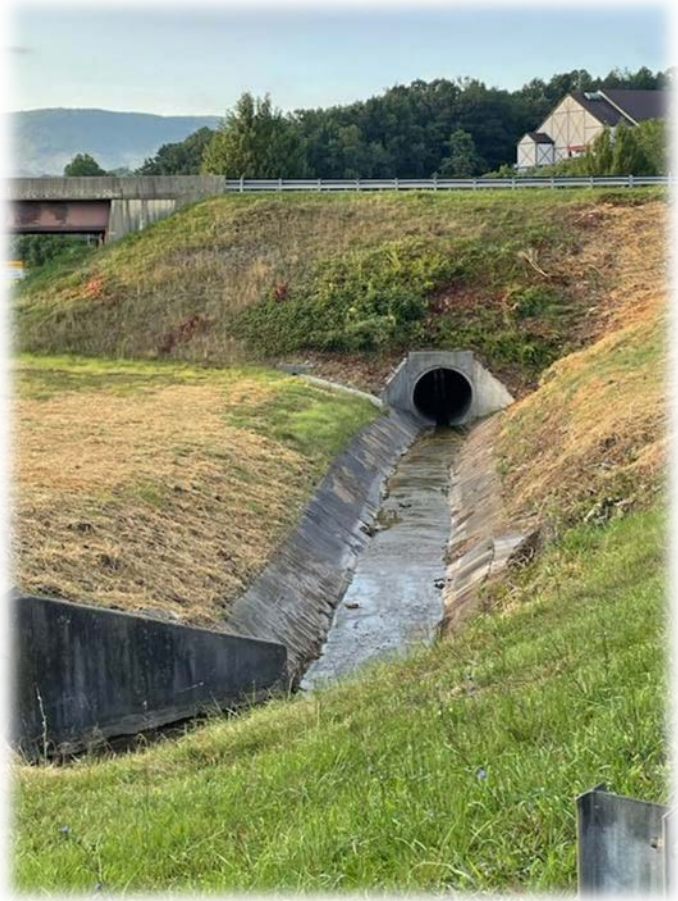


After

DITCHES: Bristol District



Before



After

DITCHES: Hampton Roads District



Before



After

DITCHES: Fredericksburg District







Before

After

UNPAVED SHOULDERS: Bristol District



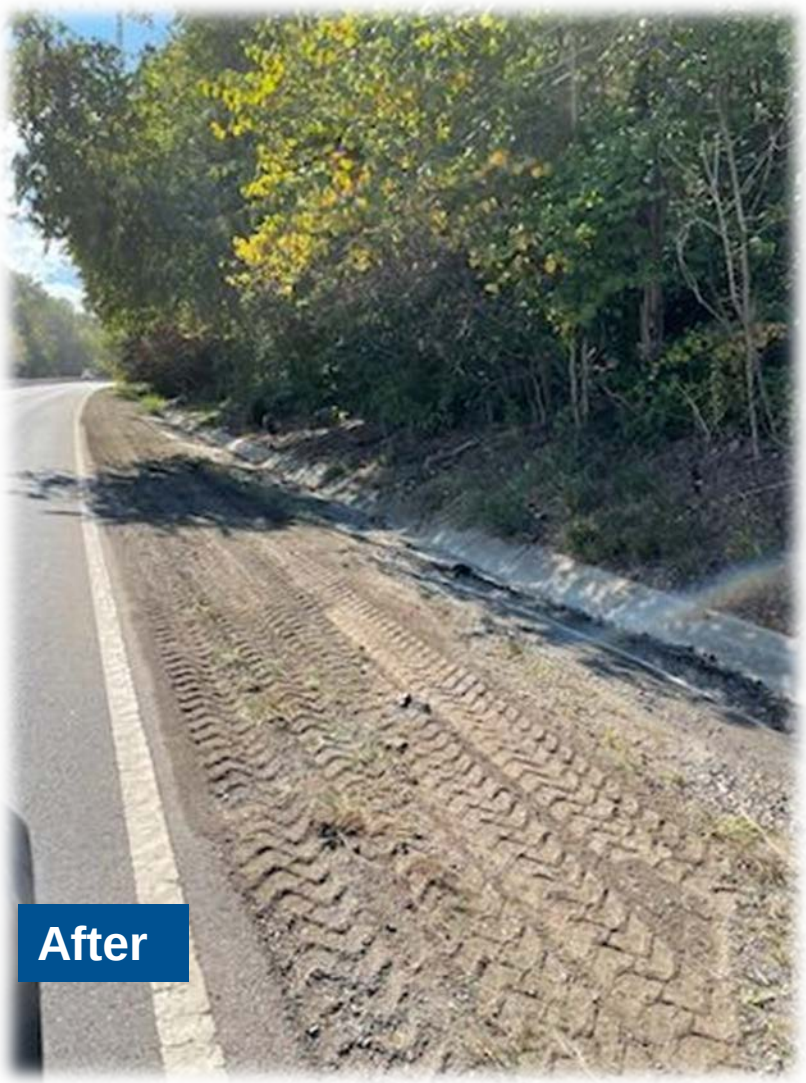
Before



After

UNPAVED SHOULDERS: Salem District





UNPAVED ROADS: Staunton District



Before



After

VEGETATION REMOVAL: Northern Virginia District



Before



After

UNPAVED ROADS: Northern Virginia District





PATCHING: Fredericksburg District



Before





After

DRAINAGE: Hampton Roads District



Before



After

Emergencies

Maintenance and Operations Program - Flexibility

Dynamic Maintenance Needs

- Extreme weather events
  - Snow and ice
  - Hurricanes
  - Floods
- Unexpected events
  - Bridge hits
  - Sinkhole
  - Traffic impeding objects
  - Unfunded mandates







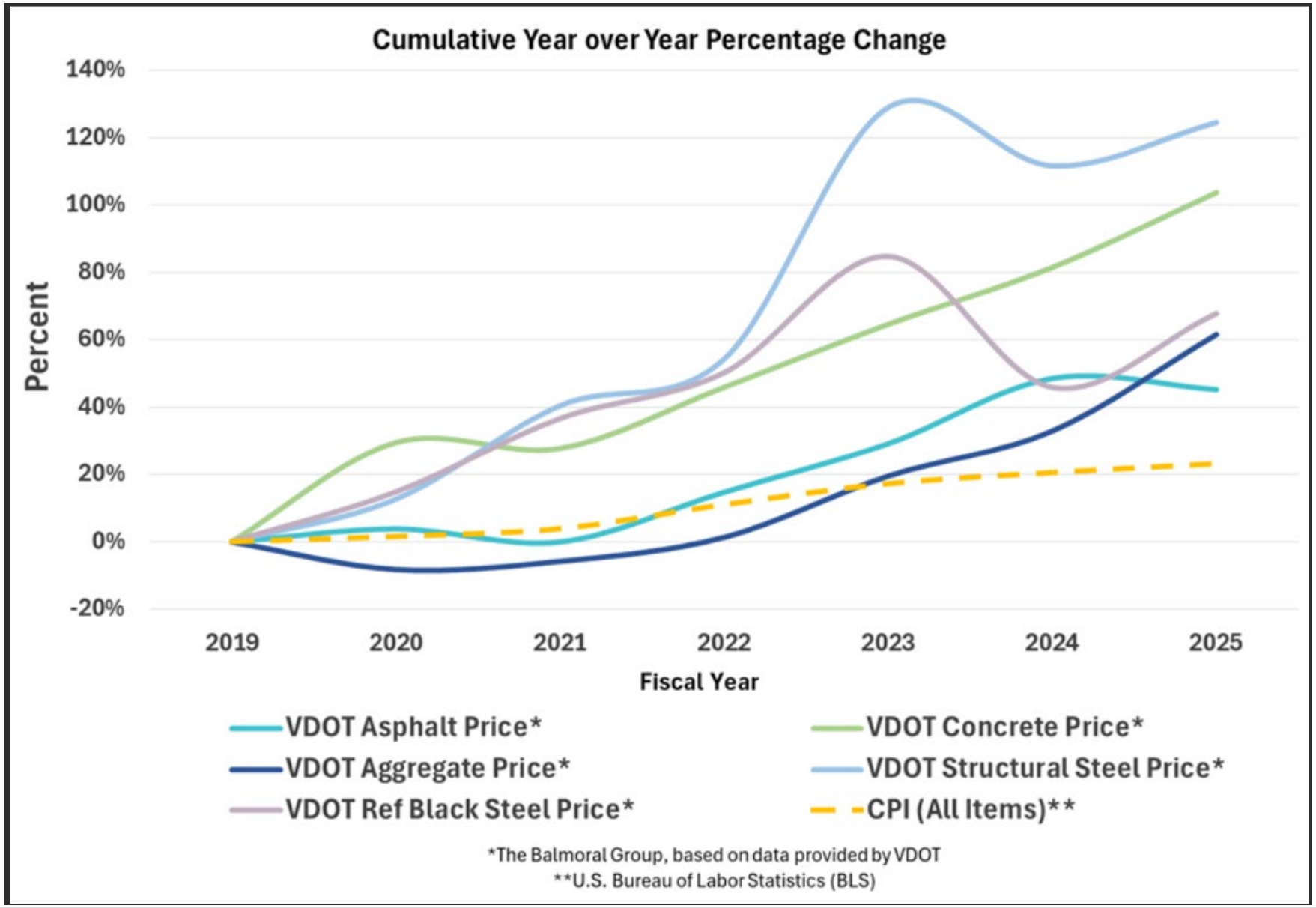




Need to Retain Flexibility

Maintenance and Operations Program Impacts - Examples

Commodities Price Change vs CPI



CTB January 2025 - Increased Maintenance Cost Impacts

(in millions)	2026	2027	2028	2029	2030	2031	Total
VDOT Maintenance & Operations							
HRBT Expansion Operations	$8.4	$29.8	$30.9	$32.2	$33.5	$34.4	**$169.2**
Additional funding for Paving/Routine Maintenance*	283.3	100.0	102.3	104.7	107.1	109.5	**806.8**
Financial Assistance to Localities							
Cities	57.7	20.4	20.8	21.3	21.8	22.3	**164.3**
Arlington and Henrico	10.2	3.6	3.7	3.8	3.9	4.0	**29.2**
Total	**$359.6**	**$153.7**	**$157.8**	**$161.9**	**$166.2**	**$170.2**	**$1,169.4**

The increased funding for maintenance directly reduces the funds available for construction

***$23.25M for routine maintenance and $260M for pavements**

Labor Cost Increases – 2019 - 2026

VDOT Labor



VDOT labor increases absorbed within existing budget

Fiscal Year	Compensation Increase (%)	Amount	Cumulative Cost Increase*
		$ in millions	
2020	2.75% + Merit Based 2.25%	$17.8	$17.8
2021	N/A	$0	$17.8
2022	5%	$13.9	$31.7
2023	5% + $1,000 bonus	$26.2	$58.0
2024	5% + 2.0% mid-year + HR Market Adj	$30.8	$83.2
2025	3% + 1.5% bonus + HR Market Adj	$20.2	$103.4
2026	3% + HR Market + $1,500 bonus	$23.2	$121.1

*One time bonus removed in the next fiscal year

Contract Labor (Example: Rest Areas)

Fiscal Year	Rest Area Contract Cost $ in millions	% Increase	Cumulative Cost Increase $ in millions
2018 - 2021	$15.6		
2022*	$19.1	22%	$3.5
2023	$19.1		$7.0
2024	$19.1		$10.5
2025	$29.3	35%	$10.2
2026	$29.3		$20.4

Long Term contract typically over 8 to 10 years with CPI increases available
*Emergency contracts – contractor default



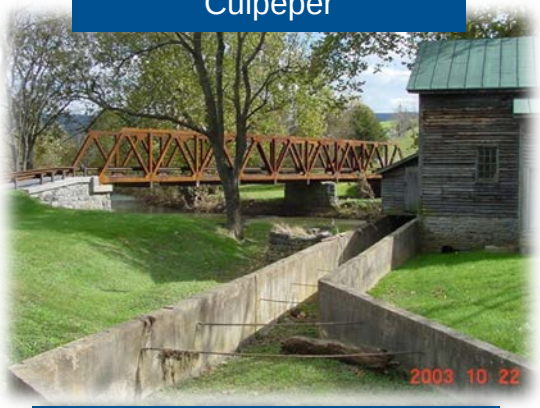
Bridge and Pavement Increases – 2019 - 2026



Staunton

Bridge	2019	2026	Unit	% Increase
Concrete Slab Contract	$129	$236	SF	83%
Type B Patching	$819	$2,039	SY	149%
Overlay (Latex) - Furnish	$1,191	$1,878	SY	58%
Overlay (Latex) - Place	$76	$117	SY	55%
Cr Reinf. Steel Cl. I Spr. Struct. Const.	$3	$5	LB	47%
Cr Reinf. Steel Cl. Iii Spr. Struct. Const.	$4	$6	LB	58%
Epoxy Overlay	$56	$195	SY	249%
Structural Steel	$73	$88	LB	20%
Concrete Class A3, Substructu. Const.	$1,159	$2,341	CY	102%
Expansion Joint Reconstruction High Early Strength Concrete	$385	$744	LF	93%
High Early Strength Concrete Patching Type B	$735	$1,825	SY	148%

Culpeper



Lynchburg



Route 460 Rubblization

Pavement	2019	2026	Unit	% Increase
Base Mixes	$81.46	$110.18	Ton	35%
Intermediate Mixes	$73.21	$100.90	Ton	38%
Latex Modified - B	$277.53	$371.49	Ton	34%
Latex Modified - C	$213.91	$303.14	Ton	42%
Modified Double Seal	$2.16	$3.18	SY	47%
Modified Single Seal	$1.30	$2.21	SY	70%
Planing 0-2"	$1.75	$2.17	SY	24%
Planing Above 2-4"	$2.94	$3.47	SY	18%
Shoulder Stones	$35.09	$54.21	Ton	54%
Slurry Seal - A	$2.27	$3.51	SY	55%
Slurry Seal - B	$2.14	$3.12	SY	46%
Slurry Seal - C	$2.25	$3.29	SY	46%
SMA	$115.19	$158.45	Ton	38%
SMA-19.0	$103.66	$205.00	Ton	98%
Surface Mixes	$74.93	$110.35	Ton	47%
Tack	$1.39	$3.01	Gal	117%
Pavement marking Thermoplastic	$0.90	$0.99	LF	10%
Pavement marking B-6 tape	$3.48	$5.08	LF	46%
Pavement marking Latex	$0.07	$0.11	LF	57%

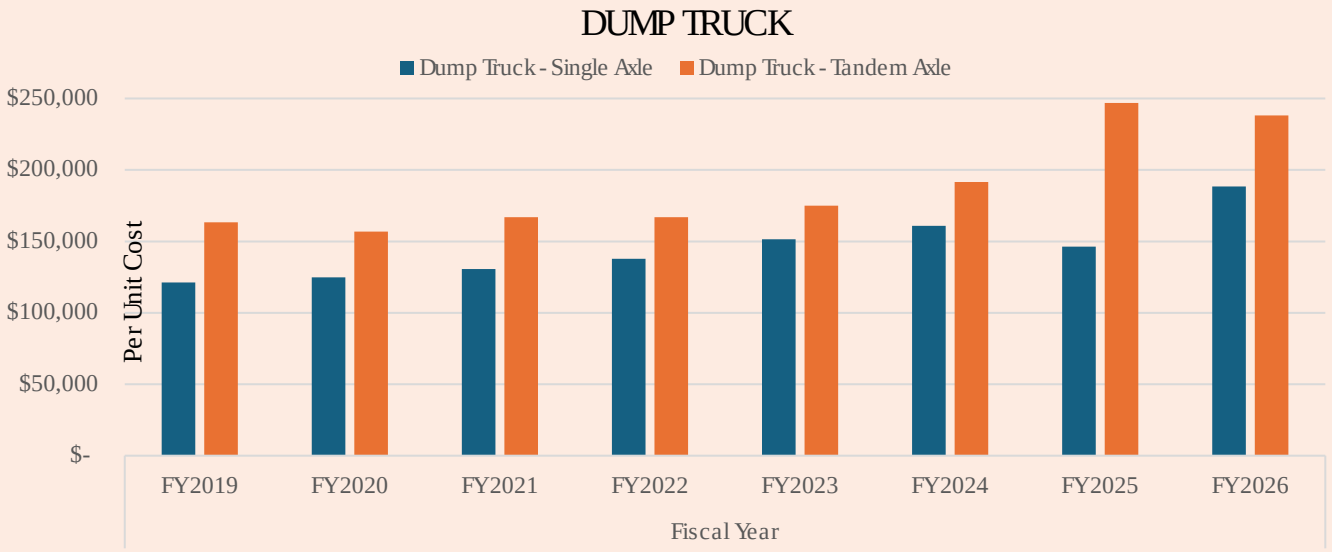
Equipment Cost Increases – 2019 - 2026



Dump Truck - Single



Dump Truck - Tandem



- Average cost increase – 34%
- Uses: Haul loads, emergencies (snow and ice removal, other weather events)

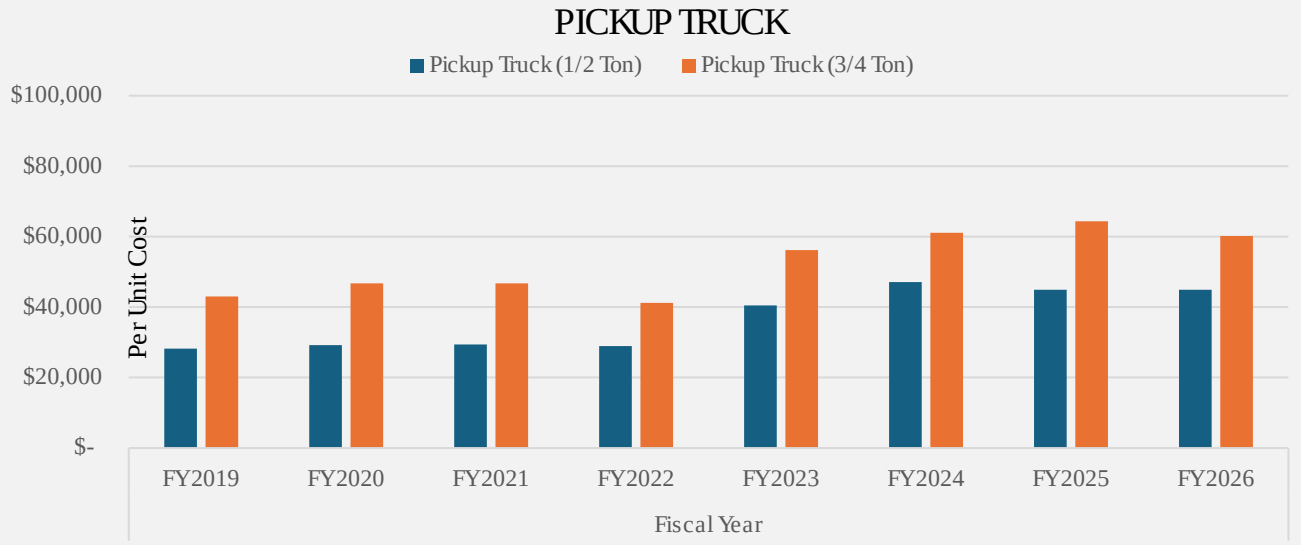
- Average cost increase – 33%
- Uses: Monitoring work, inspection, emergencies

Pickup Truck – ½ Ton





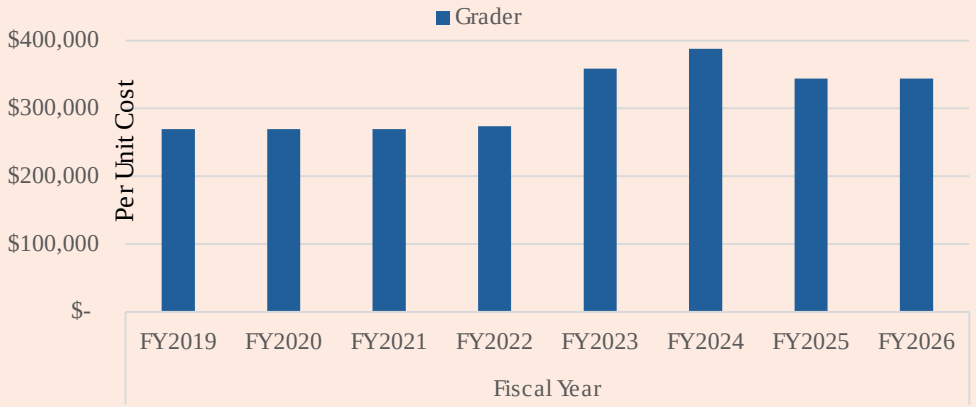
Pickup Truck – ¾ Ton



Equipment Cost Increases – 2019 - 2026



Motor Grader

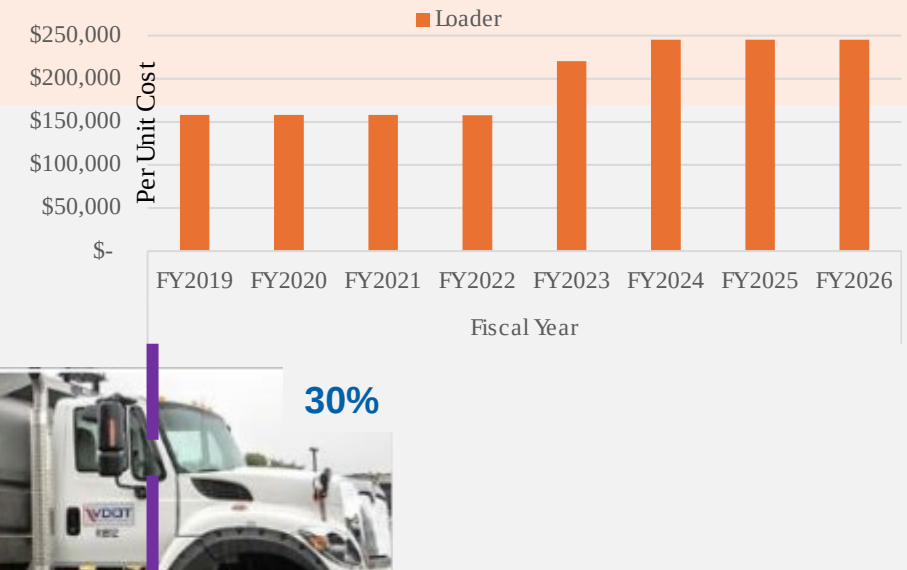


- Average Increase: 22%
- Uses: Unpaved roads, drainage work, emergencies

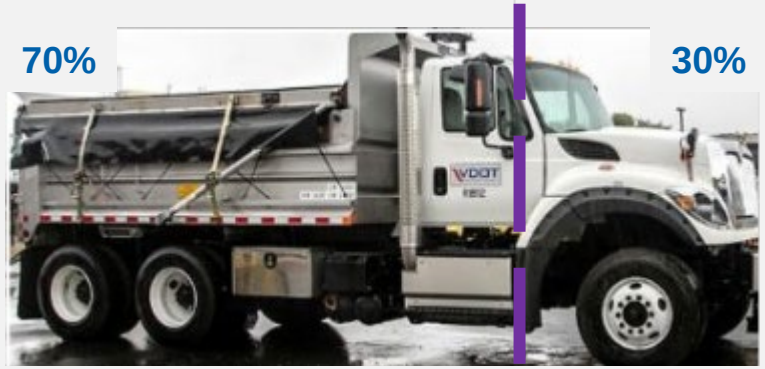


Wheel Loader

- Average Increase: 36%
- Uses: debris removal, material transport, excavation, emergencies



- Core equipment prices have increased on average over 30%
- Experienced supply chain disruptions until recently
  - 2023/2024 – purchasing focused on lower priority equipment due to supply chain issues
- Aging Fleet
  - Maintenance costs increase
  - Mileage increases – impact resale



Traffic Operations - Assets and Services

Richmond



Traffic Operation Centers (TOC)

TOC and SSP

- Long Term Contract (over 9 years)
- Contract will be reprocured in 2026 – Estimated $65M to $75M

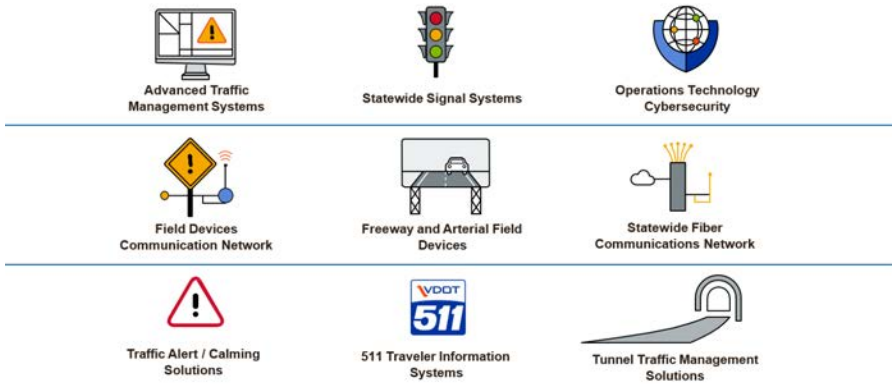
Contract Year	2018	2026	Amount	% Increase
	$ in millions			
Statewide Total	**$33.9**	**$57.4**	**$23.5**	**69%**
TOC	$11.4	$21.1	$9.7	85%
SSP	$21.9	$35.9	$14.0	64%
Training	$0.7	$0.4	($0.3)	(4.3%)



Safety Service Patrol (SSP)

Virginia Integrated Solution for Traffic Operations Applications (VISTA)

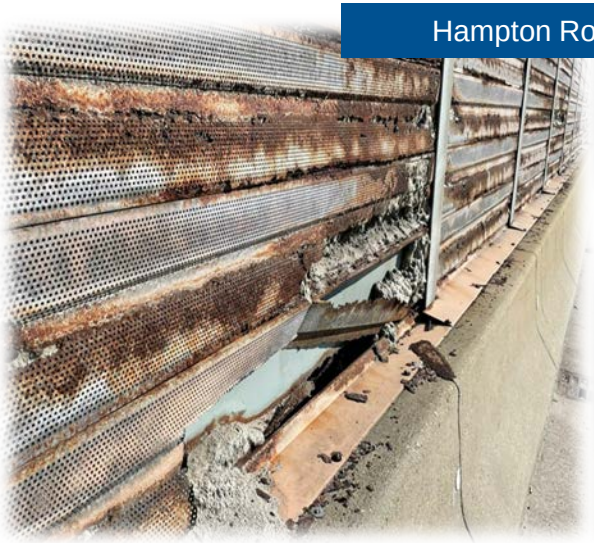
- Update Intelligent Transportation Systems (ITS)
- Update Advanced Traffic Management Systems (ATMS)
- Long Term Contract (over 9 years)
- Contract will be reprocured starting in mid-2026



Assets Funded - As Needed Basis

Assets Funded - As Needed Basis
Sound Walls and Commuter Lots

Hampton Roads



Before



After

Sound Walls

- 2023 - compiled inventory and condition
- CTB approved funding to assist in replacements – 2024/2026
- Still have over 1 million square feet to address (or 5%)

Fredericksburg

Before



Northern Virginia



Before



After

Commuter Lots

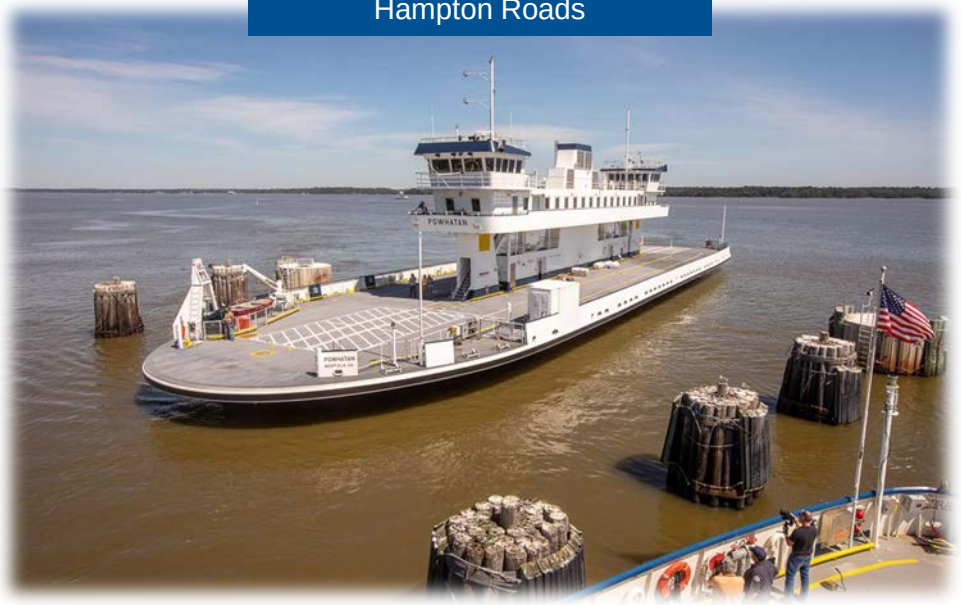
- 2023 - compiled inventory and condition
- CTB approved funding to assist in Parking Lot overlays – 2024/2026
- Still have 64 lots to address

After



Assets Funded - As Needed Basis
Differing and Diverse Assets

Hampton Roads



Ferries

Description	Powhatan	Pocahontas	Williamsburg	Surry	Virginia
Vessel Age	2019 (7) Years	1995 (31) Years	1983 (43) Years	1979 (47) Years	1936 (83) Years
Engine Build Date	2017	1994	1983	1979	1936
Vessel Re-Power	N/A	2021	N/A	N/A	1973
Fuel Consumption	70 Gallons/Hour	70 Gallons/Hour	36 Gallons/Hour	36 Gallons/Hour	30 Gallons/Hour
Vehicle Capacity	70	70	50	50	25

VDOT operates and funds ferry services

- 2019 Replacement Cost - $22M
- Estimated Replacement Cost in 2026 - $75M to $85M
- Pier/dolphins/fenders – currently use grants
- Rehabilitation – currently use grants

Virginia Ferry - 1936

- Hover Dam was completed
- The Hindenburg completed its maiden voyage
- Gone with the Wind novel released (the film in 1939)
- Jesse Owens won four Olympic gold medals
- Franklin D. Roosevelt reelected to 2nd term
- San Francisco-Oakland Bay Bridge opens
- Girl Scout cookies began sales nationally
- 1st Social Security numbers were issued



Assets Funded - As Needed Basis
Differing and Diverse Assets









Trails

- Over 1,500 miles of existing trails
- More than 2,900 miles planned
- Specialized equipment is required



Conclusion - Maintenance and Operations Program

VDOT must work within a fiscally constrained budget

VDOT's budget is not keeping pace with costs

Presentation provides just some examples of deferred work

Keep in mind - assets are interdependent

- **Work such as drainage activities (ditching, pipe replacement) must be completed in advance of long-term investments (pavements and bridges), to ensure long term sustainability of the asset**

In December, the CTB must consider approval of a long-term sustainable approach for current and future assets and services

NEXT STEPS

Upcoming CTB Meetings

Description	CTB Meeting Date
Bridge and Pavement Re-baseline	July 21,2026
Routine Maintenance Set Targets	September 15, 2026
Special Structures	October 14, 2026
CTB approval	December 9, 2026


VDOT
Virginia Department of Transportation

FY 2027 URBAN AND ARLINGTON/HENRICO STREET MAINTENANCE PAYMENTS

Terry R. Short, Jr., AICP
Local Assistance Division Director

May 19, 2026

Urban Maintenance Program Street Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/deletions
- CTB established annual payment rates
- Arterial Routes Inspected annually

Payment - General

- Payments based on moving lane miles (lanes available to traffic during peak-traffic hours)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

Payment Categories – Based on Functional Classifications

- Principal and Minor Arterial Roads
- Collector Roads and Local Streets

County (Arlington/Henrico) Street Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Established by Code Section: 33.2-366
- These counties maintain their own system of local roads
- CTB establishes maintenance payments
- Annual submission of additions/ deletions provided by county
- Annual arterial inspection not required by Code

Payment - General

- No differential in payment rates based on Functional Classifications
- CTB approves payment amounts to localities
- Annual growth rate is based upon the base rate of growth for VDOT's Maintenance Program
- Payments to localities made quarterly

Additional Quarterly Payments

Overweight Permit Fees – Distributed across Urban System and Arlington/Henrico Counties based on lane mileage

$1 Million ($250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges; Payments began in 2005

$1 Million Virginia Port Authority Payment compensating Localities with Tax-exempt Real-estate (Newport News, Portsmouth, Norfolk, Warren County)

Proposed FY 2027 Urban Locality Payments

- **FY 2027 Urban Budget = $522.28M***
  - ***FY 2026 Budget* = $ 542.5M**

    ***Reduction in budget due to prior one-time uplift action by the Board**
- **Payment Rates:**
  - Principal and Minor Arterial Roads = $28,796 per lane mile
  - Collector Roads and Local Streets = $16,907 per lane mile
  - Lane mile rates higher in previous year due to supplemental funding. Supplemental funding continues at a reduced amount thus impacting rates per lane mile.
- **FY2027 overweight permit fee distribution = $157,057**
  - Rate = $5.91 per lane mile
- **Continue $1M to Chesapeake to address additional costs associated with movable bridges**
- **VPA Tax Exempt Payments to Warren County, Newport News, Portsmouth, Norfolk - $1M shared based on throughput**

Proposed FY 2027 Arlington/Henrico Payments

- **FY 2027 Arlington/Henrico Budget = $90.55M***
  - ***FY2026 Arlington/Henrico Budget* = $94.4M**

    ***Reduction in budget due to prior one-time uplift action by the Board**

- **Payment Rates:**
  - Arlington = $24,325.30 per lane mile
  - Henrico = $17,700.39 per lane mile
- **FY2027 overweight permit fee distribution = $27,927**
  - Rate = $5.91 per lane mile

Next Steps

June Resolution Approving Urban Inventory / Payments to Urban Localities

June Resolution Approving Payments to Arlington and Henrico Counties


VDOT
Virginia Department of Transportation

Metro Update for the Virginia CTB

Randy Clarke, General Manager and CEO, WMATA
Walter Alcorn, Principal Director, WMATA Board of Directors
Kate Garman Burns, Principal Director, WMATA Board of Directors

Washington Metropolitan Area Transit Authority
May 20, 2026

Transit Is Essential to the DMV and the Commonwealth

$9.4b

Additional business output from transit.

$330b

Property value in Metro station areas.



1.2m

Auto trips avoided each day by 2025.

20x safer

Nearly 30 deaths and over 2,500 injuries avoided annually.

$2,800

Annual household savings from riding transit.

250k

Jobs accessible within an hour on transit.

8

Metric tons of fine particulate matter avoided.

30min

Additional daily exercise from riding transit.

Metro's Impact by the Numbers

#1
2025 APTA award for outstanding transit agency

9
years of successful clean audits

92%
FY25 historic customer satisfaction numbers on rail

83%
FY25 historic customer satisfaction numbers on bus

13M
Trips taken with Tap.Ride.Go.

60%
reduction in crime over three years — lowest level in eight years

30,000+
systemwide public safety cameras

82%
reduction in Metro Rail fare evasion

66%
of paratransit trips served through Abilities-Ride

1,490
residential units built on Metro property since 2022

$2.2M
saved by customers using Metro Lift

54
consecutive months of year-over-year ridership growth

267M
total trips in FY2025

11
new high-frequency routes in new bus network

$215M
annual tax revenue through joint development

Ridership is Up, and Crime is at an All-Time Low

54
Consecutive Months of Overall Ridership Growth

61
Consecutive Months of Rail Ridership Growth

On-Time Performance
Best Bus On-Time Performance in Three Years

60%
Reduction in Crime since FY23

82%
Reduction in Fare Evasion on Metro Rail

184%
Increase in Bus Fare Enforcement







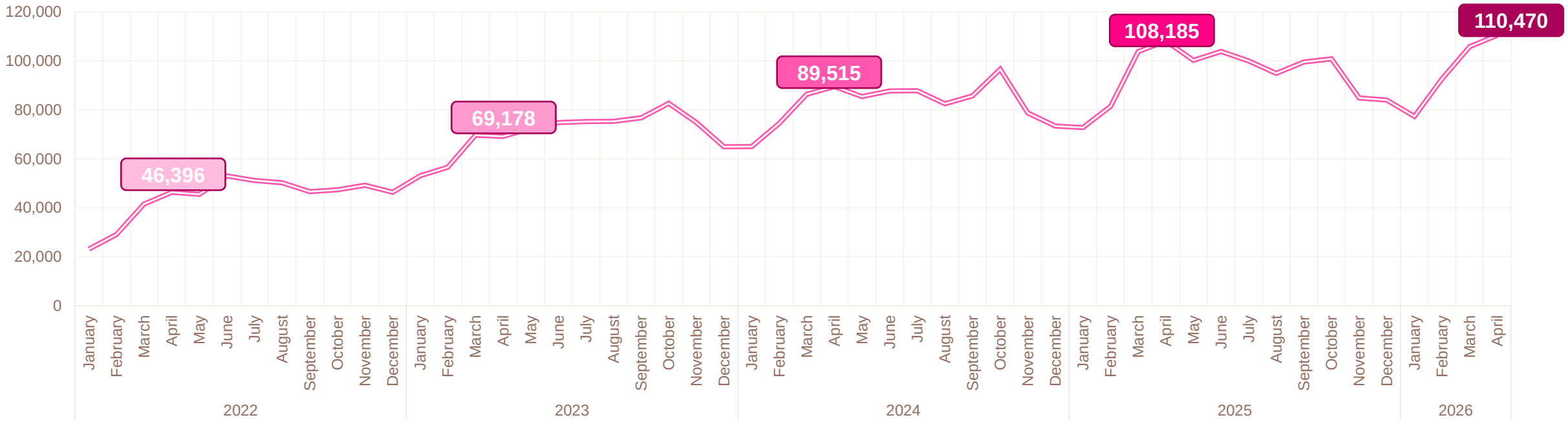
Virginians Are Returning to Metro Rail

The number of trips originating at Virginia Metro Rail stations continues to grow year-over-year.

April 2026 saw the highest ridership at Virginia Metro Rail stations since the pandemic, with over 110,000 average daily rail entries.

April 2026 ridership was 138 percent higher than in April 2022 – more than double the ridership at Virginia Metro Rail stations.

AVERAGE DAILY RIDERSHIP AT VA METRO RAIL STATIONS



Virginia Joint Development Overview

Under Construction

- **West Falls Church** (810 apartments and 82 townhomes when all phases complete)

Upcoming Solicitation

- **Braddock Rd**

Active Planning

- **Huntington**

Sites for Additional Analysis

- **East Falls Church**
- **Eisenhower Ave**
- **Van Dorn St**
- **Vienna**



Groundbreaking ceremony at West Falls Church (Nov. 2025)



Upcoming Events

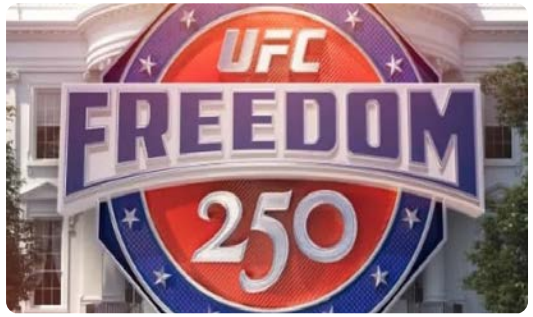
- June 11-July 19, FIFA Fan Fest
- June 13-June 14, UFC Freedom 250
- June 25-July 10, Great American State Fair
- July 4, Independence Day
- August 23, Freedom 250 Grand Prix
- April 2027, NFL Draft in Washington, D.C.













FY2027 Budget Funds Both Operating Needs and Capital Investments

Total FY2027 Budget - $4.8B

Funding from July 1, 2026 – June 30, 2027

Operating Budget - $2.7B*

- Delivers Metro Rail, Bus, and Access service
- Funds maintenance and core support services



McLean Metro Rail Station, Fairfax County

*Includes reimbursables, preventative maintenance and debt service

Capital Budget - $2.1B

- Investments in system renewal and modernization
- Restores, sustains, and improves Metro across all modes



FY 27 Operating Budget Delivers Efficient, Targeted Improvements

Metro Bus
$912M | 33%

More efficient bus operations through schedule optimization

Targeted frequency improvements to drive ridership and improve the customer experience

- In June, A76 Route, Ballston to Mark Center, getting 15 min headways (from 30)

Added capacity to improve on-time performance

Metro Rail
$1,641M * | 60%

More efficient rail operations through train length optimization and Automatic Train Operations

Better all-day and late-night service with more frequent trains

- In December, Orange, Silver, and Blue lines will arrive every 10 minutes (improved from 12)

Increase peak capacity to alleviate crowding on Red, Orange and Silver lines

Metro Access
$197M | 7%

More fiscally sustainable model for Metro Access and Abilities Ride trips while maintaining service for eligible customers

* FY2027 Metro Rail Operating Expense total includes $133M of eligible preventive maintenance expenses funded by the capital budget

Capital Program Summary

Capital investments provide a safe, reliable, and efficient transit service for customers

Major Capital Investments

8000-Series Railcars
Bladensburg Bus Garage
Bus Fleet Acquisition
Enterprise Resource Planning Software
Fare Systems
Northern Bus Garage
Radio System
Fleet Maintenance Facility
Metro Training Center
Rail Modernization

Ongoing Reinvestment Programs, Including

Track
Bridges and Tunnels
Train Power Systems
Roofs
Vent Shafts
Drainage and Pumping Systems
Cameras and Security
Supporting Technology Systems
Electrical, Heating, Cooling, Lighting
Stations, Escalators, Elevators, and Stairways

Metro Rail is facing multiple challenges, with a system that is aging and increasingly outdated

Safety



Ongoing trespassing incidents

- Trespassers, trash, slips/trips/falls
- Human error in operation
- Challenging to mitigate with current system design

Reliability



Aging and unreliable infrastructure

- Inconsistent acceleration and braking by operators and signal system failures causing delays
- Growing maintenance costs; replacement parts are increasingly difficult to source

Capacity



Insufficient room for long-term growth

- Bottlenecks at key locations limit service
- Expensive alternatives to adding capacity

Efficiency



Outdated concept of operations

- Rising operating expenses and inflexible service model

Rail modernization directly addresses Metro's key challenges

Investment in modern, automated systems is the path to world-class transit

Metro has a unique opportunity to align needed investments in our major systems (railcars and signals) by upgrading our capabilities with next-generation technology.

Benefits from modernization and automation can transform Metro's operations

1. **Safer:** reduce staff on roadway, keep trespassers off tracks, reduce track fires
2. **More reliable:** increase service reliability up to 99% with precision operation and dynamic adjustments, less physical infrastructure to maintain
3. **Greater capacity:** faster trips and more trains running per hour
4. **More efficient:** more productive service with the same assets and lower operating costs; growing ridership and revenue

Program Elements

Signals



Fleet



Stations/Platforms



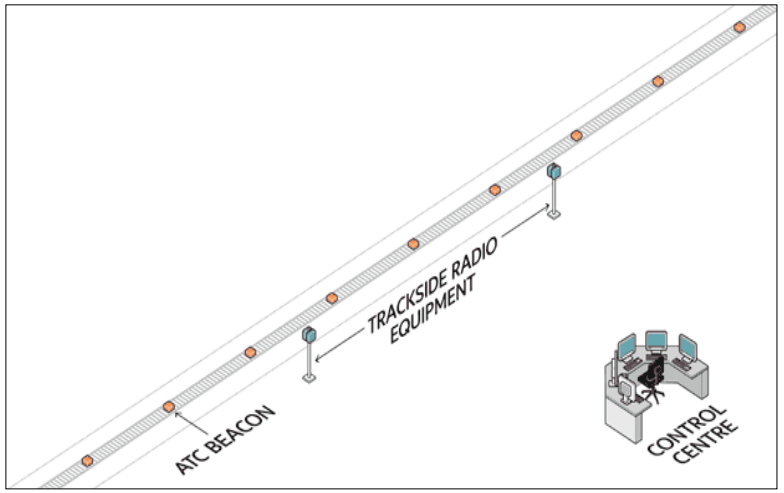
Operations



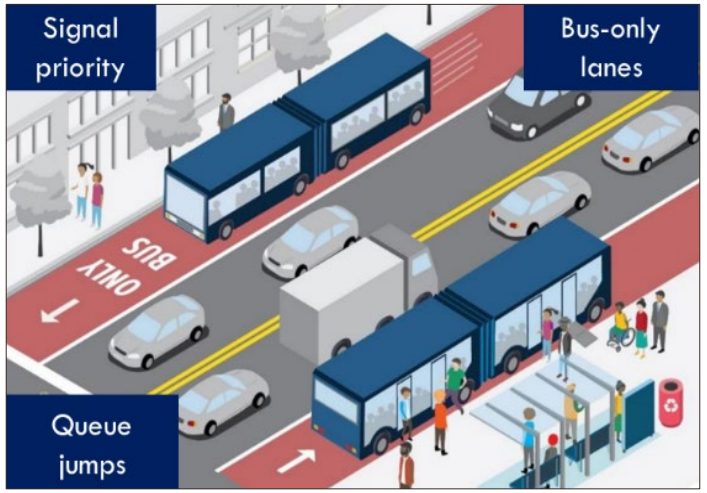
DMVMOVES Transit Investment Plan

World-Class Metro System

Rail Modernization



Bus Frequency and Priority



Reinvesting in and Modernizing Metro



Fast, frequent service all day/all week



Modern vehicles, infrastructure, and technology



Sustained repair and replacement of assets



Integrated, customer-focused system

$460M annually starting in FY28
+ 3% per year

Plus state/local investments in:

- Priority bus corridors
- Improved local bus service
- Commuter rail growth plans

Regional Coordination Through DMVMoves

Through the DMVMoves Initiative, leaders from across the region endorsed a regional transit investment plan, and a set of coordinated actions to deliver consistent & integrated transit service across jurisdictions. The region is moving to secure funding for, and implement, those plans.



- Implement bus priority on initial, high-ROI corridors
- Regional bus service guidelines and consistent performance reporting
- More consistent fare policies
- Unified bus stop signs and improved customer information
- Exploring grouped buying power and shared resources
- Consistent training and certification programs

Thank You

Government Relations Team Contact

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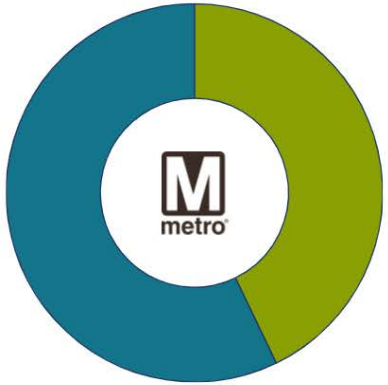
Appendix

Metro At A Glance

FY2027 Budget

Capital **$2.1B**

Operating **$2.7B**



$4.8B *total budget **

*Includes reimbursables and debt service. Totals may not sum due to independent rounding.

Within a Half-Mile of Metro Stations & Bus Stops:

2.8M people

1.7M jobs

134,000+ businesses



$9.4B in transit-supported business output

$330B in property value

$3.2B in tax revenue generated

APTA Transit Agency of the Year



Fastest growing U.S. transit system by ridership



2nd busiest U.S. rail transit system



6th busiest U.S. bus network

Continuous Customer Improvements

More Accessible Hours

- Fridays and Saturdays Metro Rail is open later
- Open until 2 a.m. instead of 1 a.m.
- Saturdays and Sundays Metro Rail opens earlier
- Open at 6 a.m. instead of 7 a.m.

Automatic Train Operation systemwide which provides more safe, reliable, frequent service

Launched Tap. Ride. Go. on Metro Rail and Metro Bus, allowing customers to use any form of **contactless payment**

- Tap. Ride. Go. rolled out at seven parking facilities and slated for system-wide completion later this year

Launched **MetroPulse App**, which is available in Apple, Google stores



22 Measures Meeting or Moving Toward Target In Q1-Q3

Metric ● Target met ● Target just missed ● Target missed ● No target	Result	Right trend? Q3 vs. Q2	Featured
Goal 1: Service excellence			
Customer satisfaction			
Metro Rail	● 91%	✓	+
Metro Bus	● 78%	✓	+
Metro Access	● 76%		
Ridership (average monthly trips)	● 21.6M		+
Objective 1A: Safety and security			
Part 1 crime rate	● 2.7	✓	+
Transit worker assault rate	● 43.7	✓	+
Customer dissatisfaction: safety from crime			
Metro Rail	● 5%	✓	
Metro Bus	● 12%		
Customer injury rate	● 30.7		
Employee injury rate	● 6.2		
Crowding			
Metro Rail	● 1.1%		
Metro Bus	● 3.1%		
Collision rate			
Metro Access	● 12.4	✓	
Metro Bus	● 53.8		
Fare Evasion			
Metro Bus	● 69.4%		
Metro Rail	● 4.8%		

Metric ● Target met ● Target just missed ● Target missed ● No target	Result	Right trend? Q3 vs. Q2	Featured
Objective 1B: Reliability			
On-time performance			
Metro Rail	● 87.6%	✓	+
Metro Bus	● 76.5%	✓	+
Metro Access	● 90.5%	✓	+
Percent of scheduled service delivered			
Metro Rail	● 95.6%		
Metro Bus	● 97.2%		+
Metro Access	● 98.3%		
Elevator Availability	● 97.9%	✓	
Escalator Availability	● 94.9%		
Mean Distance Between Failure			
Metro Rail	● 26,730		
Metro Bus	● 5,940		
Metro Access	● 27,000		
Objective 1C: Convenience			
Accuracy of real-time arrival information			
Metro Rail	● 96.9%		
Metro Bus	● 88.1%		
Availability of real-time bus arrival information	● 92.4%		
Customer satisfaction: cleanliness			
Metro Rail	● 72%		
Metro Bus	● 68%	✓	

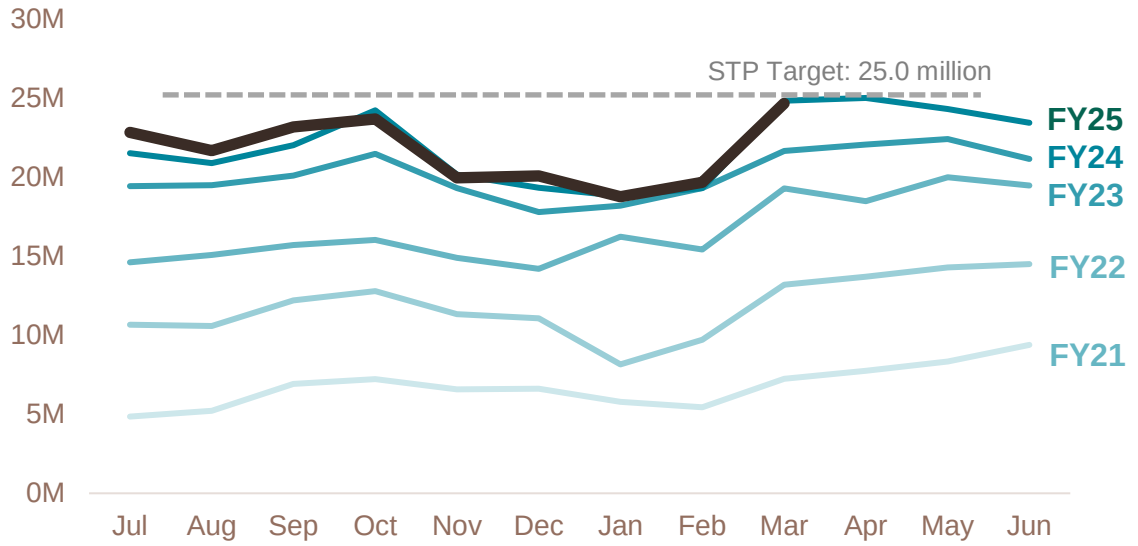
Note: The Q1-Q4 report will show annual Service Excellence Measures: Access to Frequent Service, Destination Access, Mode Share, Average Wait Time, & Reduced Fare Program Usage

Ridership Up 2% Year-Over-Year; Seasonal Patterns Unchanged

- **Metro Rail ridership increased 13%** compared to FY25, driven by federal return to office. Anticipate slower year-over-year growth in Q4 as federal in-office policy has been consistent for a full year. Modest Q3 ridership growth on Green/Yellow thanks to new service pattern and frequency
- **Metro Bus ridership down 8%** compared to FY25, mirroring regional economic trends. Paid ridership up 16%
- **Metro Access network ridership up 16%** compared to FY25, with +33% growth on AbilitiesRide. Ridership on Metro Access vehicles dropped 10% compared to FY25
- Cherry Blossoms season was similar to 2025 overall, with ridership boost spread over multiple days in March. Winter weather (snowcrete) reduced bus ridership by 1-2 percentage points
- **Tap. Ride. Go.** passed 13m total trips with 4.6m in Q3. It made up 15% of all rail trips in March.

Average Monthly Ridership (Millions)

Desired direction ↑



194.3 million total trips in FY26Q1-Q3
2% higher vs. FY25Q1-Q3
805,000 average weekday trips

108.9 million rail trips in FY26Q1-Q3
13% higher vs. FY25Q1-Q3
456,000 average weekday trips

84.6 million bus trips in FY26Q1-Q3
8% lower vs. FY25Q1-Q3
349,000 average weekday trips

0.7 million access trips in FY26Q1-Q3
8% lower vs. FY25Q1-Q3
3,200 average weekday trips

FY27 Operating Budget Grows Revenue While Reducing Regional Subsidies

Expenses +$11M to reflect trends from FY2026 Forecast, updated service proposal

Revenue +$14M from updated forecast including improved fare payment compliance, expanded Tap.Ride.Go. and multi-day parking, and Abilities-Ride administrative fee

Prior Year Savings +$12M from reconciliation of prior pass sales revenue

Net Savings of $15M and **Preventive Maintenance increase of $7M** reduce overall Subsidy growth from 3.0% to 1.8%

$ in M	FY2026 FORECAST	FY2027 PROPOSED		FY2027 RECOMMENDED	
		Amount	Vs. FY26 Forecast	Amount	Vs. FY26 Forecast
Expense	$2,675	$2,740	2.4%	$2,751	2.8%
Revenue	$632	$651	3.0%	$665	5.2%
Prior Year Savings	$28	-	-100.0%	$12	-57.8%
Gap before PM and Subsidy	**($2,014)**	**($2,089)**	**3.7%**	**($2,074)**	**3.0%**
Preventive Maintenance Transfer	$109	$126	15.5%	$133	22.3%
Jurisdictional Subsidy	**$1,906**	**$1,963**	**3.0%**	**$1,940**	**1.8%**
District of Columbia	$737	$746	1.2%	$743	0.8%
Maryland	$677	$711	5.0%	$697	3.0%
Virginia	$492	$506	2.9%	$500	1.6%

Amounts are independently rounded and may not sum

Note: $12M prior year savings preliminary estimate; estimates subject to change

Investments Delivered



Planning for 8000-Series Railcar Delivery

Tap. Ride. Go. on Rail and Bus





Bus Acquisition



New Carrollton Parking Garage



Bike Lockers



Track Rehabilitation

Bus Shelters

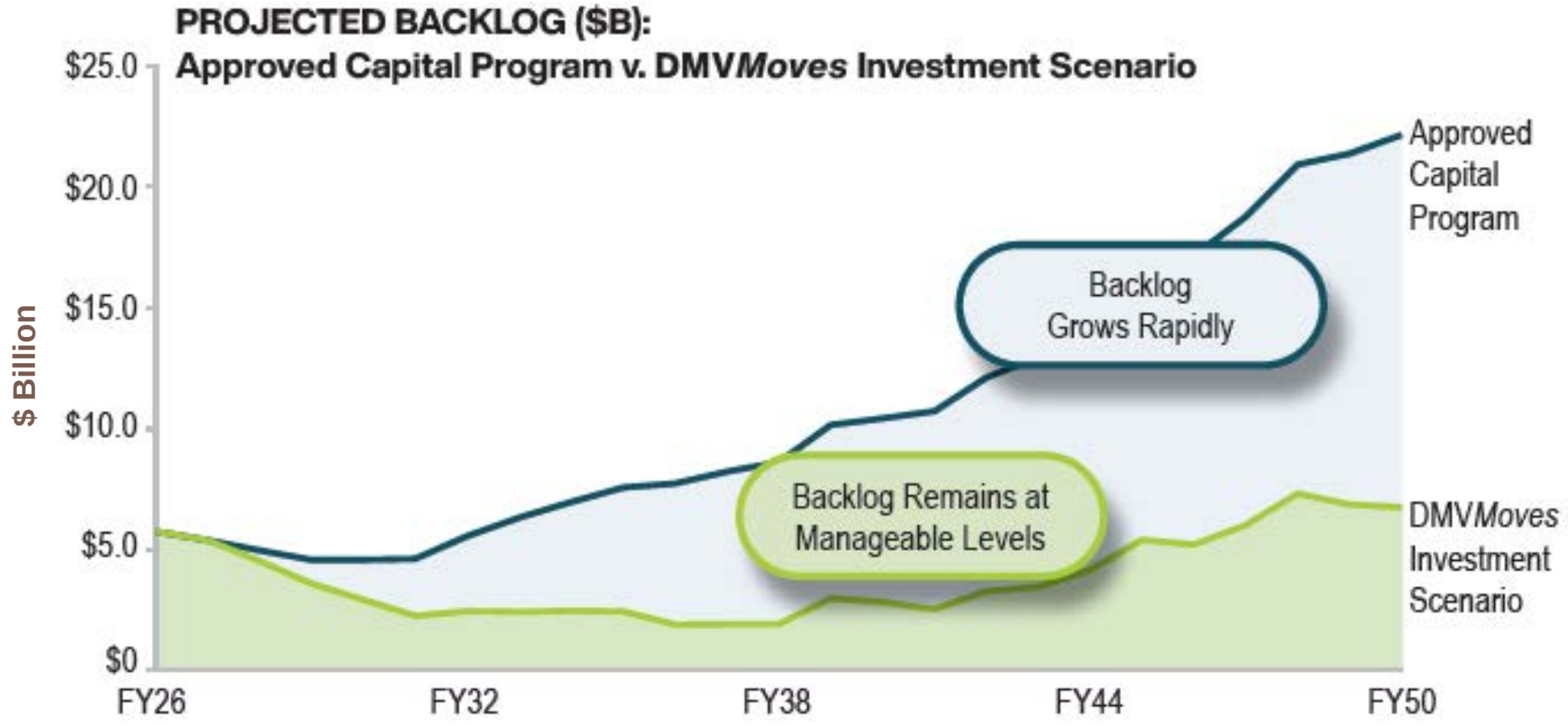




Escalator Replacement

Impact of Draft Capital Program Scenarios on Reinvestment Backlog

Without additional funding, progress will be reversed leading to declining reliability, worsening customer experience, and, eventually, increased safety risk



DRPT Monthly **Director's Report**

May 2026

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Growing Ridership & Relationships

- **Statewide Transit**
  - February 2026 ridership was 11.4 million, up six percent from February 2025. See slide 8 for more details
- **Virginia Breeze**
  - February 2026 ridership was nearly 4,400, up one percent from the previous February. See Slide 10 for more details
  - The Virginia Breeze is a partner of the Virginia 250 Celebration and will be increasing services and offering sales to transport people to the festivities throughout the state. DRPT is encouraging our transit partners to join as partners
- **Transit Service Delivery Advisory Committee**
  - TSDAC met on May 12 to continue discussions regarding proposed policy changes to the statewide operating assistance formula and discuss policy options for the Transit Ridership Incentive Program. The next meeting is scheduled for June 2
- **Industry Engagement**
  - As part of TSDAC's review of the MERIT operating program, DRPT conducted four cohort workshops to solicit input from transit operators on the metrics being considered
    - Two workshops (Large Urban NOVA and Large Urban Rest of Virginia) were held on April 23 and two workshops (Small Urban and Rural) were held on April 28
    - Almost every transit agency in the Commonwealth attended as well as representatives from TSDAC, Virginia Transit Association, and Community Transportation Association of Virginia
    - DRPT received questions about the operating review process and used the time to help answer these questions and provide better clarity on the concepts being proposed
  - Staff has scheduled additional cohort workshops the week of May 18 to solicit additional input as the work with TSDAC progresses; and hosting sessions at the Virginia Transit Association conference on May 19-20 in Fredericksburg

DRPT in the News
Public Engagement

- **DRPT Virtual SYIP Hearing**
  - DRPT will host an all-virtual Six-Year Improvement Program meeting on May 27th at 5:30pm, in addition to attending the nine construction district meetings. Board members are welcome to attend!
- **Try Transit Week featured in Global Impact Report**
  - The Association of Community Transportation's 2025 Global Impact Report, which reviews the annual impact of Transportation Demand Management on a global scale, highlighted the return of DRPT's *Try Transit Week* promotion campaign in September 2025
  - The Try Transit Week campaign promoted commuting by transit and supports Virginia's transit agencies
  - The one-week campaign generated nearly 600,000 impressions and led to an increase in transit trips taken
- **May Bike Month Challenge**
  - In May, DRPT launched the inaugural Bike Month Challenge, a statewide competition encouraging residents to log bike rides throughout May using the ***ConnectingVA app***, with cities competing for the highest number of rides
  - The initiative is driven by mayors who challenge rival cities and rally residents through public outreach and social engagement

Celebrating our Partners

Milestones from Across the Commonwealth

- **April 1**: Bay Transit launched expanded its Bay Transit Microtransit to New Kent County
- **April 13**: Arlington Transit launched its pilot microtransit service, MICRO
- **April 17**: DRPT joined WMATA and local officials to celebrate the topping-out of the Crystal City Metro Station Eastern Entrance project
- **April 22**: DRPT attended OmniRide's Northern Virginia Community College's bus shelter ribbon cutting



Looking to the Future
Upcoming General Assembly Studies

- **WMATA Efficiency Reporting***
  - DRPT will study WMATA cost savings and cost efficiency efforts; October 15 report deadline
- **Streamlining Bus Services***
  - DRPT shall evaluate the feasibility of consolidating Alexandria DASH, Fairfax Connector, Arlington Transit, and Fairfax CUE into one regional bus system; November 1 report deadline
- **Private Companies & Public Transportation Services**
  - DRPT will convene a stakeholder workgroup and conduct analysis to inform implementation of legislation requiring equivalent compensation under certain circumstances; December 1 report deadline
- **Funding Opportunities for Transit-Oriented Development**
  - DRPT will conduct a statewide review to plan, promote, and identify opportunities for TOD; December 15 deadline report

**Pending Final Approval of the State Budget*

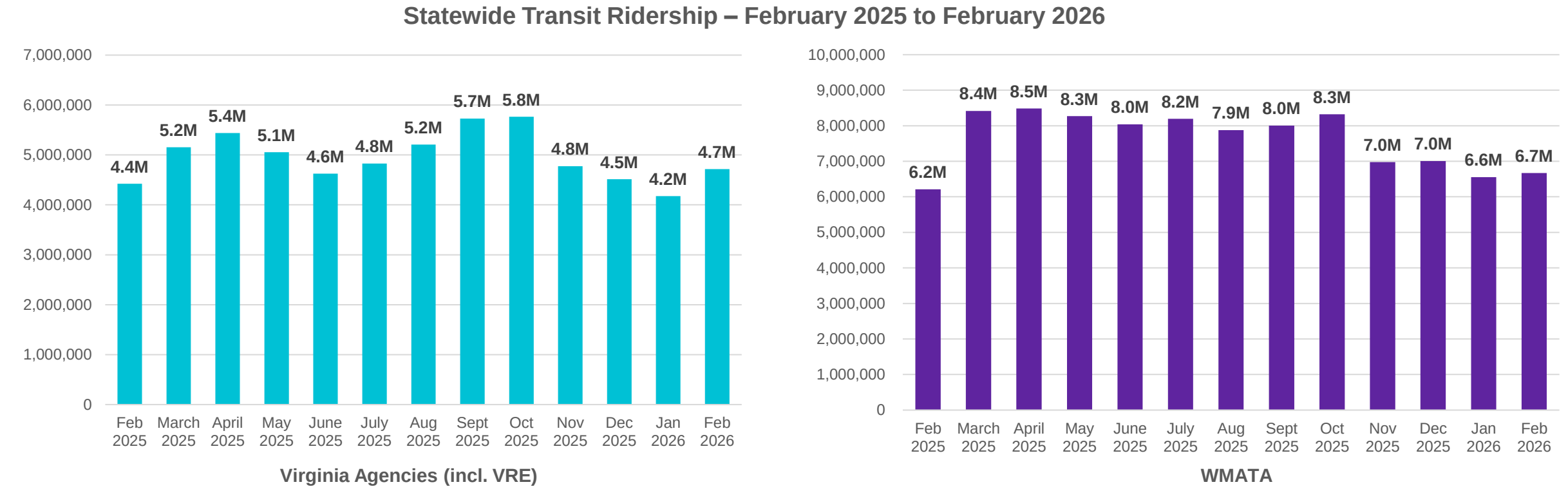
Transforming Rail in Virginia
Virginia Passenger Rail Authority Updates

- **Virginia Passenger Rail Authority Board of Director meets May 21 in Alexandria**
- **Long Bridge Project**
  - On the North Package, crews are installing micropiles, which is the first step to the foundations of the future rail bridge over Maine Avenue SW
  - In March and April, the South Package contractor installed four test piles in strategic locations to ensure a strong, reliable foundation for the new rail bridge
    - The contractor is planning a Mount Vernon Trail detour route to go into effect in late May 2026 thru 2030
    - The trail will remain open to cyclists and pedestrians throughout the project. Trail users should expect periodic crossings of equipment where the trail meets the construction access road. Flaggers will be present to help keep bikers and pedestrians safe
- **Alexandria Station/King & Commonwealth Bridges (VRE-led)**
  - Construction on a temporary platform began in April to allow two platform passenger boarding edges during construction activities
  - The contractor will begin major bridge work in May to install jump spans, which will enable the construction of wider abutments for the new bridges. These activities are scheduled for three weekends in May. These will have operational impacts at Alexandria Station as well as traffic and pedestrian detours at King St and Commonwealth Ave
  - Extensive public outreach is taking place, including a Community Advisory Group meeting, a special online public meeting, a VRE “Meet the Management” event at the station, and a presentation at the Rosemont Civic Association meeting
- **New River Valley Passenger Rail Project**
  - The contractor has begun pouring concrete for the high-level boarding platform. Construction is also progressing on the soldier pile lagging wall, which runs the length of Depot Street. The project team is coordinating on relocations of electrical, communications, and sewer utilities

Transform Rail 2.0
DRPT Rail Updates

- **Virtual Statewide Rail Plan Meeting**
  - On June 1, DRPT will host a virtual public meeting for the Statewide Rail Plan. Stakeholder meetings will follow, with dates to be determined
  - These meetings will share information about the rail planning process, along with initial survey results, and will engage with the public and stakeholders on rail preferences, strategies, and habits
- **Innovating Rail Data**
  - DRPT Rail Planning is developing a Rail Linear Referencing System (LRS) to better integrate rail data and connect to VDOT's roadway data system
  - A LRS uses routes and mileposts rather than traditional coordinates (latitude and longitude) to quickly overlay large datasets like speed, volume, condition, investments, and incidents onto the network
  - It will allow quick referencing of discrepancies between railroad and FRA mileposts as well as pulling VDOT data at all highway-road crossings

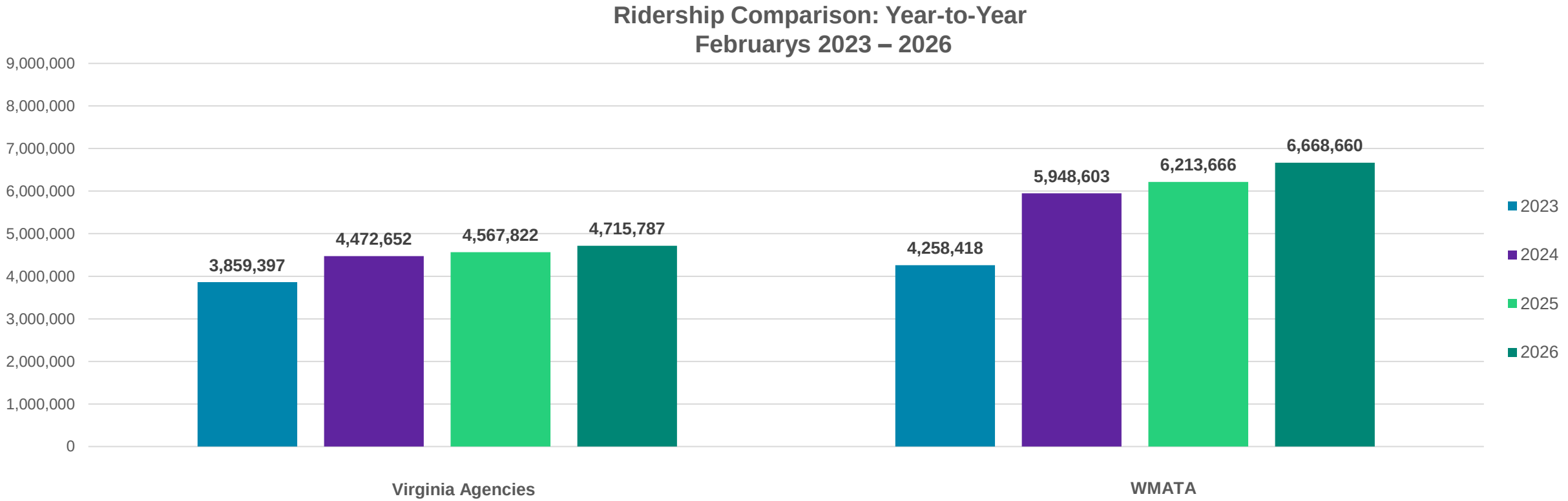
Statewide Transit Ridership
Past 13-months



Agencies	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Total
Virginia Agencies	4,422,149	5,155,217	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	4,715,787	59,978,774
WMATA	6,213,666	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	6,668,660	92,818,706
Total	**10,635,815**	**13,573,792**	**13,920,808**	**13,326,170**	**12,662,918**	**13,023,927**	**13,086,153**	**13,734,882**	**14,086,363**	**11,752,359**	**11,518,641**	**10,727,020**	**11,384,447**	**152,797,480**

**Last 12 Months*

Statewide Ridership Comparison



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	3,859,397	4,472,652	4,567,822	4,715,787	22%	5%	3%
WMATA	4,258,418	5,948,603	6,213,666	6,668,660	57%	12%	7%
Total	**8,117,815**	**10,421,255**	**10,781,488**	**11,384,447**	**40%**	**9%**	**6%**

Virginia Breeze Ridership
Past 13 months

In February 2026, ridership on VA Breeze routes totaled 4,377 which was:

- 153% higher than original estimates, and
- 1% higher than February 2025

In February 2026, the VA Breeze contributed to a reduction of 145 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 2% lower than February 2025
- Farebox Rev. – 3% lower than February 2025

Piedmont Express:

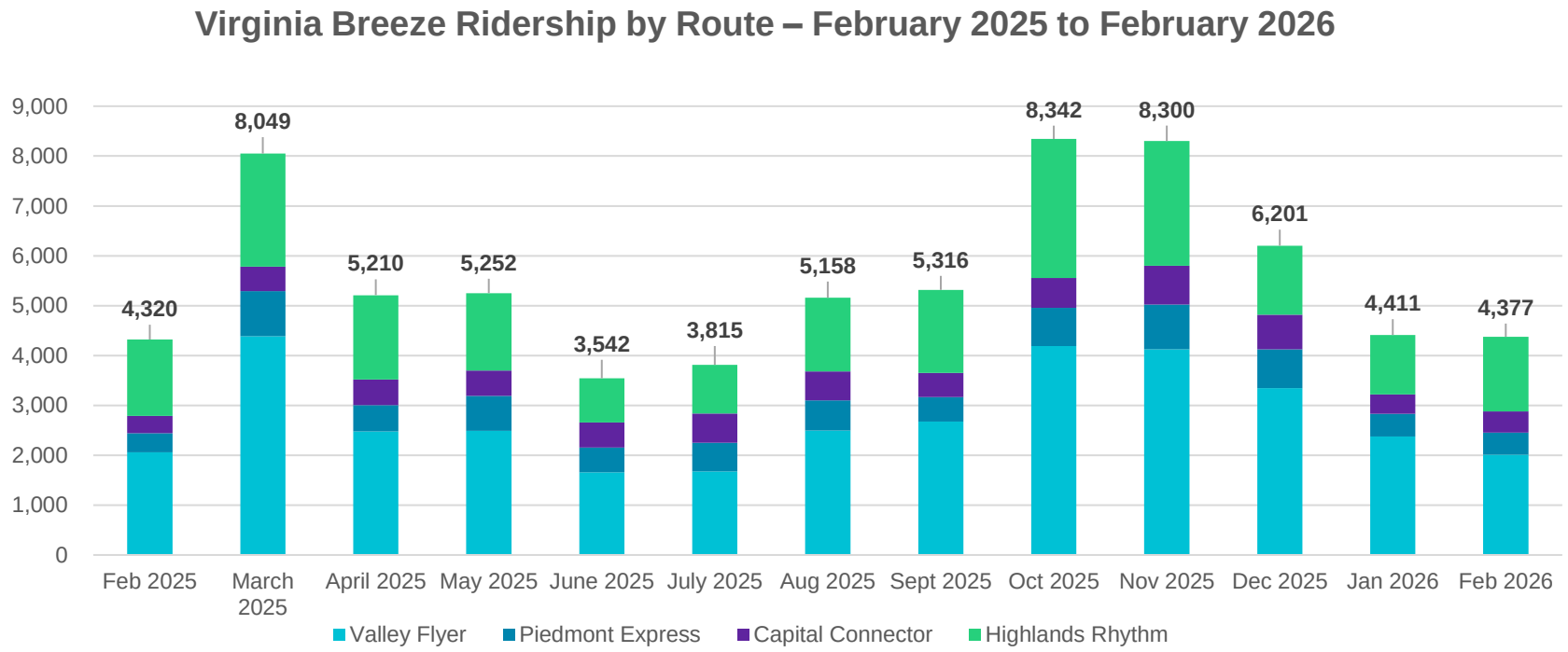
- Ridership – 15% higher than February 2025
- Farebox Rev. – 19% higher than February 2025

Capital Connector:

- Ridership – 23% higher than February 2025
- Farebox Rev. – 28% higher than February 2025

Highlands Rhythm:

- Ridership – 2% lower than February 2025
- Farebox Rev – 1% lower than February 2025



Route	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Total
Valley Flyer	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	33,894
Piedmont Express	384	908	531	702	499	577	606	490	767	895	781	451	440	7,647
Capital Connector	345	490	513	508	504	585	581	484	598	778	694	389	424	6,548
Highlands Rhythm	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	19,884
All Routes	**4,320**	**8,049**	**5,210**	**5,252**	**3,542**	**3,815**	**5,158**	**5,316**	**8,342**	**8,300**	**6,201**	**4,411**	**4,377**	**67,973**

*Last 13 months

Virginia-**Supported Monthly Ridership SFY '26 vs. SFY '25**

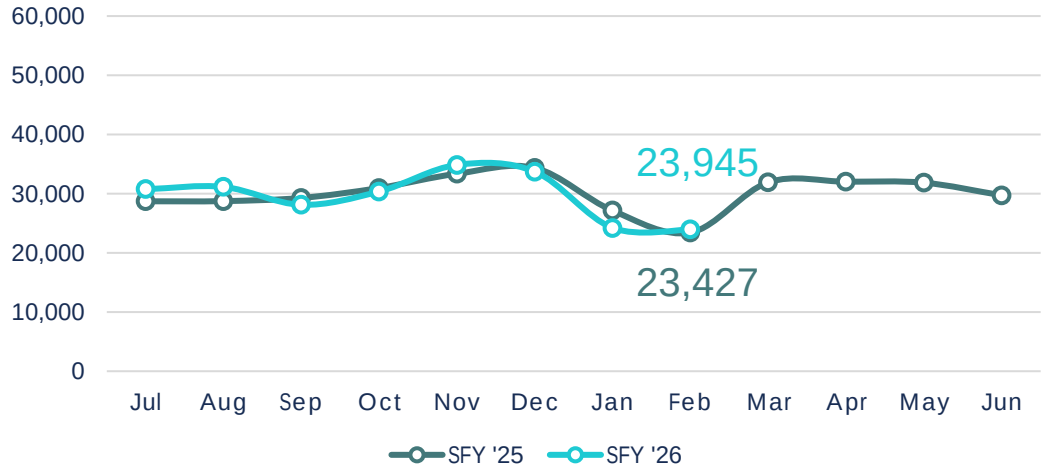
Winter storms Gianna and Hernando canceled four trains.

One day of reduced operations due to storm clean up.

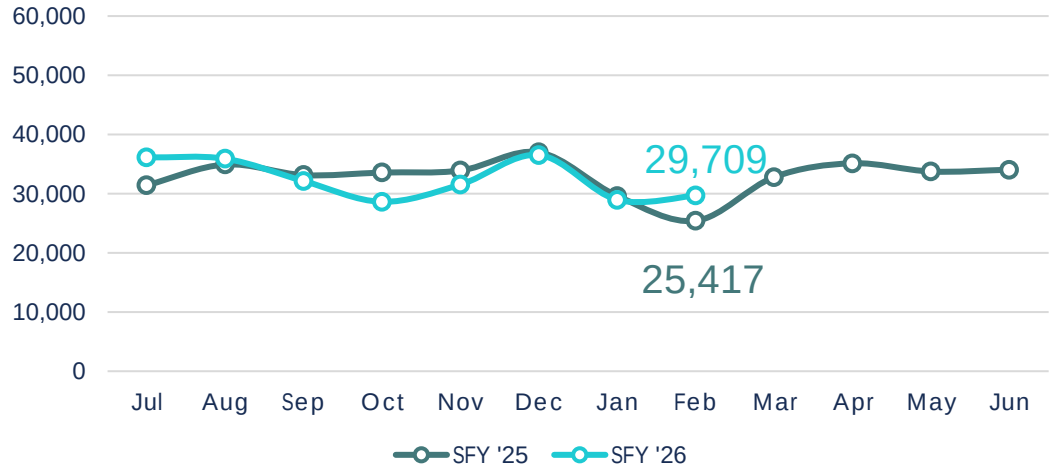
Express Bus chart displays Hampton Roads trips.

Next month, it will also include RVA area express buses.

Route 46: Roanoke (+2.2%)

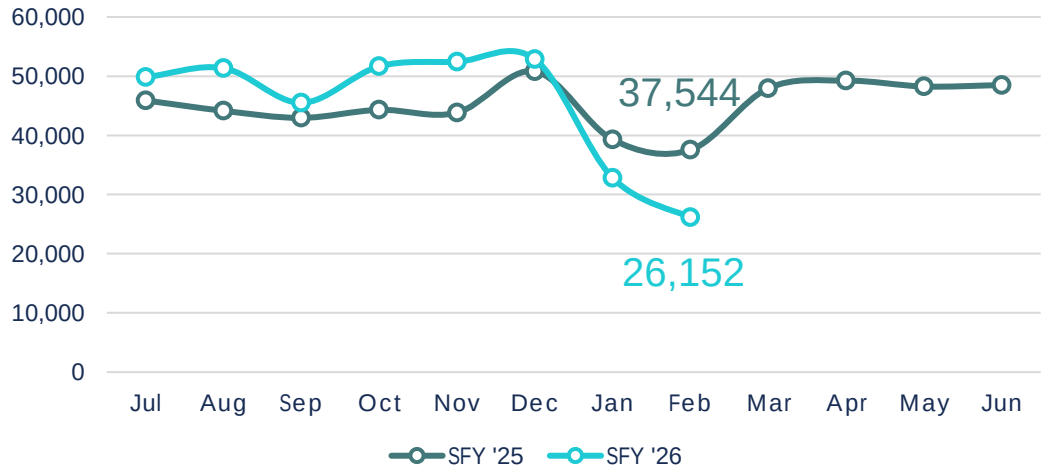


Route 47: Newport News (+16.9%)

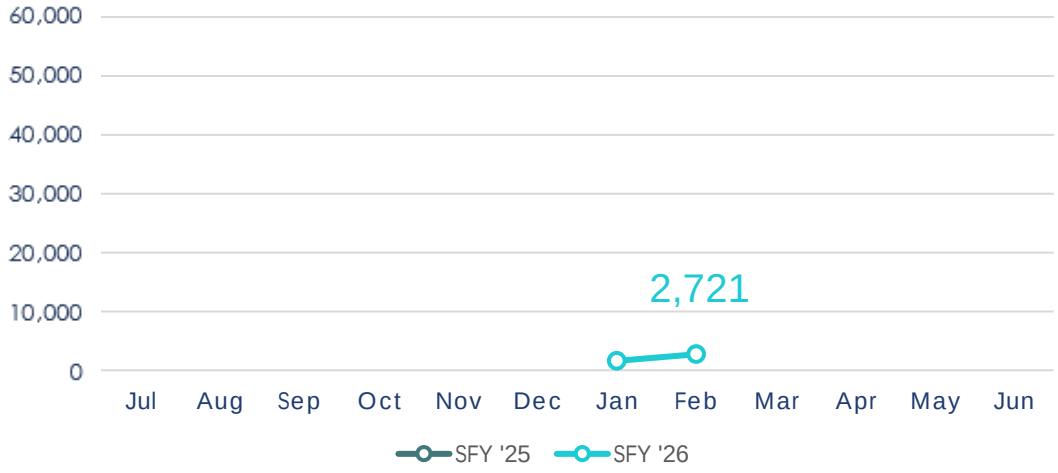


Note: Route ridership subject to Amtrak data finalization. To be reported in a future EDR appendix.

Route 50: Norfolk (-30.3%)

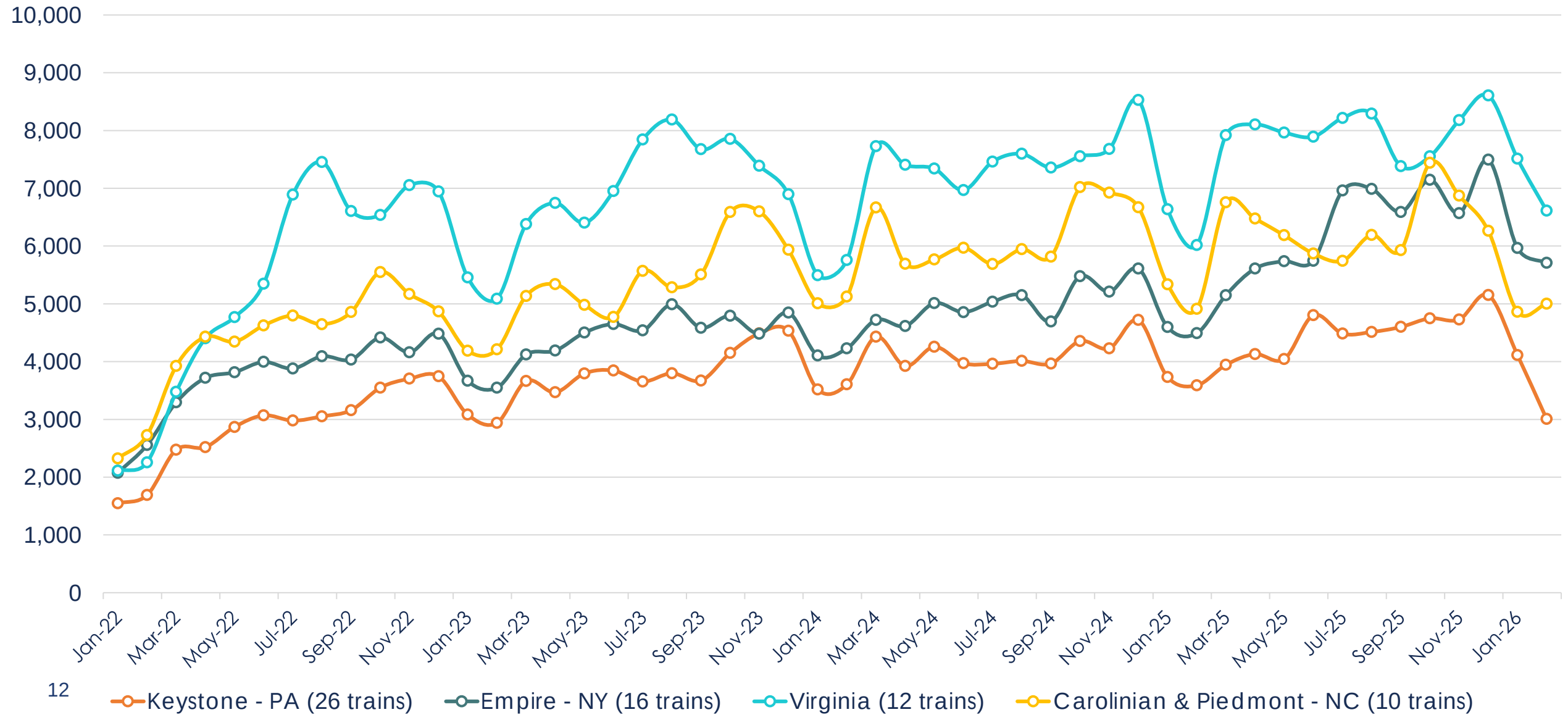


Express Buses



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



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