COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
October 14, 2025
10:00 a.m.

1. WMATA Annual Update
   Randy Clarke, General Manager and CEO, WMATA
   Valerie Santos, Chair, WMATA Board of Directors
   Paul Smedberg, 1st Vice Chair, WMATA Board of Directors
   Walter Alcorn, Principal Director, WMATA Board of Directors

2. SMART SCALE Project Cancellation
   Country Club Commons Connector Trail (UPC 119479)
   Northern Virginia District
   Kimberly Pryor, Virginia Department of Transportation

3. SMART SCALE Proposed Budget Increase
   Route 52 Safety Enhancements (UPC 115470)
   Bristol District
   Kimberly Pryor, Virginia Department of Transportation

4. Development and Delivery Results
   Shane Mann, Virginia Department of Transportation

5. Maintenance and Operations Comprehensive Review Annual Update
   Kevin Gregg, Virginia Department of Transportation

6. Amendment of the Rules and Regulations Governing Relocation Assistance and Removal of Associated Guidance Document
   Jo Anne Maxwell, Virginia Department of Transportation

7. Regulatory Reduction Efforts: Removal of Document Incorporated by Reference from 24VAC30-91
   Robert Hofrichter, Virginia Department of Transportation

8. Revenue Sharing Program Guidelines Update
   Terry Short, Jr., Virginia Department of Transportation

9. Economic Development Access Program
   Wythe County – Progress Park
   Angel Deem, Virginia Department of Transportation

10. I-81 2025 Corridor Improvement Plan Prioritization Update
    Rob Williams, Virginia Department of Transportation

11. Procurement Practices
    John Lawson, Office of the Secretary of Transportation

12. Priority Project Recommendations
    John Lawson, Office of the Secretary of Transportation

13. Governor's TPOF Project Funding
    John Lawson, Office of the Secretary of Transportation

14. VTrans Long-term Risk and Opportunity Register and VTrans Strategic Actions
    Jitender Ramchandani, Office Intermodal Planning, and Investment

15. VTrans Performance Measures reporting
    Margie Ray, Office Intermodal Planning, and Investment

16. SMART SCALE Completed Projects Performance Assessment
    Margie Ray, Office Intermodal Planning, and Investment

17. Director’s Items
    Tiffany Robinson, Virginia Department of Rail and Public Transportation

18. Commissioner’s Items
    Stephen Brich, Virginia Department of Transportation

19. Secretary’s Items
    Shep Miller, Secretary of Transportation

# # #

Metro Update for the Virginia CTB

Randy Clarke, General Manager and CEO, WMATA
Valerie Santos, Chair, WMATA Board of Directors
Paul Smedberg, 1st Vice Chair, WMATA Board of Directors
Walter Alcorn, Principal Director, WMATA Board of Directors

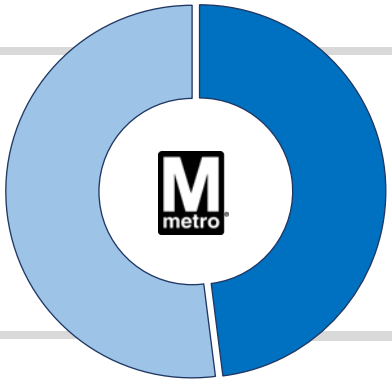
Washington Metropolitan Area Transit Authority
October 14, 2025

Metro At A Glance

FY2026 Budget

Capital $2.4B

Operating $2.6B*



$5.0B total budget

*Includes reimbursables and debt service

Regional Investment

Metro station areas =3% of land

Metro repays the ***region's investment*** many times over.

30% of property value

65% of new office developments

$3.2B Tax revenue

Transit customers save $2,800 **per year**

on average by not having to pay for rideshares, taxis, parking, and tolls

Accomplishments

Service Excellence



Activated Automatic Door Operations across all lines, a critical step in the rail automation program

Talented Teams



Welcomed the inaugural class of the new Metro Transit Police Department Criminal Justice Academy

Regional Opportunity & Partnership



Restructured the Metrorail and Metrobus operating subsidy allocation formula to improve transparency and better align service costs with regional benefits

Financial Stewardship & Resource Management



Completed installation of more-secure faregates at all 98 stations and fareboxes on 1,500 buses to reduce fare evasion

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

3
category leaders in federal safety measures

55%
reduction in crime over three years — lowest level in eight years

30,000+
systemwide public safety cameras

82%
reduction in Metro Rail fare evasion

57%
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

265M
total trips in FY2025

11
new high-frequency routes in new bus network

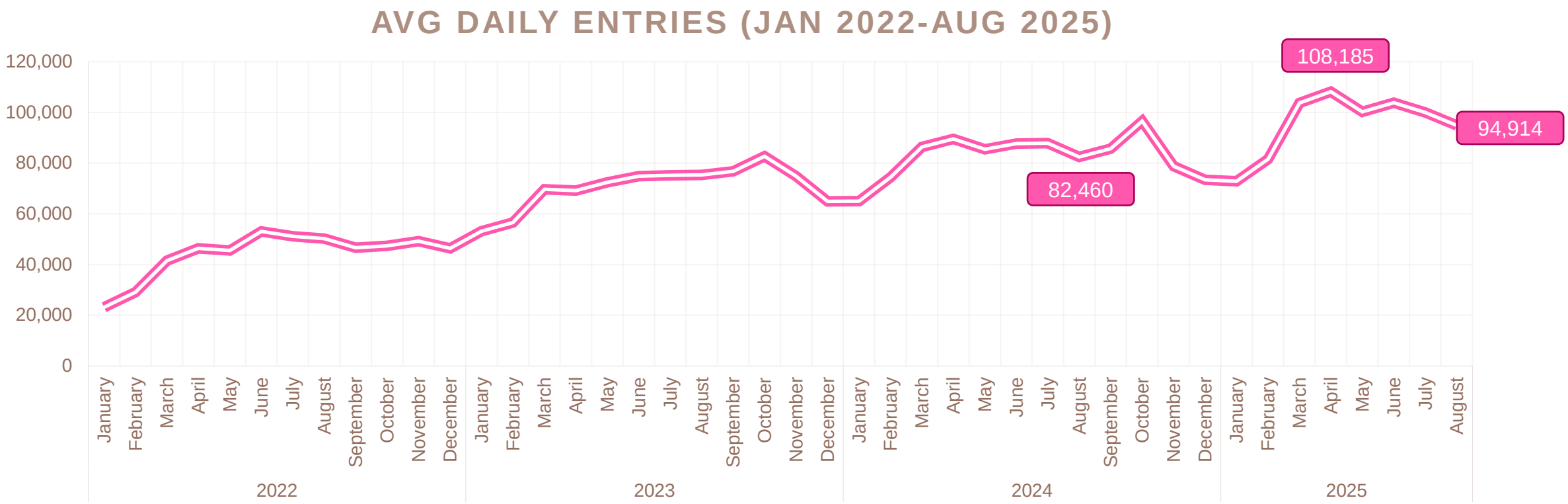
$215M
annual tax revenue through joint development

Virginians Are Returning to Metrorail

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

April 2025 saw the highest ridership at Virginia Metrorail stations since the pandemic, with over 108,000 average daily rail entries.

August 2025 ridership was over 16 percent higher than August 2024 ridership at Virginia Metro stations.



Public Safety Progress



Installation of new fare gates to reduce fare evasion

- 55% decrease in crime within the system over three years, lowest level in eight years
- Thanks to taller fare gates and increased enforcement, fare evasion is down 82% on Metrorail
- MTPD officers have issued over 6,000 citations for fare evasion on Metrobus in 2025 so far
- Public Safety personnel stationed in Metro Integrated Command and Control Center monitor a system of more than 30,000 cameras
- MTPD academy doubles police training capacity and saves $1M in annual operating costs
- Newly adopted banning policy allows Metro to ban offenders from the entire system for up to a year

APTA Transit Agency of the Year!!!!



Team Metro Celebrating APTA Transit Agency of the Year



APTA's Outstanding Partnership in Public Transportation with Kimley-Horn and Foursquare for Integrated Transportation Planning



APTA's 2025 AdWheel Best Marketing and Communications Educational Initiative, Better Bus Network Redesign



APTA's 2025 Heavy Rail Security Gold Award



Benefits of Transit and Operating Budget Update

Transit Is Essential To Our Region

$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.

30mins

Additional daily exercise from riding transit.

FY2025 Year-End Savings:

Savings highlight Metro's continued operational efficiency and strengthening ridership and revenue trends

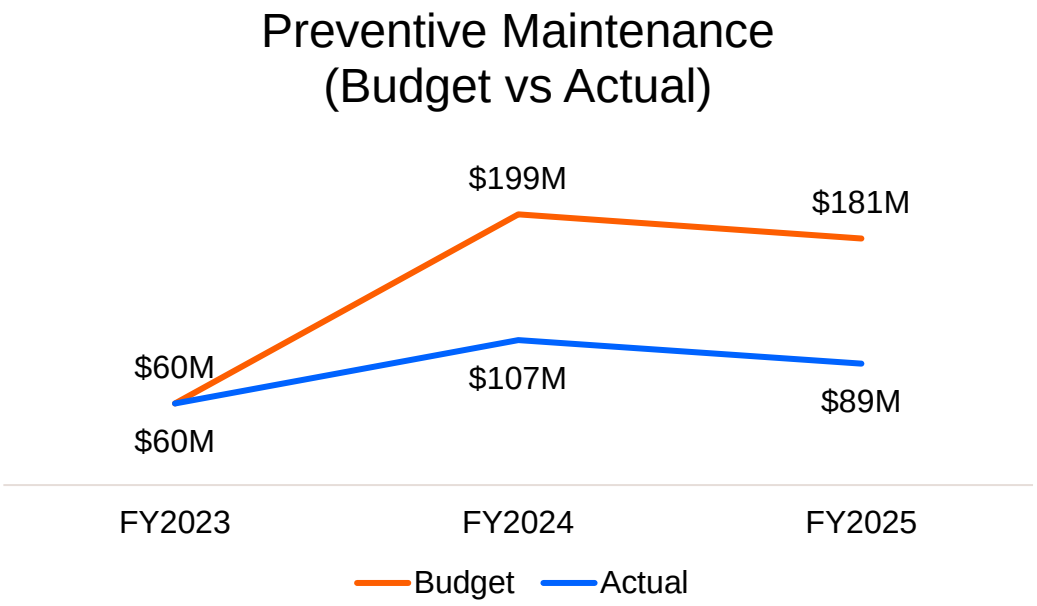
Total FY2025 Savings = $120M

$28M
One-Time Operating Savings

$92M
PM Transfer Savings

Savings carried into FY2026 **Operating Budget**

Reinvestment in the **Six-Year Capital Program**



FY2026 Budget Summary

OPERATING SOURCES $2,584

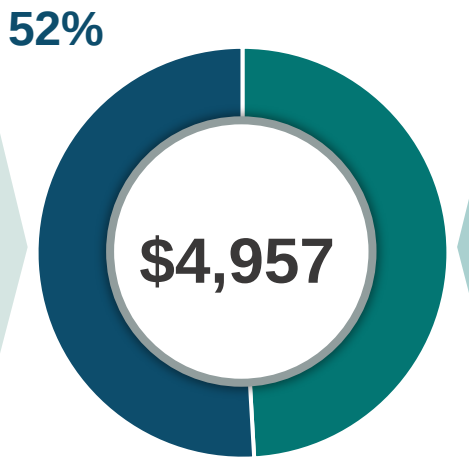
PASSENGER REVENUE	$463 (18%)
NON-PASSENGER REVENUE	$101 (4%)
SUBSIDY	$1,906 (74%)
PRIOR YEAR SAVINGS	$28 (1%)
CONTRIBUTIONS FOR DEBT SERVICE & REIMBURSABLES	$86 (3%)

OPERATING USES $2,584

OPERATING EXPENSE	$2,498 (97%)
DEBT SERVICE	$72 (3%)
REIMBURSIBLE	$13 (<1%)

FY2026 BUDGET

$ in Millions



CAPITAL SOURCES $2,373

FEDERAL	$614 (26%)
STATE	$959 (40%)
DEBT	$653 (28%)
OTHER AND PRIOR YEAR FUNDS	$146 (6%)

CAPITAL USES $2,373

CIP INVESTMENT	$2,118 (89%)
DEBT SERVICE	$245 (10%)
REVENUE LOSS	$10 (<1%)

**For Gross Revenue Bonds*

***Includes Joint Development projects*

****Charts and table totals may not sum due to independent rounding*

FY2026 Operating Budget Drives Ridership, Modernization, and Efficiencies

Rail Optimization

- Add peak capacity to address ridership growth
- Extend half of Yellow Line trains to Greenbelt
- (Begins December 2025)
- Open earlier on weekend mornings and close late on weekend late nights

Savings from automatic train operations help fund service; **~$2.5 million** in savings from deferring YL extension and reducing staffing at 5 stations with multiple entrances during low ridership times

Better Bus Network

- Implement the Year One Better Bus Network
- 11 more routes in the Frequent Service Network
- Increased midday, evening, and weekend service

Total of **$6 million** of savings from new scheduling software as well as reduction of peak bus and deadhead time

Fares and Fees

- No fare changes
- Introduce open payment (Tap. Ride. Go.)
  - Tap to ride with contactless credit/debit mobile devices and cards with no fee

Savings included under modernization investments

Modernization Investments

- Targeted cost reductions and efficiencies from
  - Technology Modernization
  - Cash Collection Modernization
  - Inventory and Supply Chain Modernization

$10 million of savings from modernization

The Federal Transit Administration's required Title VI analysis of the proposed rail service and fee changes is attached to the resolution. The analysis describes one disparate impact finding and Metro's substantial legitimate justification for moving forward.



Capital Program Update

FY2026 Capital Sources and Uses

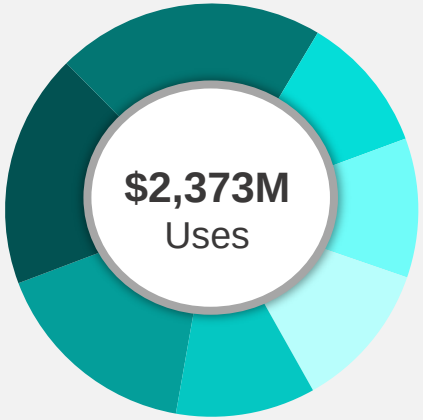
DEDICATED FUNDING FROM STATES	$500M (21%)
FEDERAL FORMULA FUNDS	$470M (20%)
DEBT PROCEEDS	$653M (28%)
SYSTEM PERFORMANCE AND MATCH	$311M (13%)



Sources do not include revenue loss from capital projects and debt service

PRIIA MATCH FROM STATES	$149M (6%)
FEDERAL PRIIA FUNDS	$144M (6%)
OTHER & PRIOR YEAR FUNDS	$146M (6%)

RAILCARS & RAILCAR FACILITIES	$399M (17%)
BUS, BUS FACILITIES & PARATRANSIT	$441M (19%)
DEBT SERVICE AND REVENUE LOSS FROM CAPITAL PROJECTS	$255M (11%)
OPERATIONS AND BUSINESS SUPPORT	$307M (12%)



$ in Millions

STATION AND PASSENGER FACILITIES	$328M (14%)
RAIL SYSTEMS	$336M (14%)
TRACK AND STRUCTURE REHABILITATION	$307M (13%)

Capital Program Cost Savings

- Metro identified more than $175M of Capital Program administrative savings*
- Metro has identified over $100M through project reviews of opportunities for structural recurring savings by simplifying standards, requirements and practices, and reducing customization
- Capital program cost reductions preserve funding capacity for future investments
- Metro will continue to identify opportunities for further cost savings and efficiencies

Examples of Cost Savings – No Impact to Investment Outcome

*FY2025-FY2031

Bus Shelters

Reducing per shelter cost by ~50%



Rhode Island Ave-Brentwood Station

Drainage Pumping Stations

Reducing project cost by ~$5M



Drainage Pumping Station Work

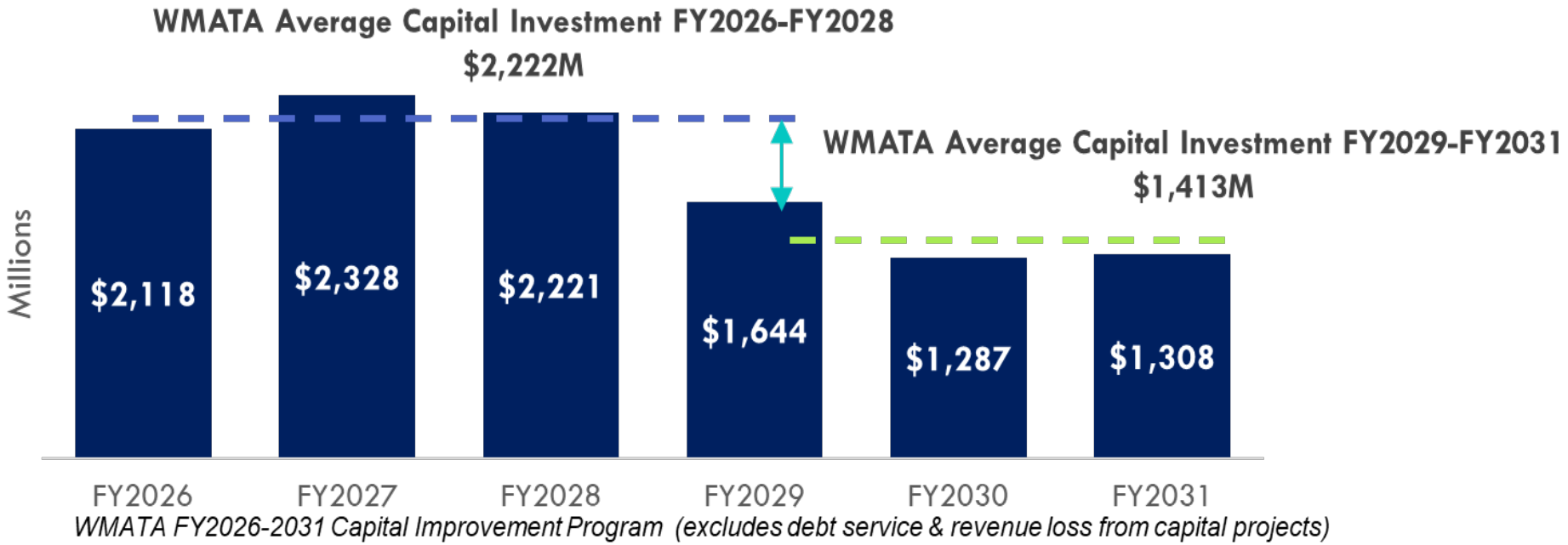
Digital Modernization

Reducing system support cost by ~$17M



IT Infrastructure at Eisenhower Ave Office

Metro and the Region Face a Transit Funding Crisis



WMATA FY2026-2031 Capital Improvement Program (excludes debt service & revenue loss from capital projects)

Metro's capital funding challenges

- Capital funding sources **not indexed to grow**
- **Inflation** significantly reduced capital buying power
- **Debt capacity will be exhausted** by FY 2029
- Will be forced to **reduce annual capital investments**

Solution is funding that:

- Is **dedicated**, **reliable,** and **predictable**
- **Grows** at least 3% per year
- Is **bondable**
- **Is unencumbered and flexible** in use

Regional Coordination Through DMVMOVES

Mission

Joint initiative to deliver a **sustainable transit funding** model and a **unified vision of transit** as an integrated, world-class mobility network that makes the DMV a:

- thriving global economy
- preferred home
- leader in innovation
- leader in environmental sustainability and social equity

Metropolitan Washington Council of Governments

Leadership

Task Force





Virginia Task Force members

- WMATA Board Vice Chair Paul Smedberg
- Arlington County Board Member Matt de Ferranti
- Fairfax County Board of Supervisors Chair Jeffrey McKay
- Fairfax County Supervisor Rodney Lusk
- Loudoun County Board of Supervisors Chair Phyllis Randall
- Virginia Delegate Mark Sickles
- Virginia Senator Scott Surovell
- Virginia DRPT Director Tiffany Robinson

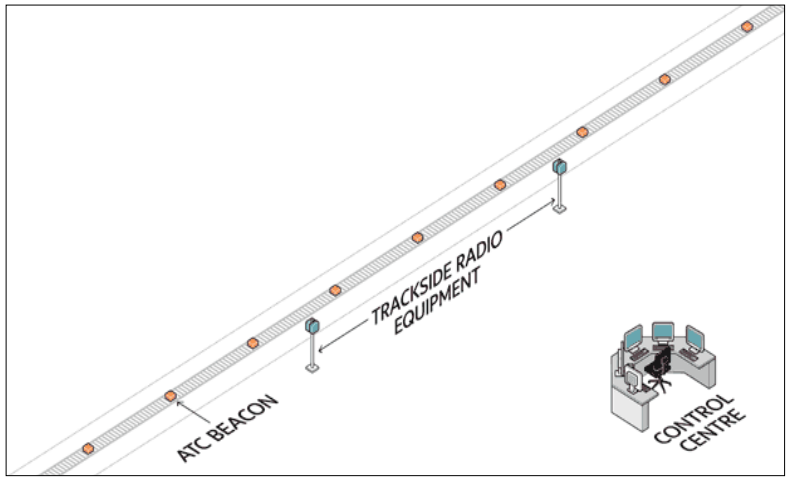
Advisory Groups

- Government Partners Advisory Group
- Community Partners Advisory Group

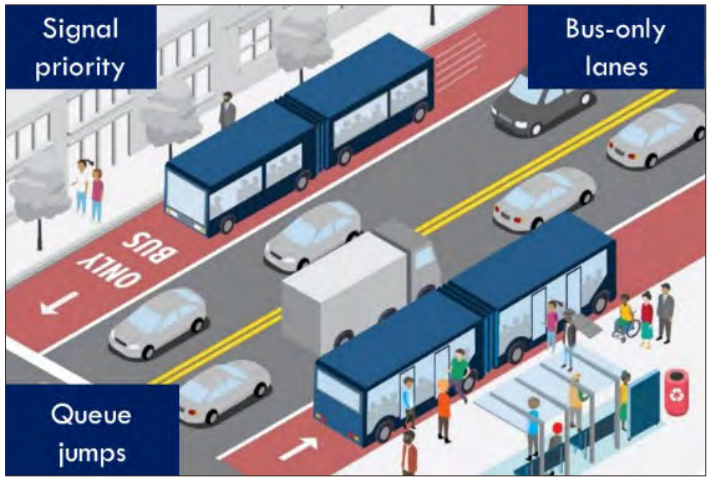
DMVMOVES Transit Investment Plan

World-Class Metro System

Rail Modernization



Bus Frequency and Priority



Reinvesting in and Modernizing Metro



Fast, frequent service all day/all week



metro access

Modern vehicles, intrastructure, and technology



Sustained repair and replacement of assets



Integrated, customer-focused system

$460M-$500M annually starting in FY28

+ 3% per year

Plus state/local investments in:

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

Thank You

Government Relations Team Contact

Greg Potts, VA Government Relations Officer
gpotts@wmata.com | 202-580-9453





Appendix

FY2025 Budget Operating Efficiencies

- **Cost Efficiency Task Force:** Implemented an additional $50 million in ongoing operating expense efficiencies and savings across the Authority for FY2025 and beyond
- **Salary and Wage Adjustment:** Froze wages of all non-represented employees and two of Metro's largest collective bargaining units saving $38 million
- **Optimized Service Based on Ridership:** Scheduled peak service periods to align with ridership levels. Operated more six-car trains where shorter trains provide sufficient capacity. Reduced service levels on holidays with low ridership. Total savings of $20 million.

FY2026 & FY2027 Budget Drivers – Revenue

Passenger





Ridership
- Travel patterns and office telework policies
- Continued strength of weekend and off-peak trips
- Regional population growth

Fare Evasion
- Taller and stronger faregates installed at all stations provide a lower fare evasion trend
- Continue fare recovery and enhanced enforcement

Service Levels
- Better Bus Network Redesign
- Subject to change based on board decisions

Average Fare
- Assume no fare increase in FY2026

Non-Passenger





Parking Counts
- Strength in rail ridership

Real Estate/Joint Development
- Execution of the Strategic Plan for Joint Development

Advertising
- Contract provides annual guarantee and revenue share based on advertising sales.

Infrastructure Contracts
- Extend and maintain current fiber-optic contracts

FY2026 & FY2027 Budget Drivers – Expenses

Personnel





Collective Bargaining Agreement (CBA)

- New Local 689 CBA minimizes the impact from future inflationary spikes (total wages capped at 5%)
- New agreement includes general wage increases (GWI) of 3% for FY2026 & FY2027
- Upcoming CBA negotiations for transit police (FOP), Local 922, and Local 2

Overtime

- New Local 689 CBA limits the hours worked by bus and rail operators to be consistent with industry standard

Non-Personnel





Inflation

- Historically high inflation from recent years has increased baseline expenses
- Inflation outlook of 3.0% in FY2026 and 2.3% in FY2027 for non-personnel expenses

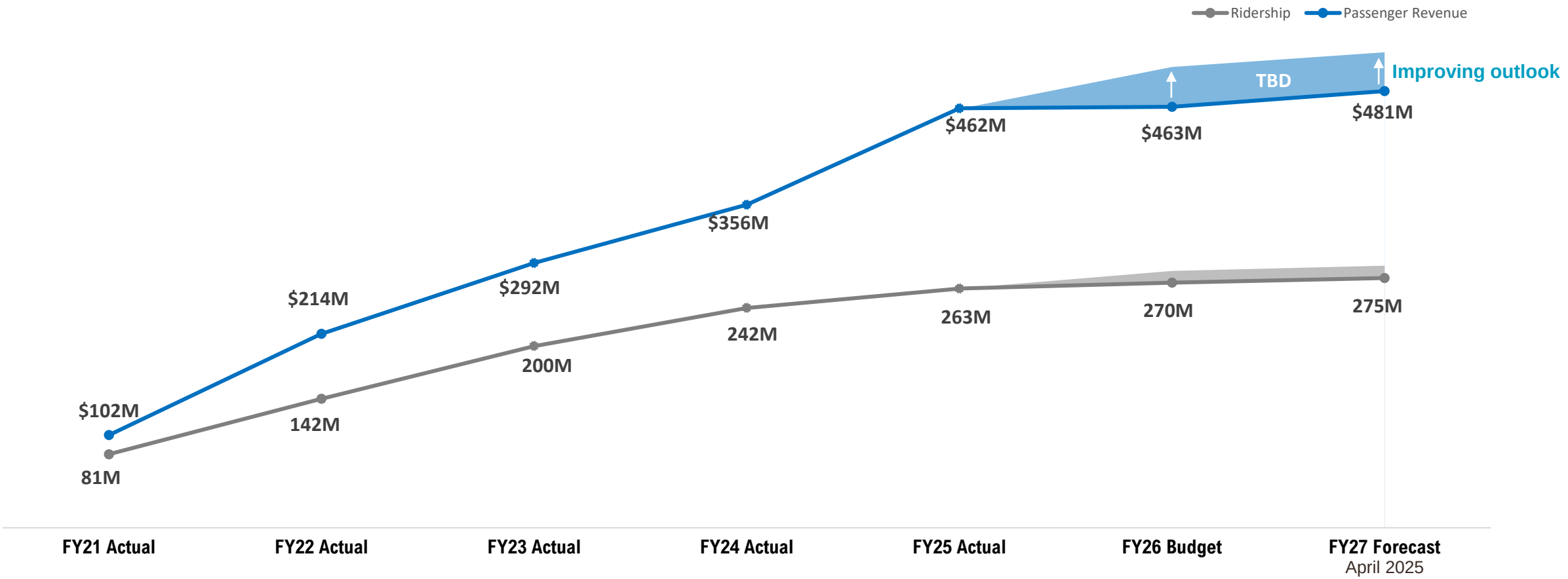
Energy

- Diesel and Compressed Natural Gas based on historical spending trends
- Fuel projections include FY2025 initiative to reduce non-revenue vehicle fleet

Paratransit

- Continue trend of promoting a blend of traditional and lower-cost alternative providers

Ridership Outlook Improving from FY2026 Budget Levels



FY2027 Operating Budget Preview: Key Savings & Reinvestments

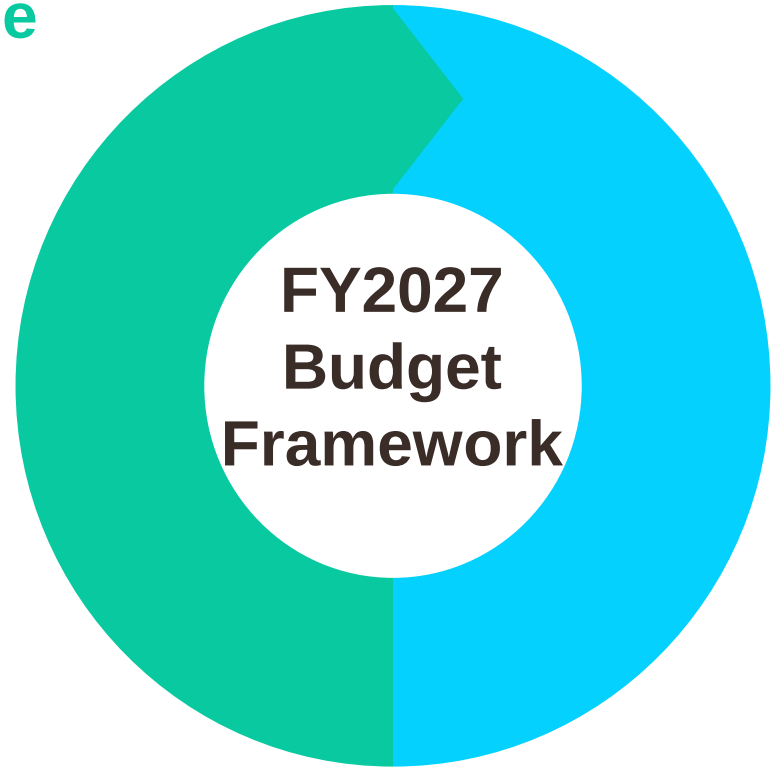
Efficiencies and Revenue

Automatic Train Operations
Additional scheduling efficiencies from return to ATO

Bus Efficiencies
Savings from optimizing bus schedules

Vacancy Management
Reduce positions to align staff with operational priorities

Improved Ridership
Stronger than anticipated growth driving higher revenue



Reinvestments

Service Optimization
Address crowding and enhance all-day Metrorail service, improve Metrobus frequency, span, and coverage

Initiatives
Enhance organizational development and digital modernization

Preventive Maintenance
Reduce reliance on capital resources to fund operating expenses

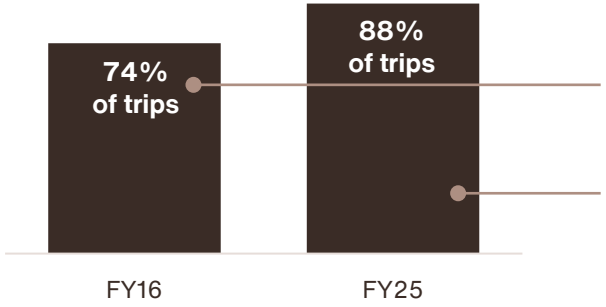
Examples of Capital Program Investments Improving Outcomes

Dedicated capital funding passed in 2018 has improved system performance, resulting in a better customer experience

- Investments in making trips safer, faster, and more frequent transformed customer satisfaction and ridership
- Sustained improvements in rail on-time performance, escalator availability, and mean distance between failure are due to investments in Metro assets

Rail On-Time Performance

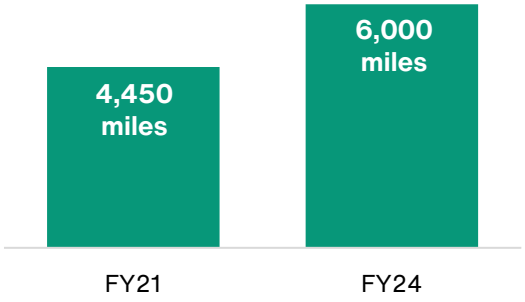
Sustained improvements in **rail on-time performance** are due to investments in infrastructure and vehicles



Pre-Safetrack with only ~10% of service provided by 7000-series

Over eight years of ongoing infrastructure investment with ~65% of service provided by 7000-series, which are 2-3x more reliable than the older fleet

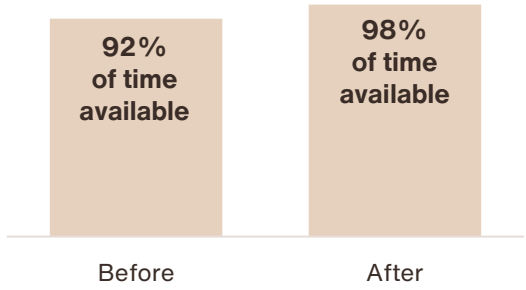
Bus Fleet Performance



Refurbishment of bus fleets increases **mean distance between failure** by 35%, contributing to fewer missed trips and better on-time performance

**Subset of the fleet that received mid-life overhaul*

Escalator Availability



Replacing aging escalators increases **availability** by 6 percentage points, or over **1 hour per day per unit***

**Among 23 escalators replaced during this period*

Investments Delivered



Railcar Acquisition

Tap. Ride. Go.





Bus Acquisition



Platform Rehabilitation



Bladensburg Bus Garage



Track Rehabilitation

Power

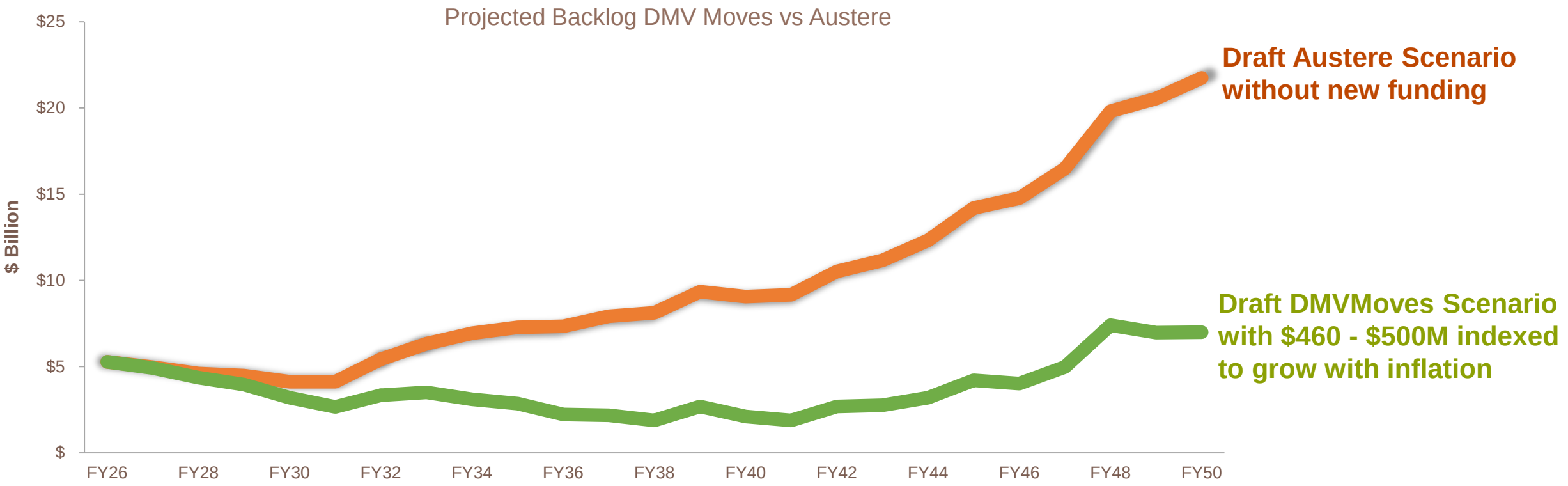




Escalator Replacement

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



Ridership Update

54 Consecutive Months of Ridership Growth

In March through June 2025, all months surpassed 24 million trips on Metrobus and Metrorail for the first time since August through November 2019

- July – September Stats:
  - +18% rail ridership YOY
  - +21% rail ridership on weekdays
  - + 6% overall ridership

- For CY25, Metro ridership is +8% over 2024 through September

Virginia Stats

Metrorail: +15% over 2024 in Q1 FY25

Top performers:

- Eisenhower Ave +45%
- Loudoun Gateway +39%
- West Falls Church +36%
- Ashburn +34%
- Dulles 2nd-busiest day ever on August 29

Parking: +32% over 2024 in Q1

Metrobus: -7% vs. 2024

Continuous Customer Improvements

More Accessible Hours

- Fridays and Saturdays Metrorail is open later
- Open until 2 a.m. instead of 1 a.m.
- Saturdays and Sundays Metrorail 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, allowing customers to use any form of **contactless payment**

- Metro Bus and Metro Parking* slated for contactless payment later this year

Launched **MetroPulse App**, which is available in Apple, Google stores, over 64,000 installs since launch



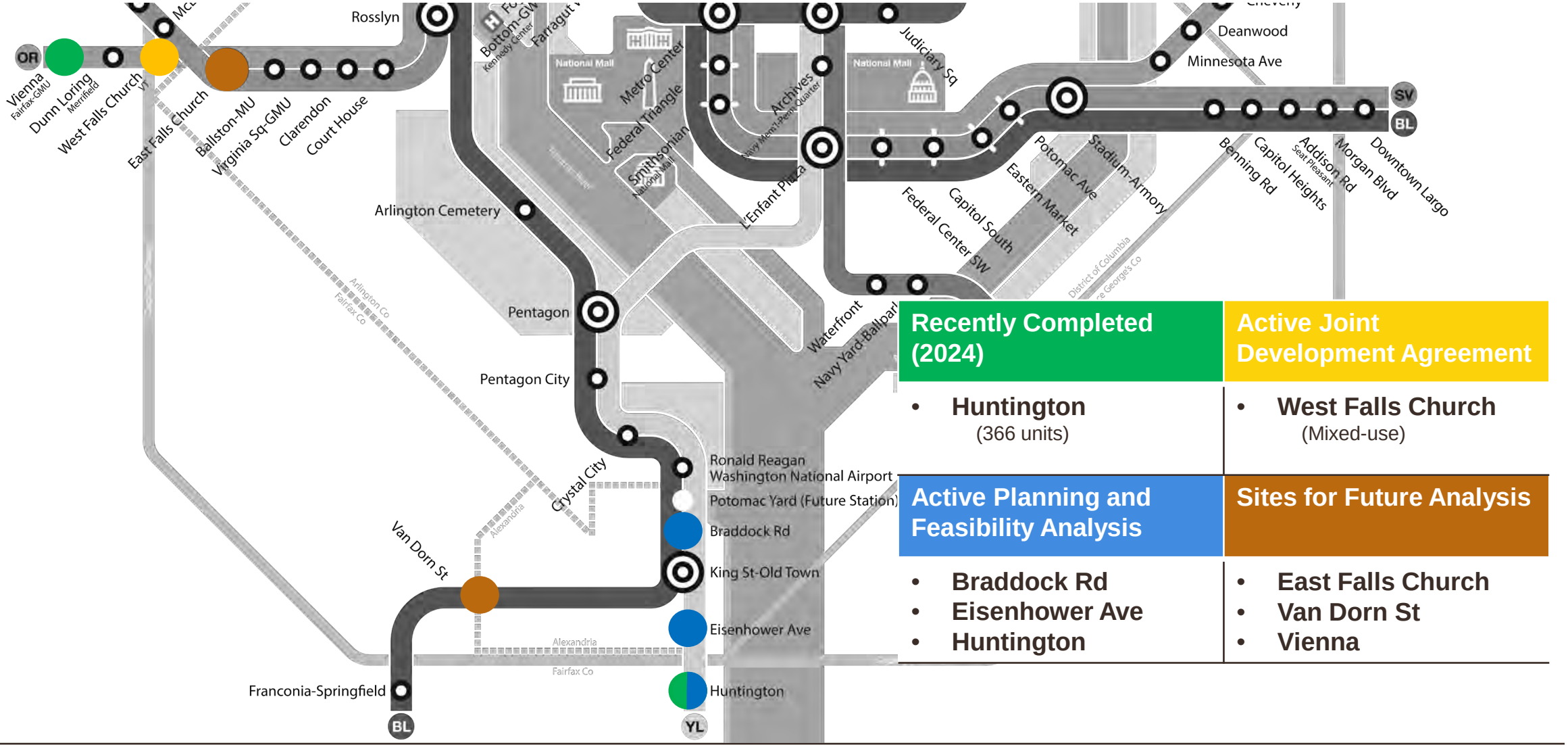
A New Bus Network

The 2025 Better Bus Network Redesign represents Metro's commitment to improving service and connections **using the resources we have today**. By changing bus routes and service times, this network better connects the region, increases access to better bus service, and makes the bus more convenient. The network redesign **went into effect on June 29th.**

- First Network Redesign in 50 Years
- \+ Revenue Neutral
- \+ Better Connects the Region
- \+ Makes the Bus More Convenient to Use
- \+ Improves Service on Evenings & Weekends
- \+ Fills Service Gaps
- = **Better Service for Our Customers Today**

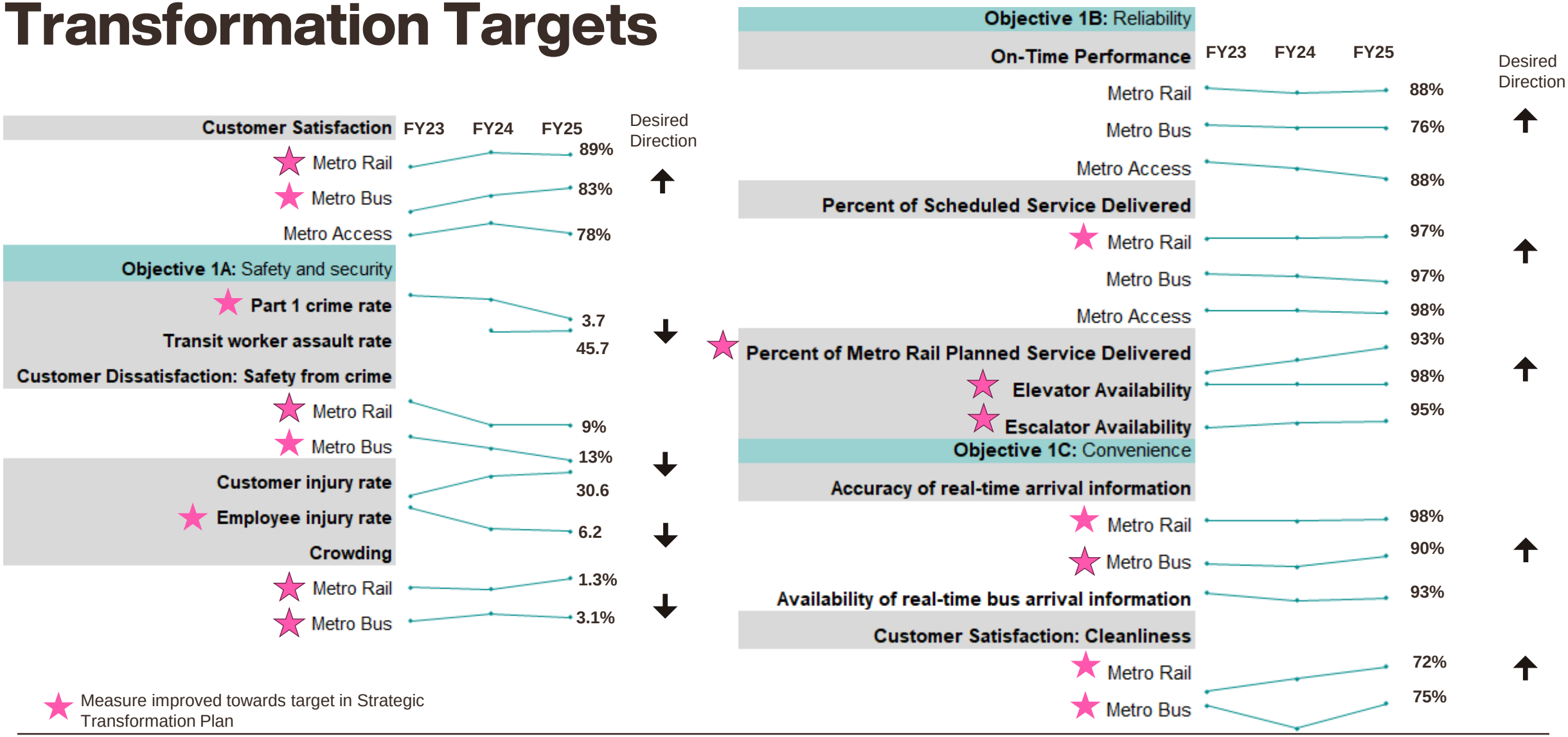


Virginia Development Overview



Recently Completed (2024)	Active Joint Development Agreement
• **Huntington** (366 units)	• **West Falls Church** (Mixed-use)
Active Planning and Feasibility Analysis	**Sites for Future Analysis**
• **Braddock Rd** • **Eisenhower Ave** • **Huntington**	• **East Falls Church** • **Van Dorn St** • **Vienna**

Metro Is Making Progress Towards Ambitious Strategic Transformation Targets



Virginia Code 33.2-1526.1 (M) | Strategic plan requirements

The strategic plan shall require:

a) An assessment of state of good repair needs

b) A review of the performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes

c) An evaluation of the opportunities to improve operating efficiency of the transit network, including reliability of trips and travel speed

d) An examination and identification of opportunities to share services where multiple transit providers' services overlap

e) An examination of opportunities to improve service in underserved areas

Metro's path forward:

- Integrate these standards into the refreshed Strategic Transformation Plan to build on existing efforts around each
- Planned comment period and adoption:
  - Open for public comment from Oct. 11th through Nov. 4th
  - Public Hearing on October 30th, 2025
  - Planned Board adoption December 11th, 2025

Board, staff, and community input have shaped updates to Strategic Transformation Plan

Visioning workshops with Board + Staff

40+ interviews with Board and Staff

Surveys

Staff town halls

Benchmarking from transit peers

Conversations with regional partners + community groups



Highlights of our refreshed STP

- Reinforced our ambition to provide **world-class transit** and be the **primary connector** of people and places across the DMV Region
- Elevated and expanded Metro's focus on achieving **Financial & Organizational Efficiency** as a **core goal**
- Recognized **Regional Partnership & Long-Term Transit Planning** as a critical **cross-cutting enabler** across all 3 goals
- Elevated **"Continuously Improving"** as a new guiding value and set new standards for **customer service** including internal processes
- Refreshed how we activate the plan to emphasize **community engagement** and ties to the **capital plan**
- **Streamlined priorities** to focus on critical programs **empowering our team** to deliver on our ambition


VDOT
Virginia Department of Transportation

SMART SCALE PROPOSED PROJECT CANCELLATION

Country Club Commons Connector Trail (UPC 119479)

Northern Virginia District

Kimberly Pryor, IID Director

October 2025

SMART SCALE Proposed Project Cancellations

SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

Project Information

Country Club Commons Connector Trail (UPC 119479)

- Submitted by the City of Fairfax in Round 4 of SMART SCALE
  - Total Original Project Cost: $5,142,624
  - Total SMART SCALE Request: $5,142,624
  - Request funded with DGP funds
- Original Scope Included:
  - Construct an off-road trail between Spring Lake Terrace and Fairfax Boulevard
- Benefits were primarily due to land use, congestion, and accessibility

Project Snapshot

	Original Application
Total $	$5.1M
SMART SCALE $	$5.1M (DGP)
SMART SCALE Score	19.11
Funding Scenario Rank	4/11
Current Expenditures	NA

Change Since Project Selection

- After selection, environmental and other concerns were raised by the community. Specifically, they were concerned about tree loss and the perceived security/safety issues of having a new access point into an otherwise secluded neighborhood.
- On April 22, 2025, the City voted to cancel the project.

Recommendation for Action

- **Approve proposed project cancellation in October 2025**
  - **Transfer all Construction District Grant funds to the Northern Virginia District Construction District Grant deallocation balance entry (UPC -21765)**


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SMART SCALE BUDGET INCREASE REQUEST – BRISTOL

ROUTE 52 SAFETY ENHANCEMENTS (UPC 115470)

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment Division

October 2025

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

Route 52 Safety Enhancements (UPC 115470)

- Submitted by Bland County in Round 3 of SMART SCALE
  - Total Original Project Cost: $4,491,045
  - Total SMART SCALE Budget: $ 4,491,045
  - Request funded with HPP funds
- Original Scope Included:
  - Turn lane improvements
  - Signage
  - Pedestrian crosswalk
  - Improved drainage system
- Project is VDOT administered and ready to go to advertisement
- Project benefits from economic development and environment

Factors Contributing to the Shortfall

- Delays due to right of way negotiations
- Increase in drainage items and full depth asphalt items
- Inflation and updated unit prices

Proposed Project Budget Increase

	Original Application	Current Status	Proposed Budget Increase
Total $	$4,491,045	$8,871,106	$8,871,106
Project Budget	$4,491,045 HPP	$5,379,973 HPP* $2,298,207 Safety $7,678,180 *within threshold HPP budget increase processed in May 2023 Shortfall of $1,192,926	$6,572,899 HPP* $2,298,207 Safety $8,871,106 *HPP increase of $1,192,926
SMART SCALE Score	3.45	2.88	2.36
Rank	8/10	8/10	10/10
Expenditures		$1,630,746	$1,630,746

Recommendation for Action

- **Approve proposed HPP budget increase request in October**
  - Fund shortfall from surplus Statewide High Priority Projects Program balances

HPP Deallocated Funds	Amount
Available currently	$38,182,613
Less proposed budget increase for UPC 115470	-$1,192,926
Total Remaining	**$ 36,989,687**


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DEVELOPMENT AND DELIVERY RESULTS

FINAL FY25 Data as of 8/11/2025

Deputy Chief Engineer: Shane Mann, P.E.

October 14, 2025

Contents

Project Development

- FY25 Project Development Results
- FY19-25 Trends

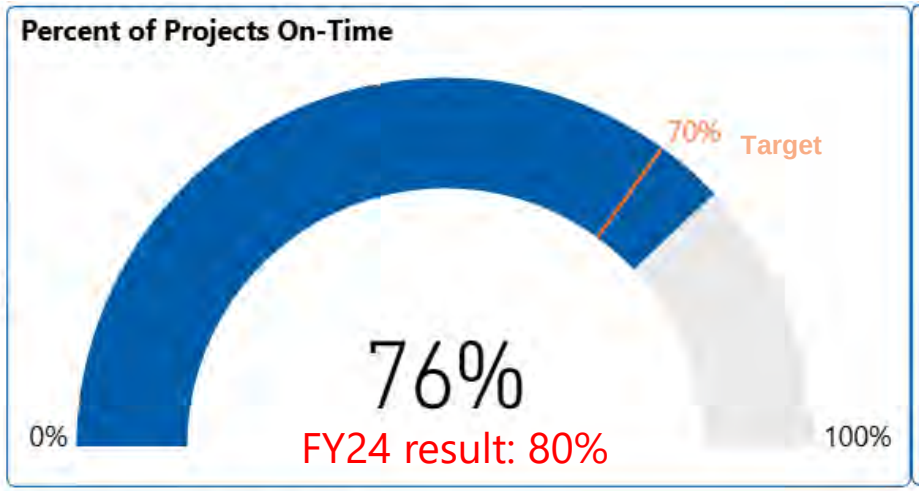
Project Delivery

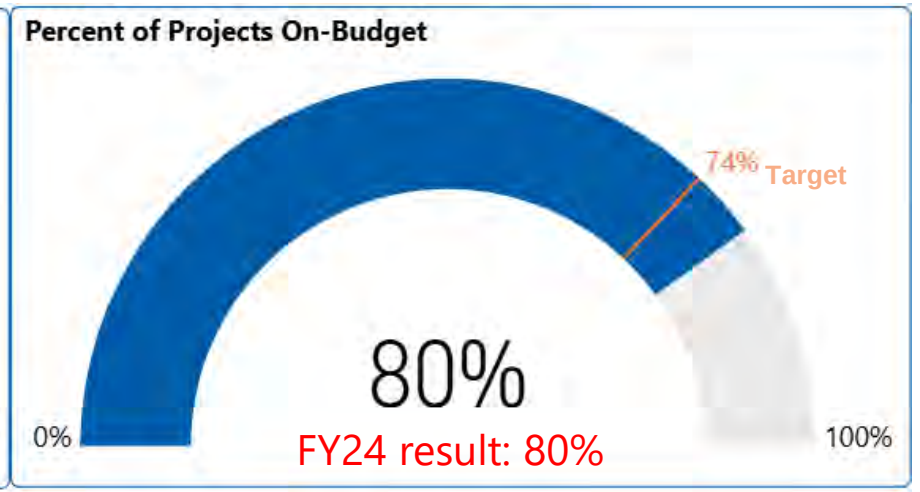
- FY25 Project Delivery Results
- FY19-25 Trends

Statewide Results for FY25 Project Development and Delivery

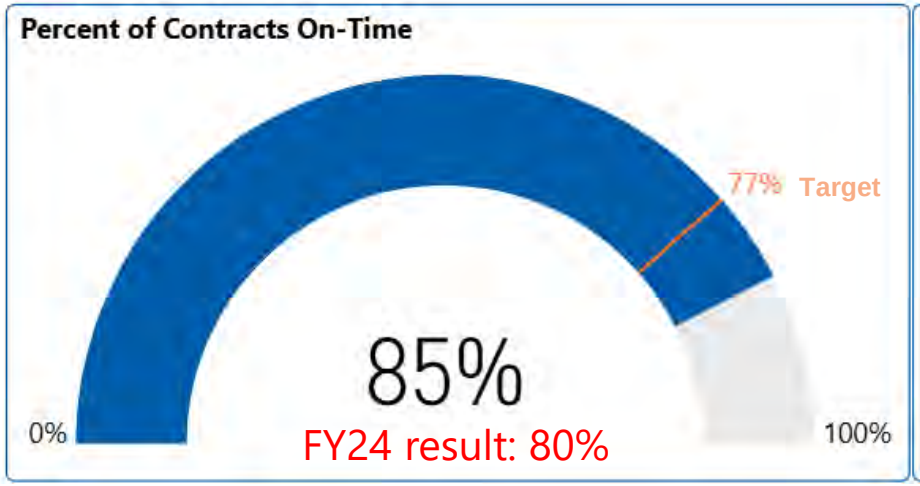
(FY24 Results in Red)

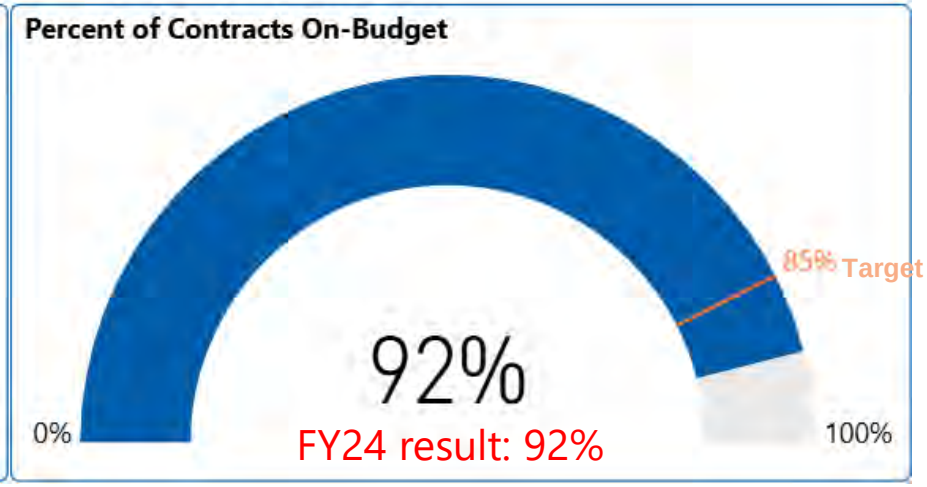
Project Development





Project Delivery



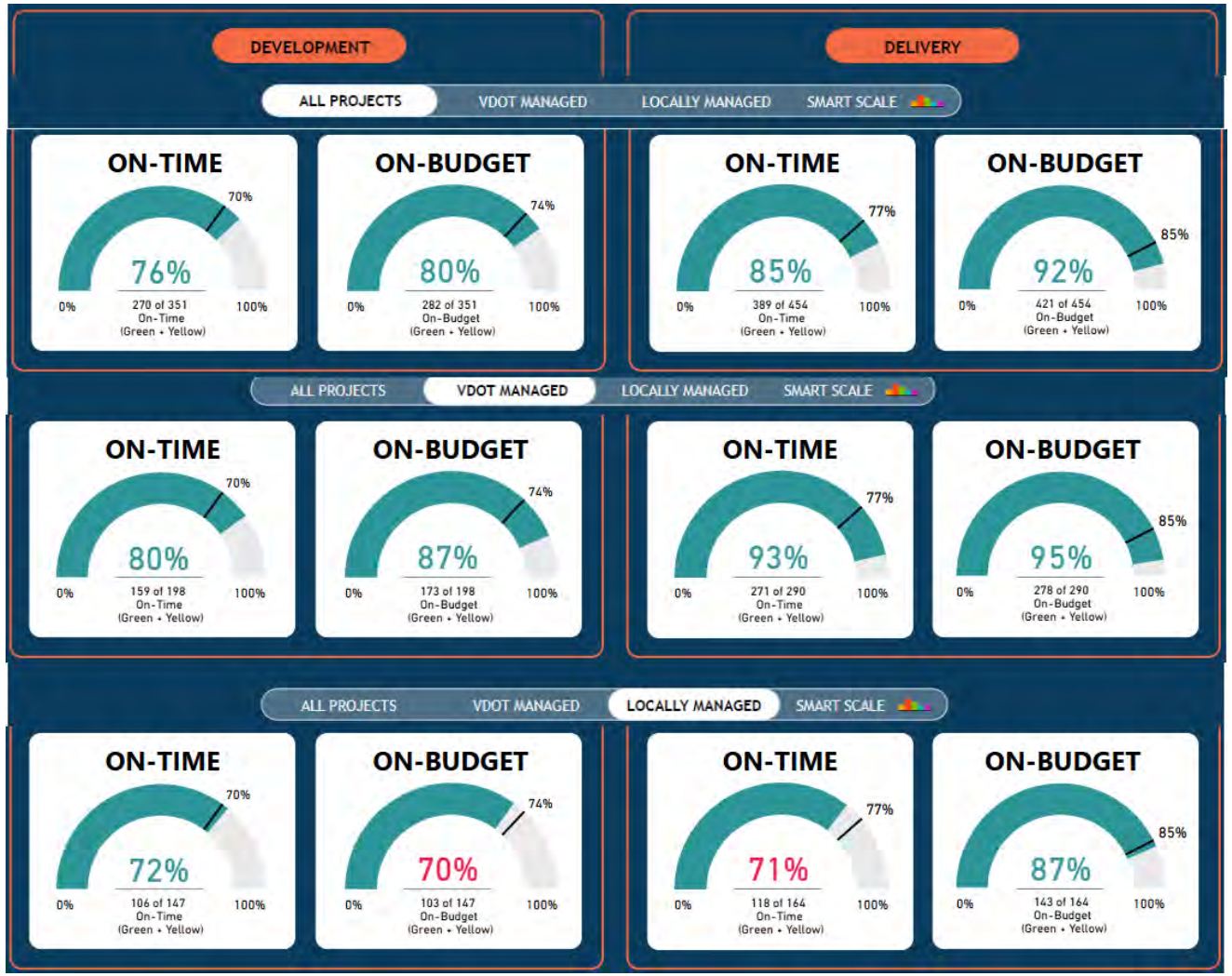


Statewide Results for FY25

All Projects

VDOT Projects

Local Projects



Targets in black font; results in green and red

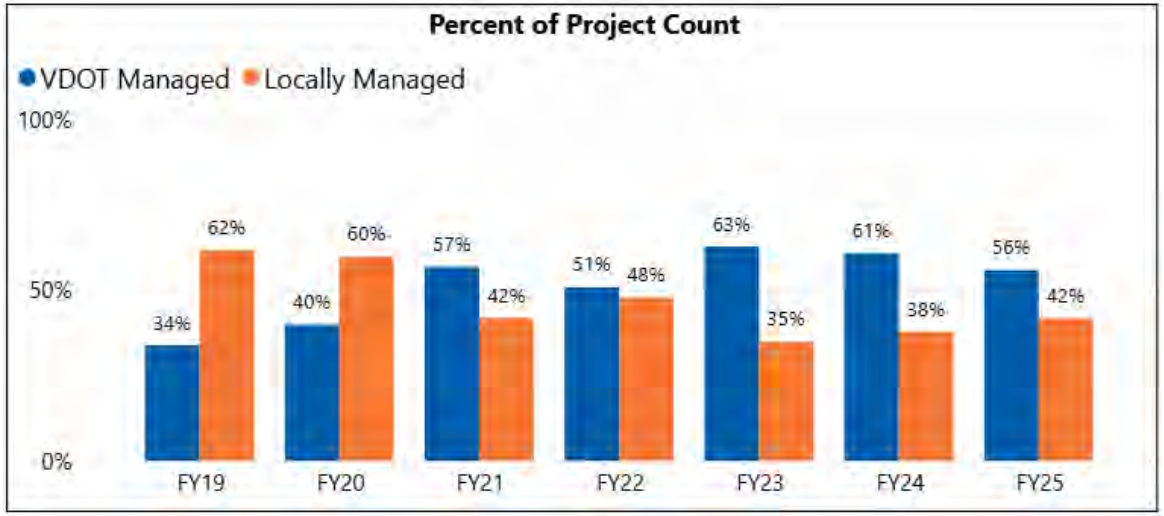
Project Development

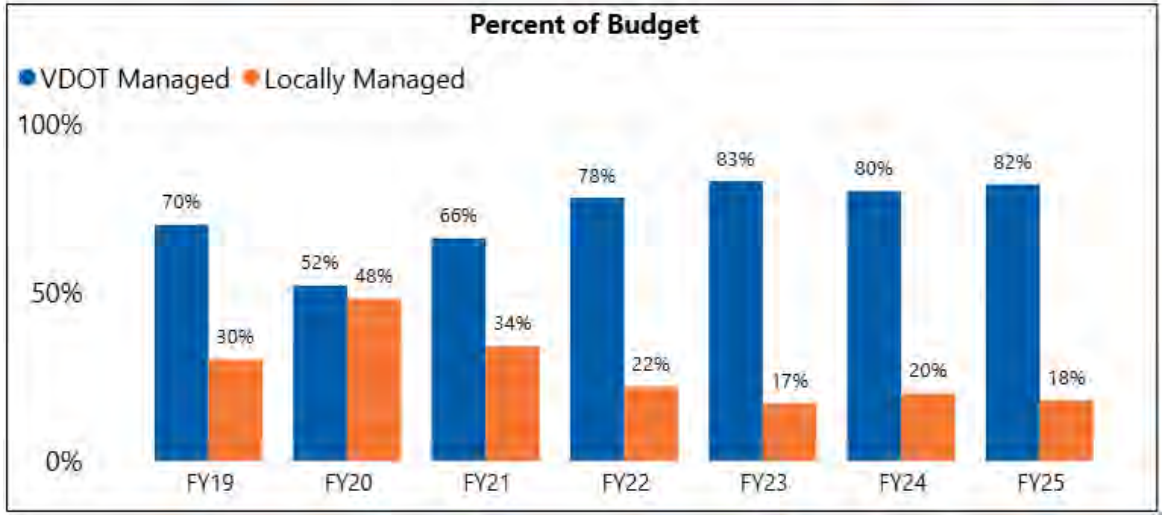
Project Development

FY25 Project Development

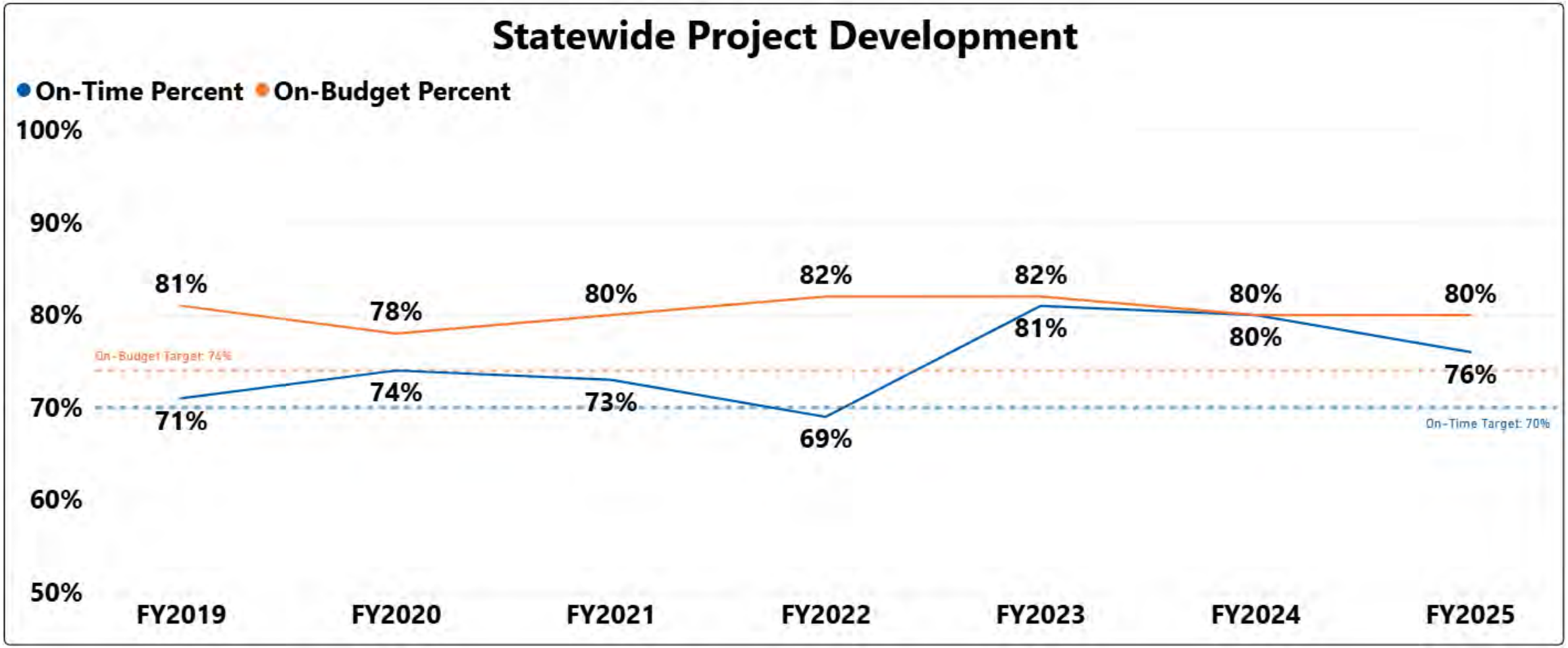
Administered By	Number of Projects	Total Budget
VDOT	198	$1,832,916,774
Locally	147	$397,888,207
Rail	6	$2,701,374
Total	**351**	**$2,233,506,355**

FY19 - 25 Project Development Mix

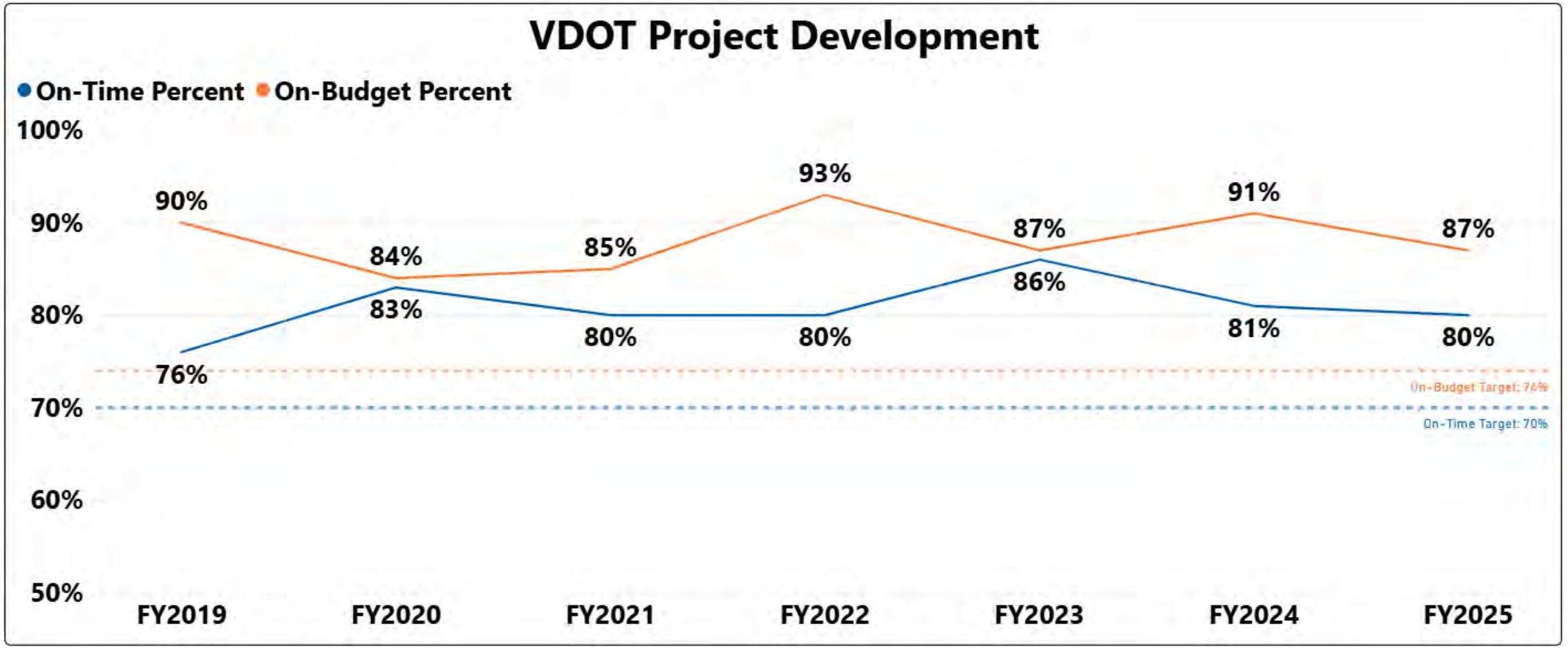




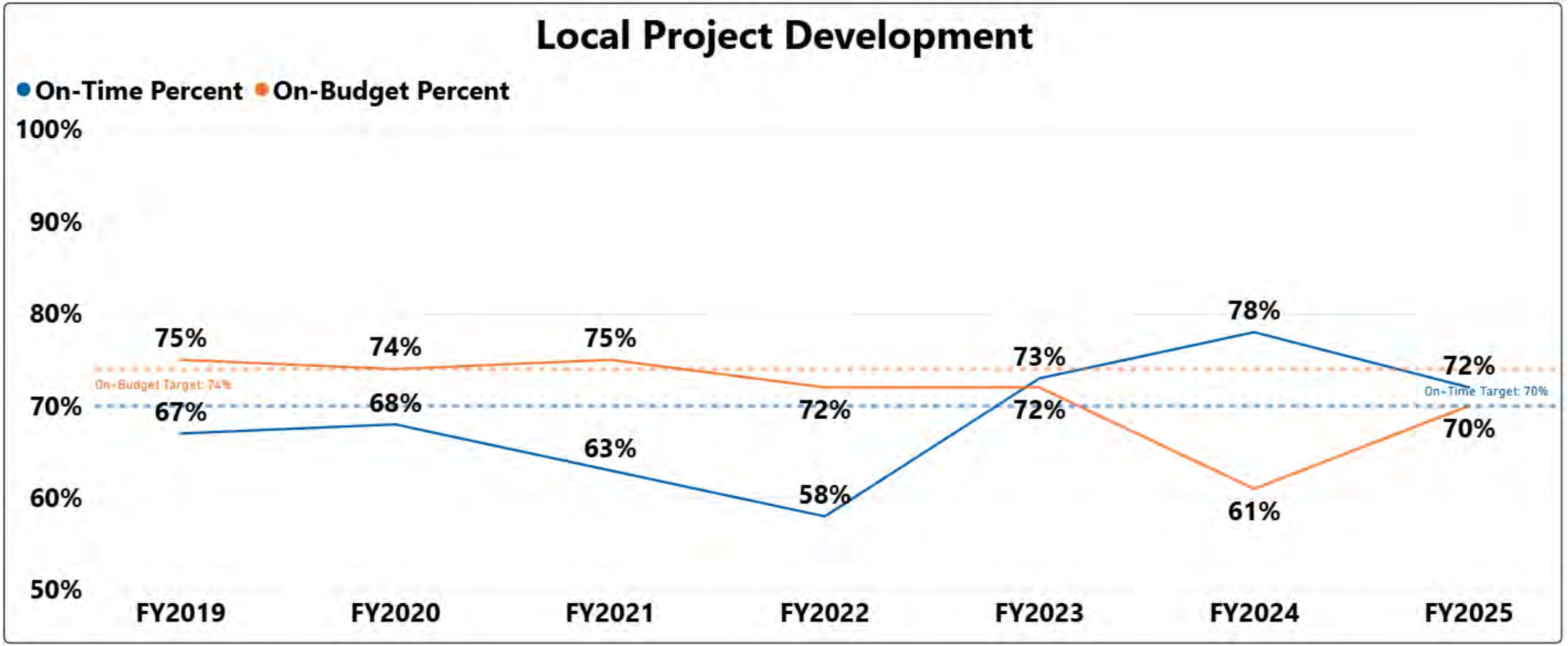
Statewide Development Performance Trends



VDOT Development Performance Trends

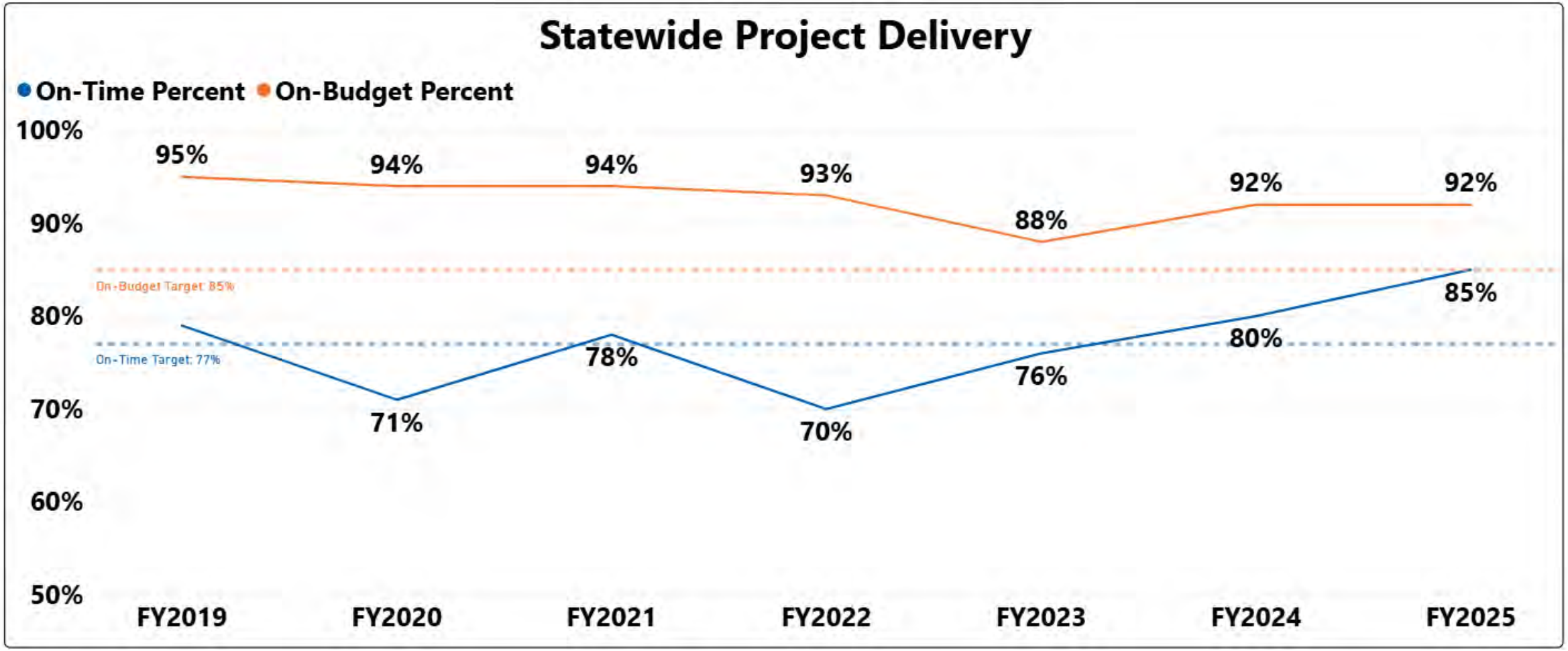


Local Development Performance Trends

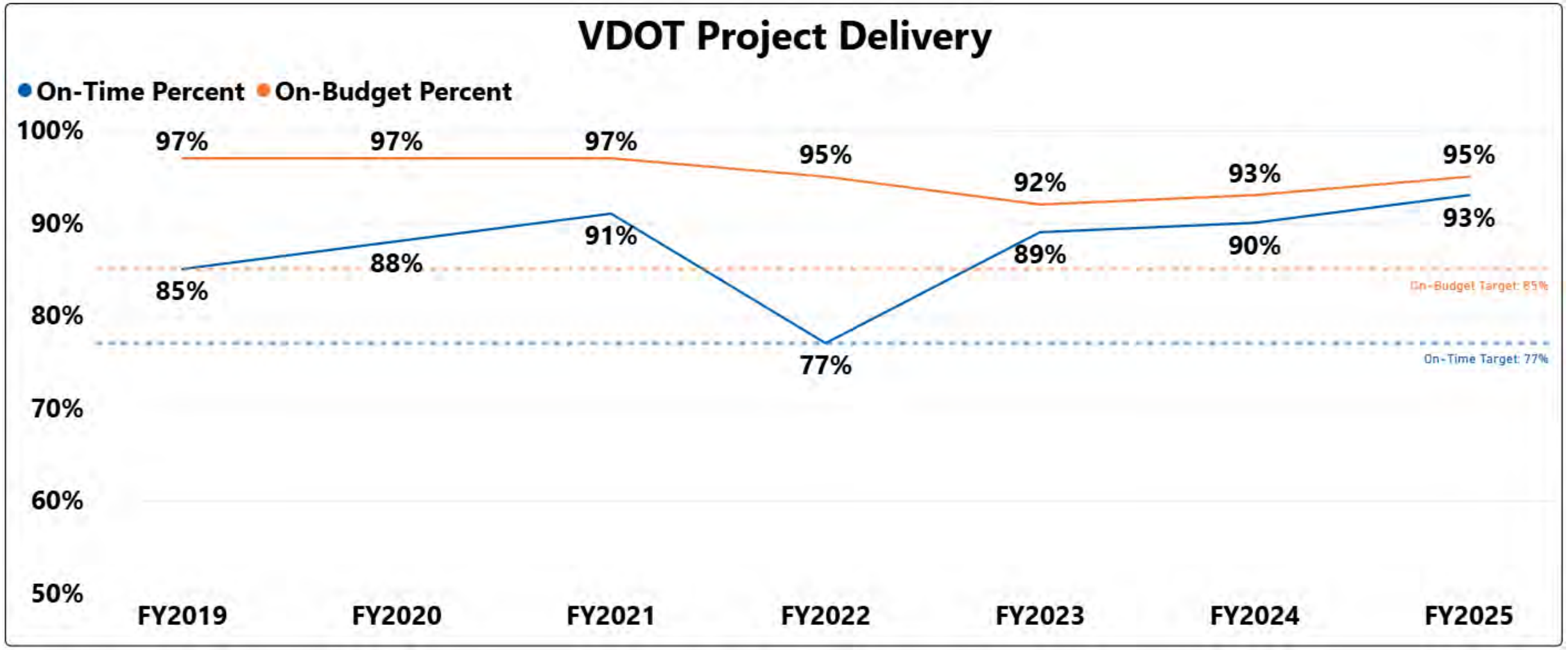


Project Delivery / Construction

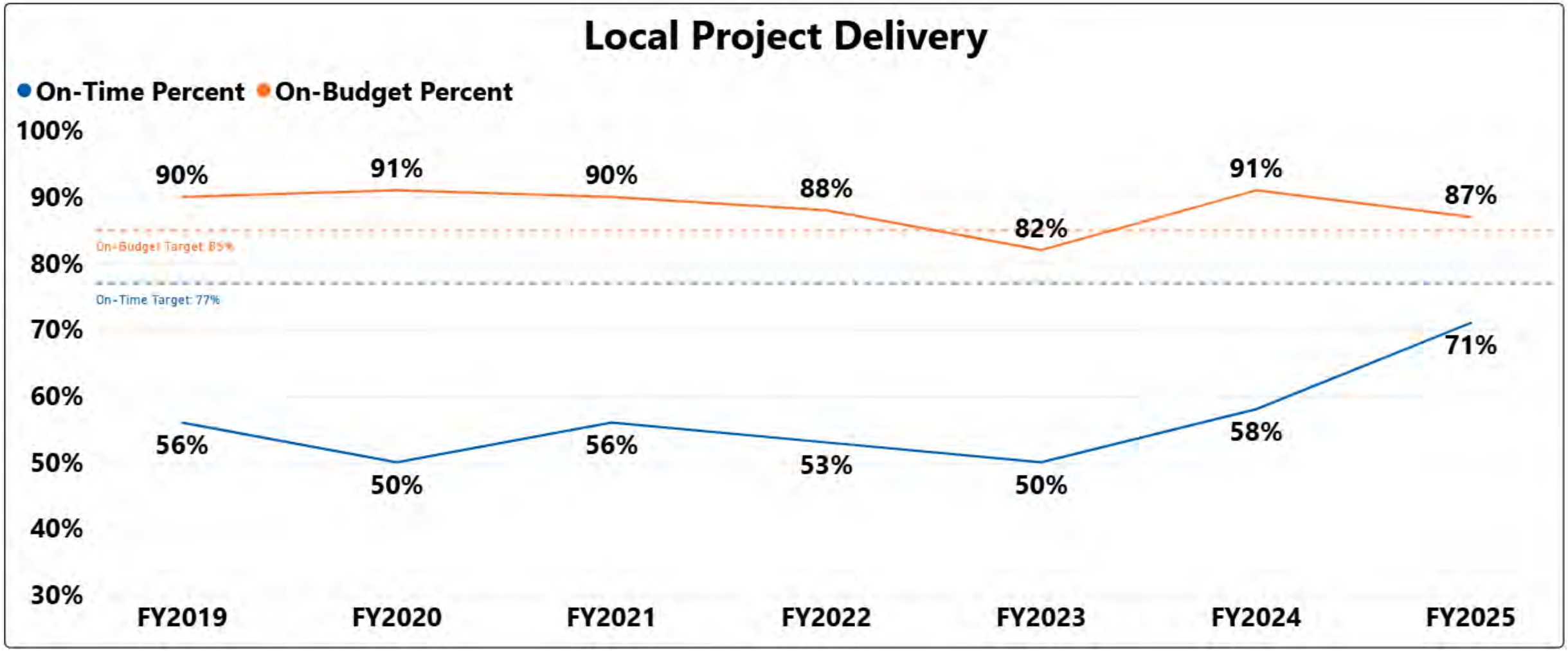
Statewide Project Delivery Performance Trends



VDOT Project Delivery Trends



Local Project Delivery Trends



Questions?

MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW BRIEFING

Kevin Gregg, Chief of Maintenance and Operations

October 14, 2025

Comprehensive Review Update

- Pavements
- Structures
- Routine Maintenance
- Special Structures
- Emergencies

VDOT's Maintenance and Operations Program

Maintenance and Operations
$3.0 Billion Annually less $638 Million Localities

VDOT - $2.4 Billion Annually

MAINTENANCE

$770 *million*



Pavement

$220 *million*



Bridges

$480 *million*



Routine Maintenance

$260 *million*



Roadside

$225 *million*



Emergency Funds

TRAFFIC AND OPERATIONS

$40 *million*



Guardrail

$25 *million*



Ferries

$210 *million*



Traffic Items

$70 *million*



Special Structures
Daily Operations

$100 *million*



Operations Centers/SSP

Pavements

Pavement Assessment Process

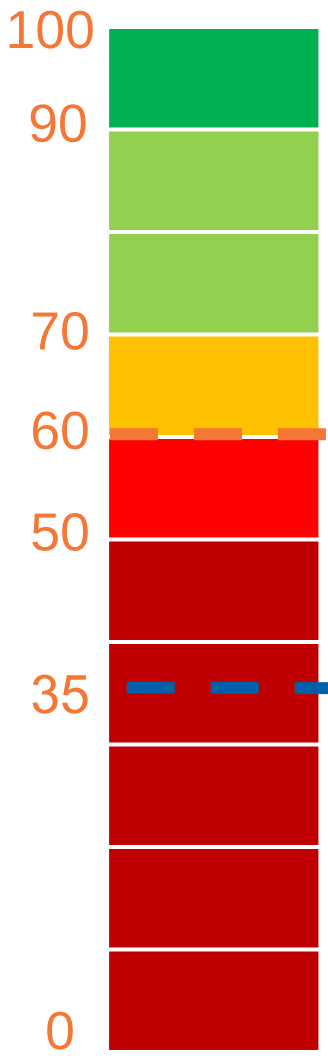
Interstate, Primary, Secondary ≥ 3500 – annual
Secondary < 3500 - 20% annually







Pavement Rating – What is Critical Condition Index (CCI)?



Sufficiency Percentage is the percentage of lane miles with a CCI score ≥ 60

What does CCI look like?



CCI 90-100 (Excellent)



CCI 50-59 (Poor)





Images show approximately CCI 35

Pavement Treatment - Maintenance Activities

Preventive (CCI 88-66)*





Surface Layer (covered)
Intermediate Layer
Base Layer
Subbase Layer
Subgrade

Preserves good pavements in good condition at low costs

* All CCI ranges are for plant mix, across all system categories

Corrective (CCI 65-41)*





Surface Layer (replaced)
Intermediate Layer
Base Layer
Subbase Layer
Subgrade

Addresses moderate distresses

4 times more expensive than PM

Restorative (CCI 59-26)*





Surface Layer (replaced)
Int. Layer (replaced)
Base Layer
Subbase Layer
Subgrade

Addresses moderate to heavy distresses

2 times more expensive than CM

Reconstruction (CCI <37)*





Surface Layer (replaced)
Int. Layer (replaced)
Base Layer (replaced)
Subbase Layer (replaced)
Subgrade

Addresses pavements under heavy distresses or in failed condition

2 times more expensive than RM

Pavements - Performance Measures

Performance Measure	Current Policy (CTB Approved December 2019) % Sufficiency*
Interstate	**82%** **No Section Critical Condition Index** **less than 35**
Primary	**82% for ≥ AADT*** 3,500** **75% for < AADT 3,500**
Secondary	**82% for ≥ AADT 3,500** **60% for < AADT 3,500**

*% Sufficiency – the percent of the pavement inventory with a CCI of 60 or better
**Critical Condition Index – (CCI) – rating system
***Annual Average Daily Traffic - AADT

Pavement Performance – Updates since 2019

VDOT experienced ongoing impacts

- Commodity Pricing
- Fuel Price Adjustments
- Related Inflationary costs to activities and contracts
- Award costs (asphalt, markings, MOT, etc.) up by 45% - (2019 – 2024)

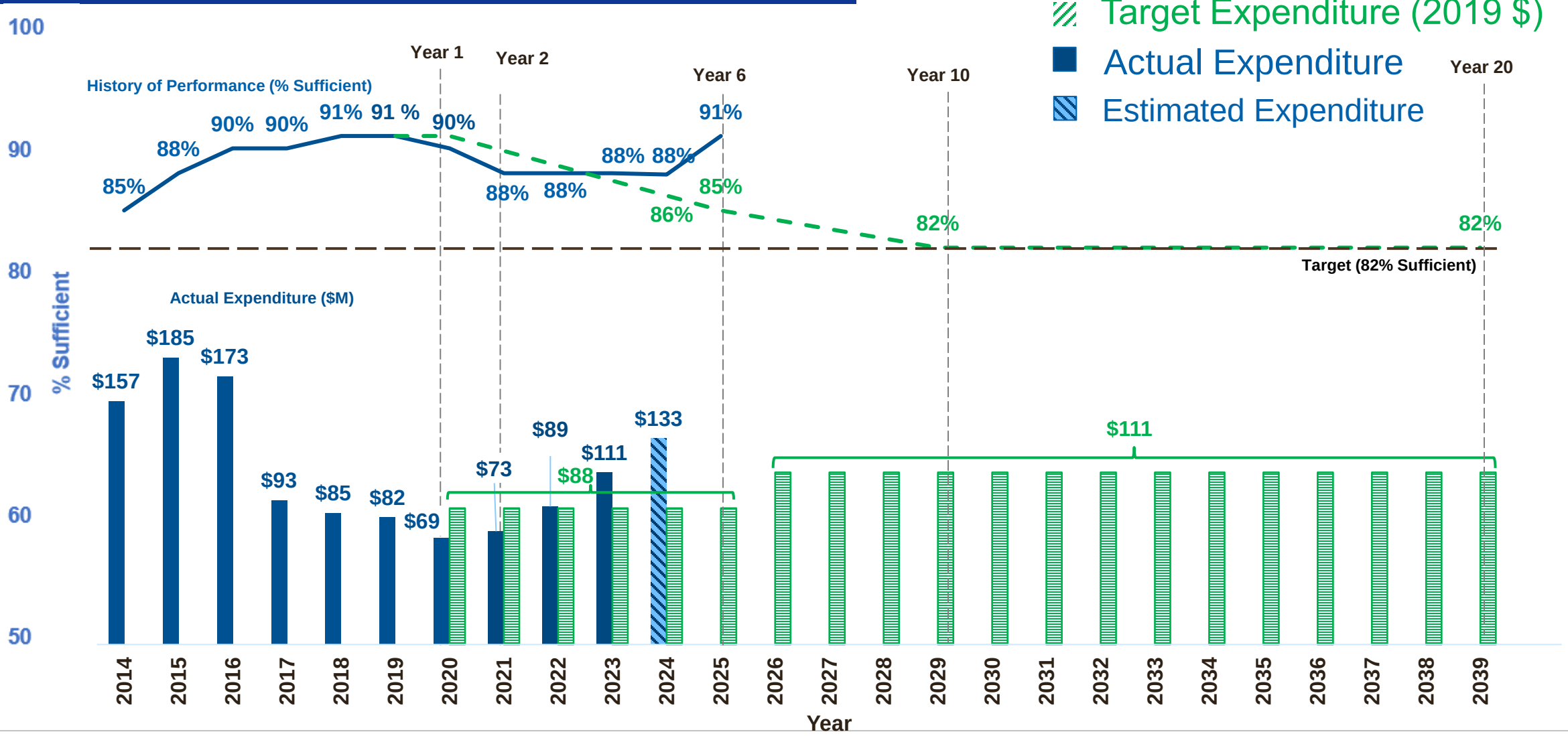
Pavements

- Interstate
  - Approximately 250 new lane miles in inventory additions which provided new pavement surface
  - Approximately 50% of the additions were in 2022 – 2024
    - Example – I-66 – 23 new lane miles in each direction; I-64 gap projects – when completed will add an additional 30 lane miles each direction but 90 miles total of new pavement in each direction.

Interstate Network – 20 Year Outlook

(*Target* & *Actual* Performance)

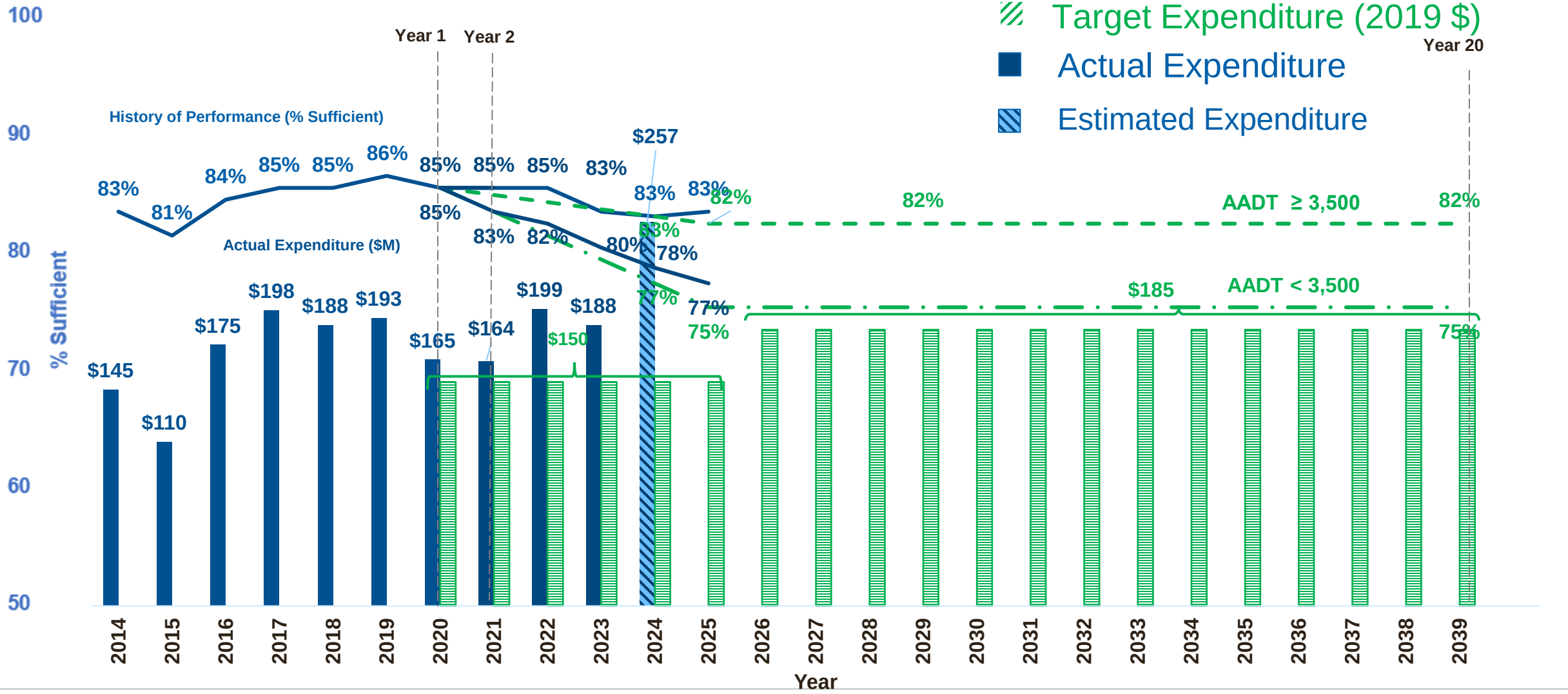
5,729 lane miles were evaluated



Primary Network – 20 Year Outlook

(*Target* & *Actual* Performance)

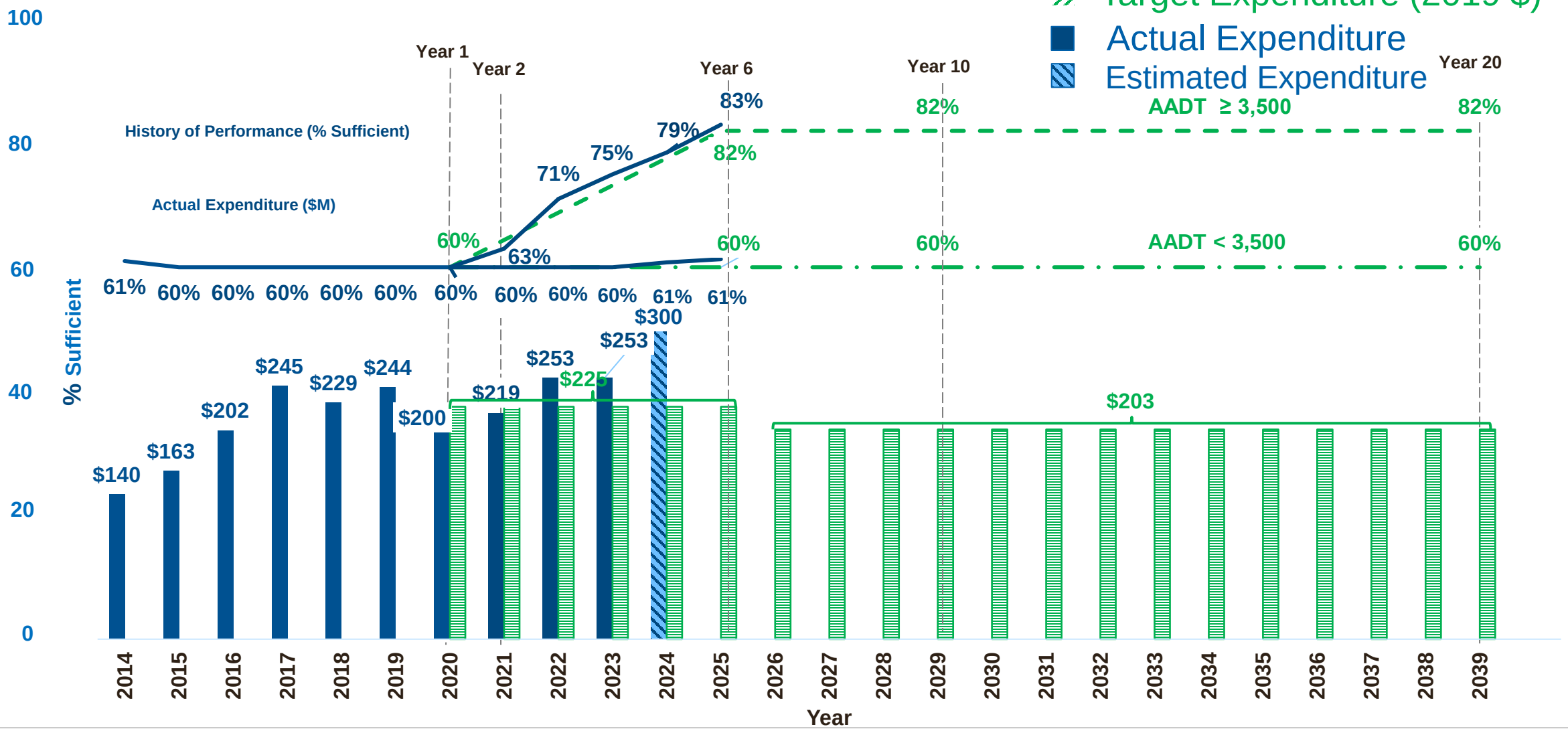
22,116 lane miles were evaluated



Secondary Network – 20 Year Outlook

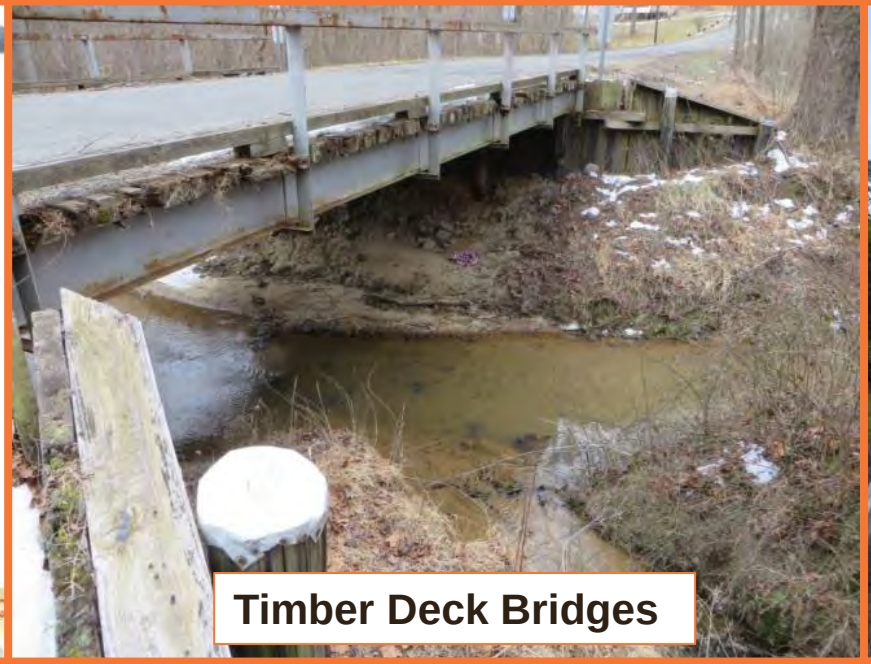
(*Target* & *Actual* Performance)

90,150 lane miles were evaluated



Structures

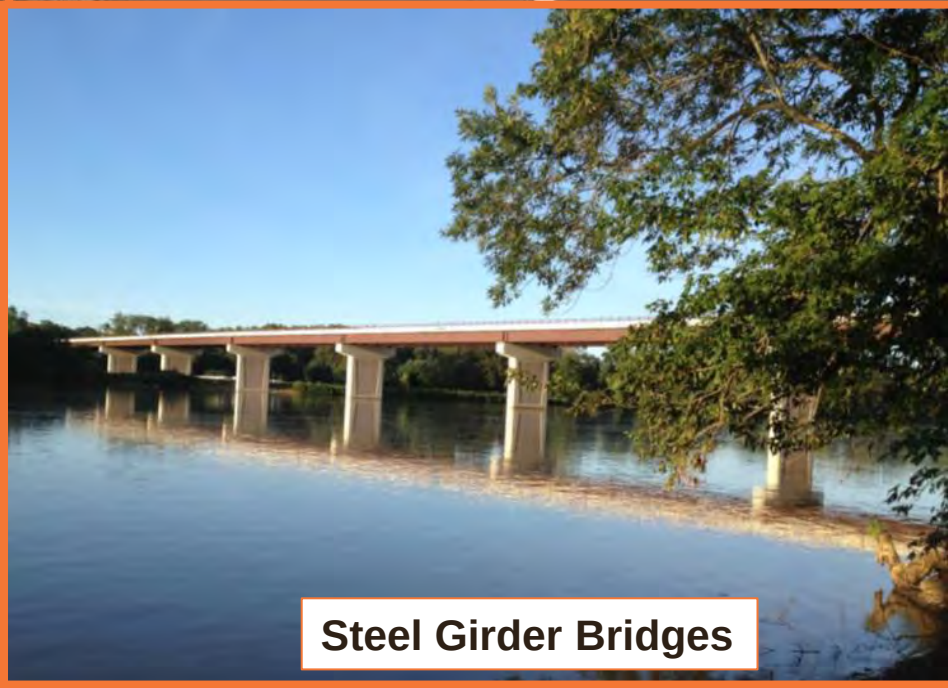








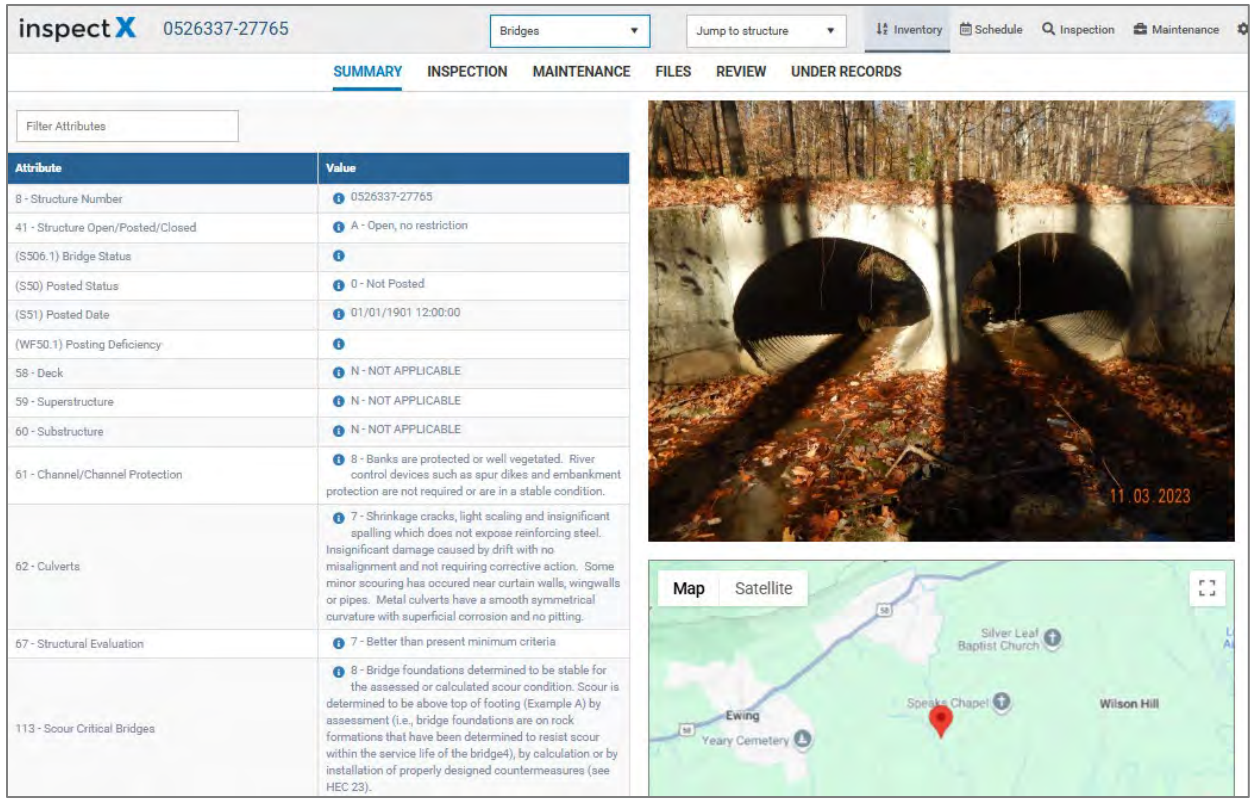




VDOT

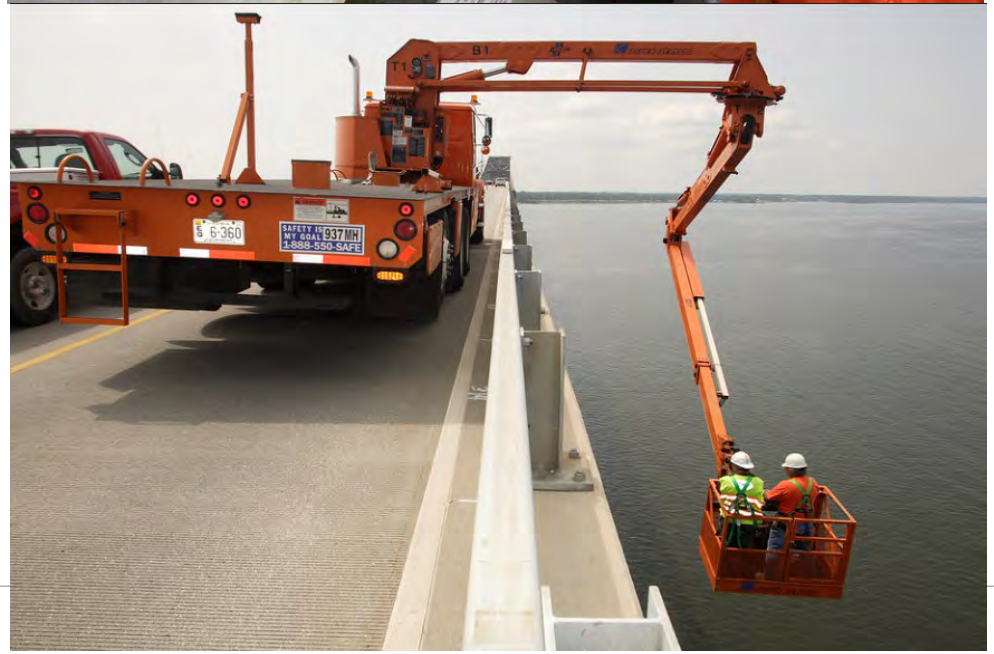
Structures Inventory – by Type

Structure Inspection & Assessment Process



2-year cycle

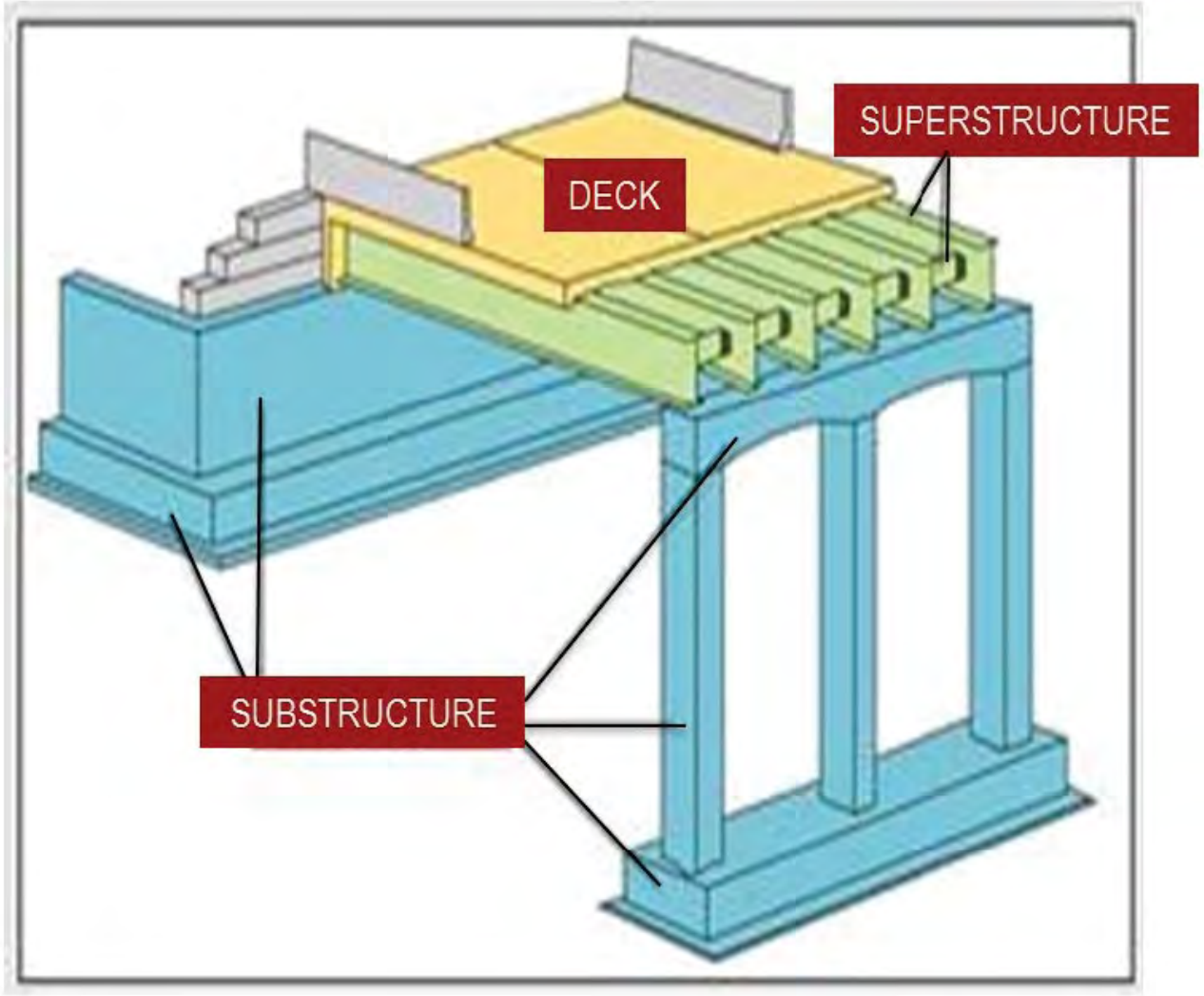




Bridge Rating - What is a GCR (General Condition Rating)?

9	Excellent	Good
8	Very Good	
7	Good	
6	Satisfactory	Fair
5	Fair	
4	Poor	Poor
3	Serious	
2	Critical	
1	Imminent Failure	
0	Failed	

Bridge Components



Structures - Performance Measures

Performance Measure Description	Current Policy Preservation (CTB Approved December 2019)	
	Average General Condition Rating (GCR)	% Not Poor
All Systems	≥ 5.6	N/A
Interstate		97% No Postings
Primary		93%
Secondary		90%

% Not Poor – percentage of structures with a GCR of 5 (Fair) or better

Bridge Performance – Updates since 2019

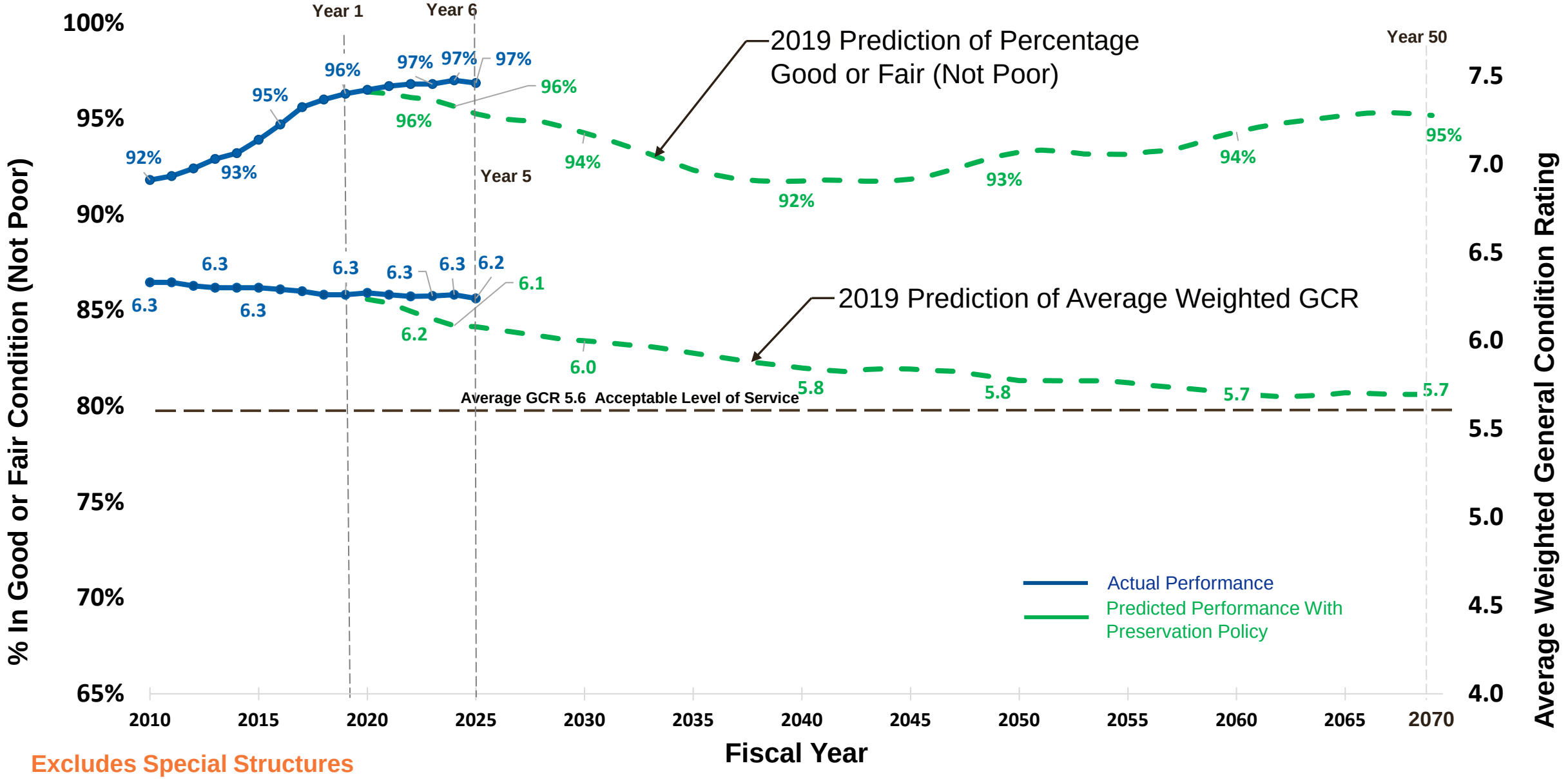
Preservation Approach – CTB approved December 2019

- **Preservation Activities and Investment Levels Evaluated (75%)**
  - Deck repair and preservation (overlays & joints)
  - Superstructure repair (beam ends) and preservation
  - Substructure repair and preservation
  - Culvert (liners)
- **Replacement Activities (25%)**
  - Components or whole structures

Infrastructure Investment and Jobs Act (IIJA) – December 2021

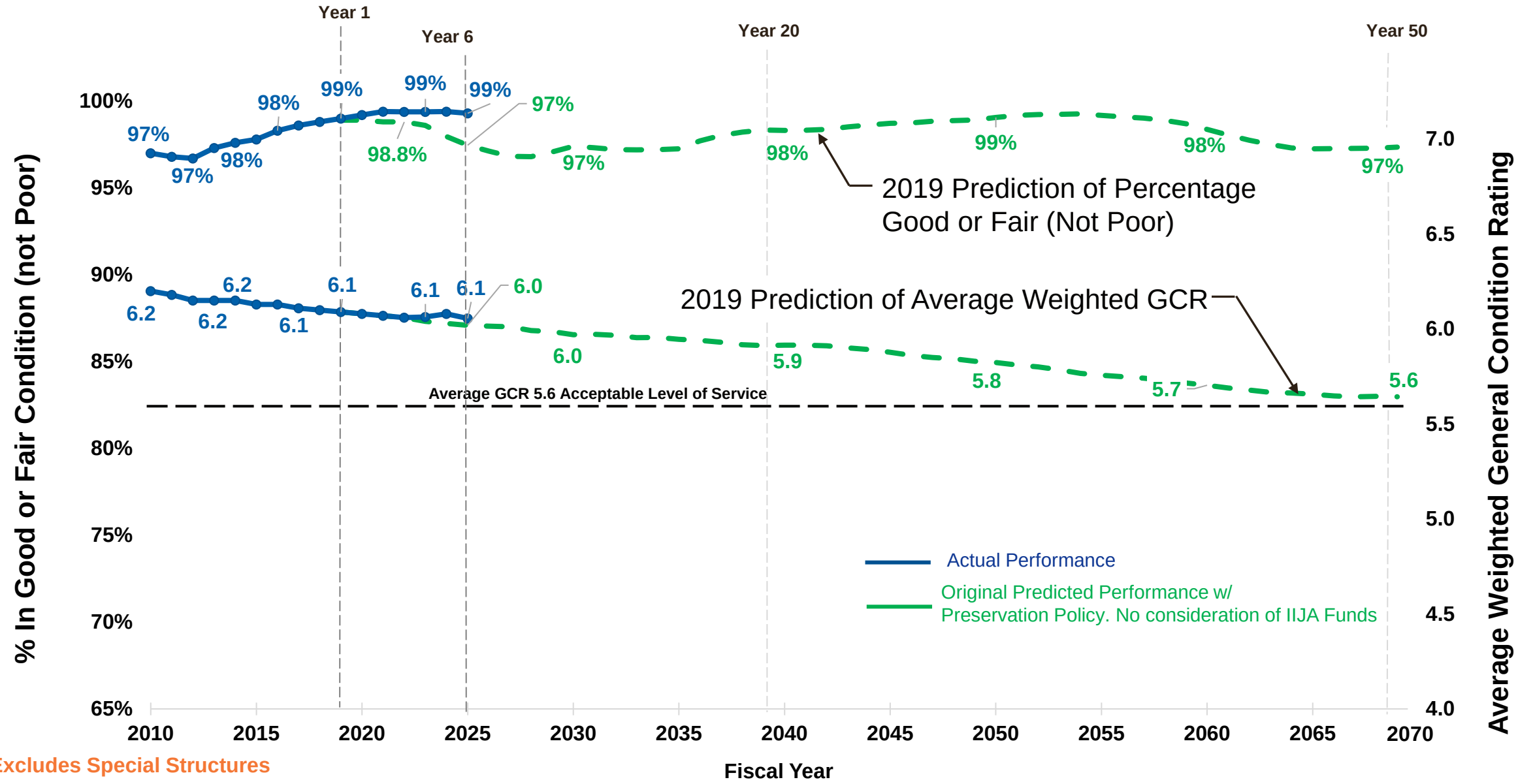
- **Over $570M – over 5 years for bridges**
- **VDOT accelerated the delivery schedule**
  - Focus on preservation of interstate bridges
  - Results apparent within first year
  - Prioritized overlays and joints

All Networks Combined – 50 Year Outlook - 21,302 Structures



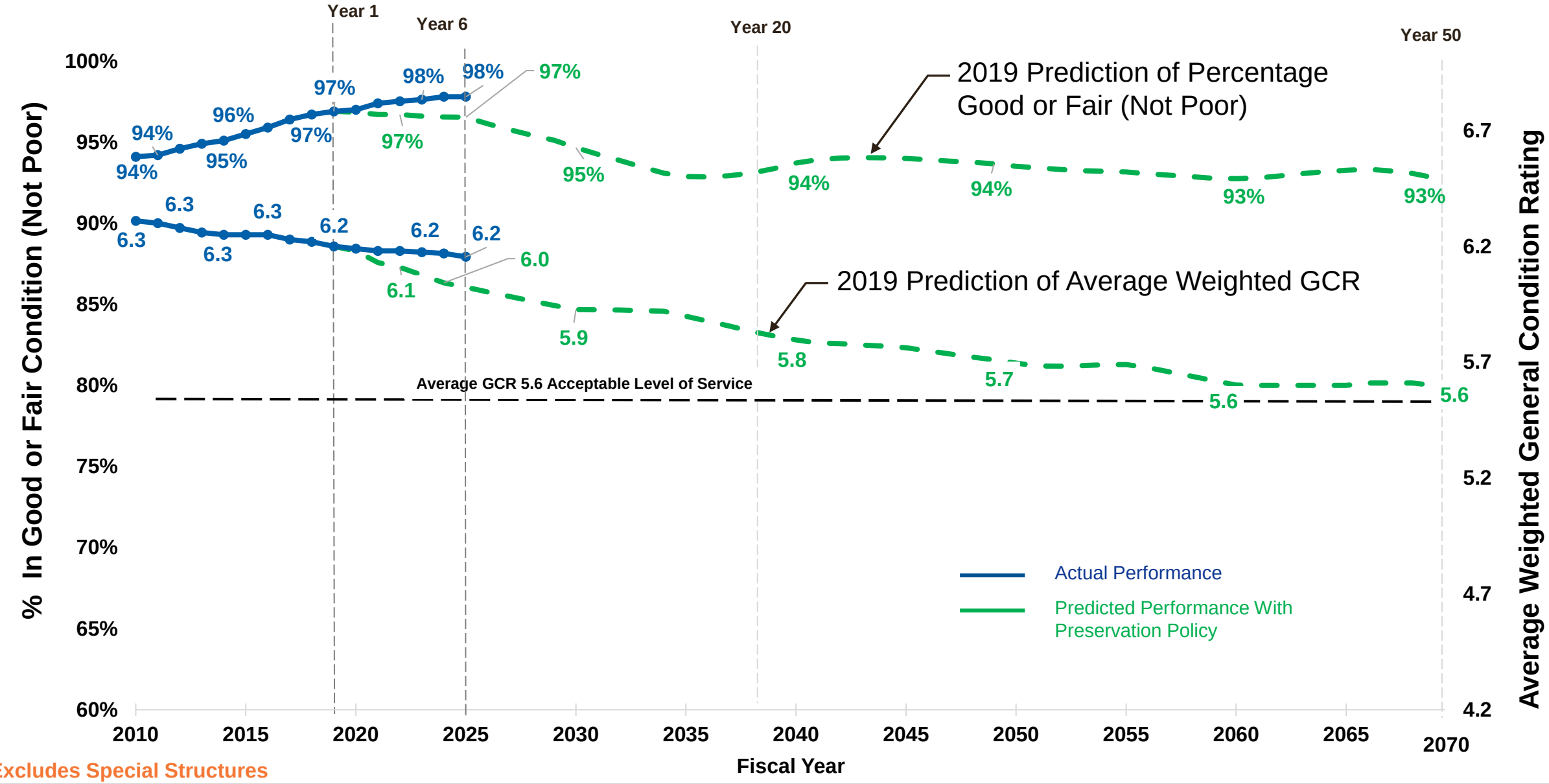
- Excludes Special Structures

Interstate Network – 50 Year Outlook - 2,443 Structures



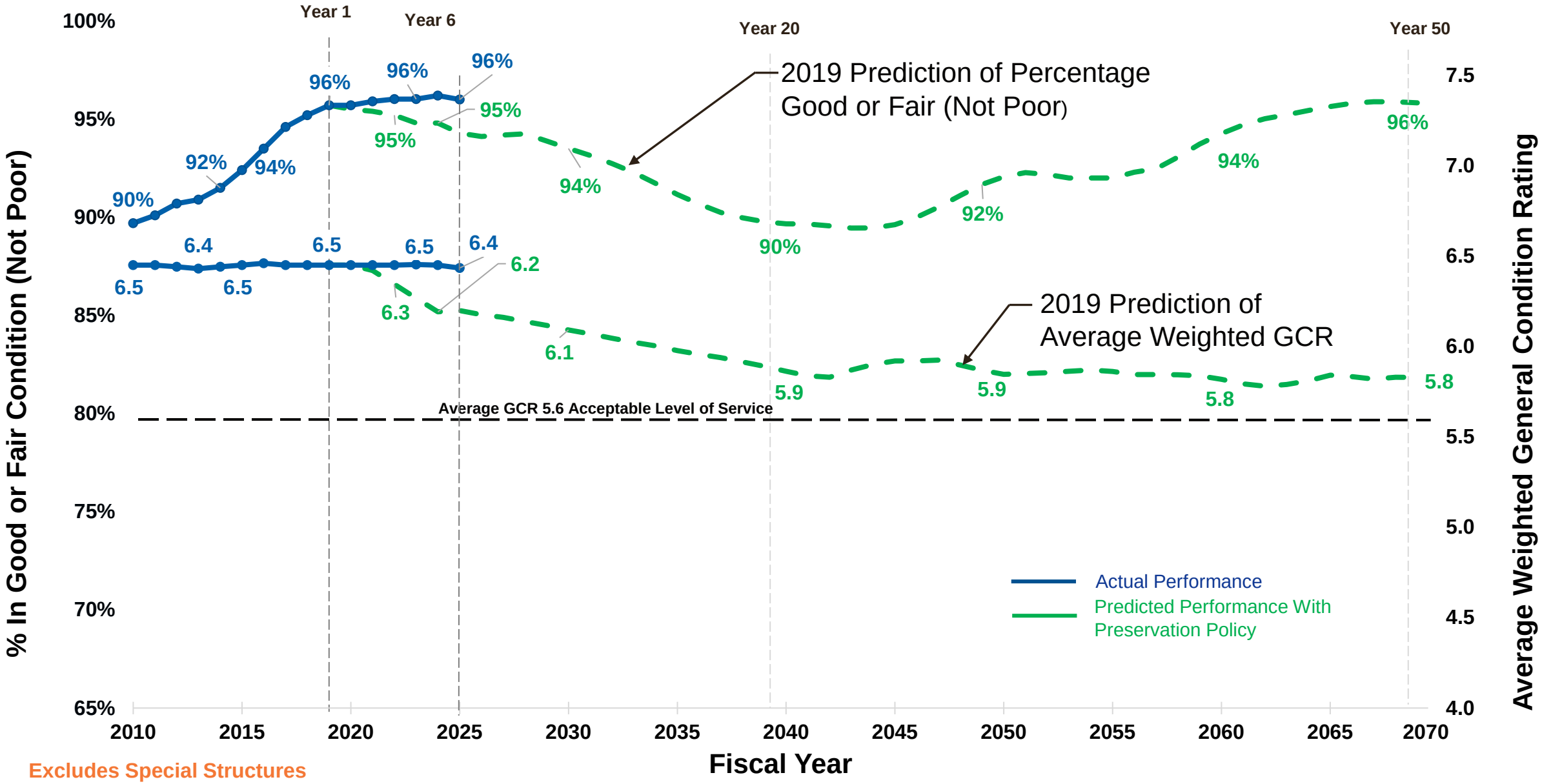
- Excludes Special Structures

Primary Network – 50 Year Outlook - 5,818 Structures



- Excludes Special Structures

Secondary Network – 50 Year Outlook - 13,041 Structures



- Excludes Special Structures

Routine Maintenance

Routine Maintenance – Performance Metrics

Asset	2019 Interim Target			FY 2024 Frequency Avg. / yr	FY 2024 Additional Funding (One Time Infusion - $50M)	FY 2025 Frequency Avg. / yr
	Frequency	Quantity				
Turf (Mowing)	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	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	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%

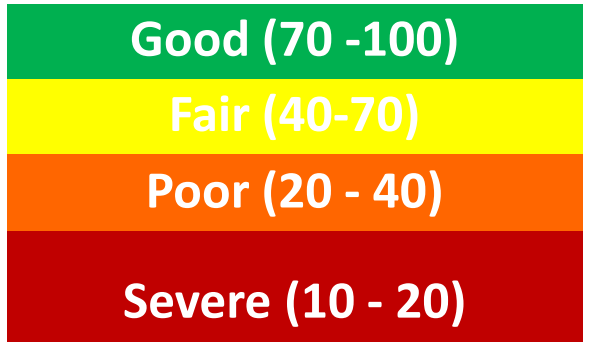
Special Structures

Special Structures – Health Index

- **Unique Health Index Developed for Each Category**
  - Movable Bridges (introduced in 2021)
  - Tunnels (introduced in 2021)
  - Fixed-Span Structures (introduced in 2022)
- **Current Briefing**
  - 4 Year of progress on movable bridge health index
  - 4 Year of progress on tunnel health index
  - 3 Year of progress on fixed-span structure index

Special Structures – Health Index

- **Measures the Overall Health from 0 (Worst) to 100 (Best)**
  - Assesses individual structures and systems within a structure

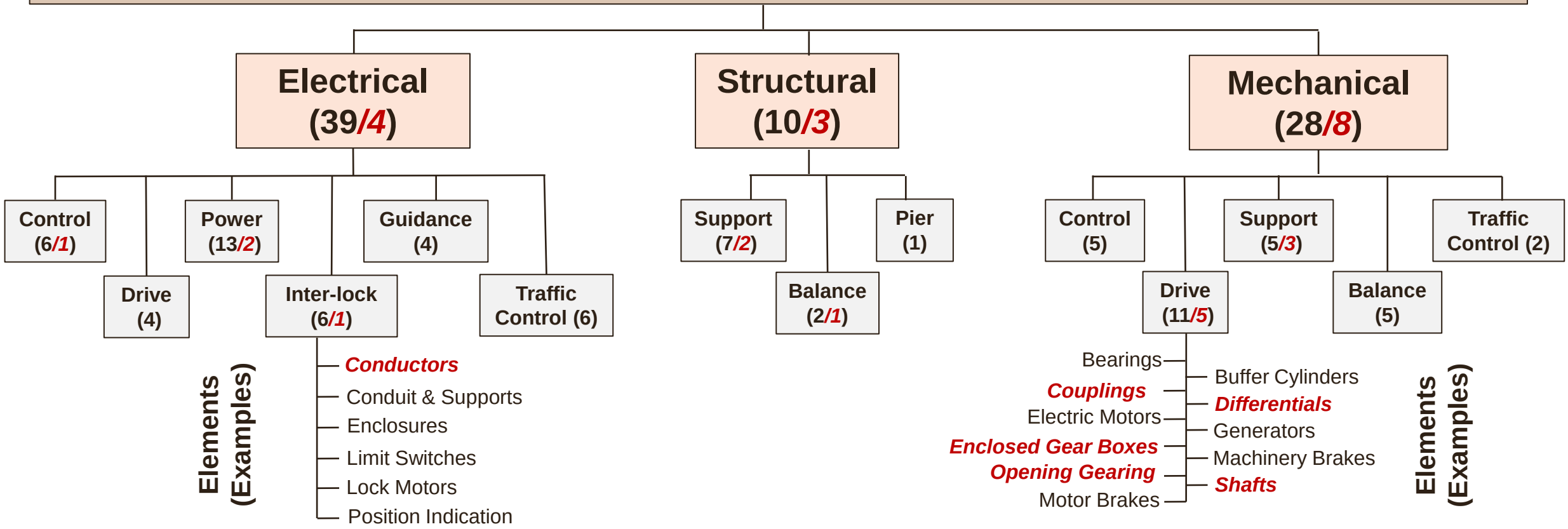


- **Data Collection and Inspection**
  - Each element on each structure evaluated
  - Assigned “condition states”, which can vary from Good to Severe
  - Inspected every 2 years

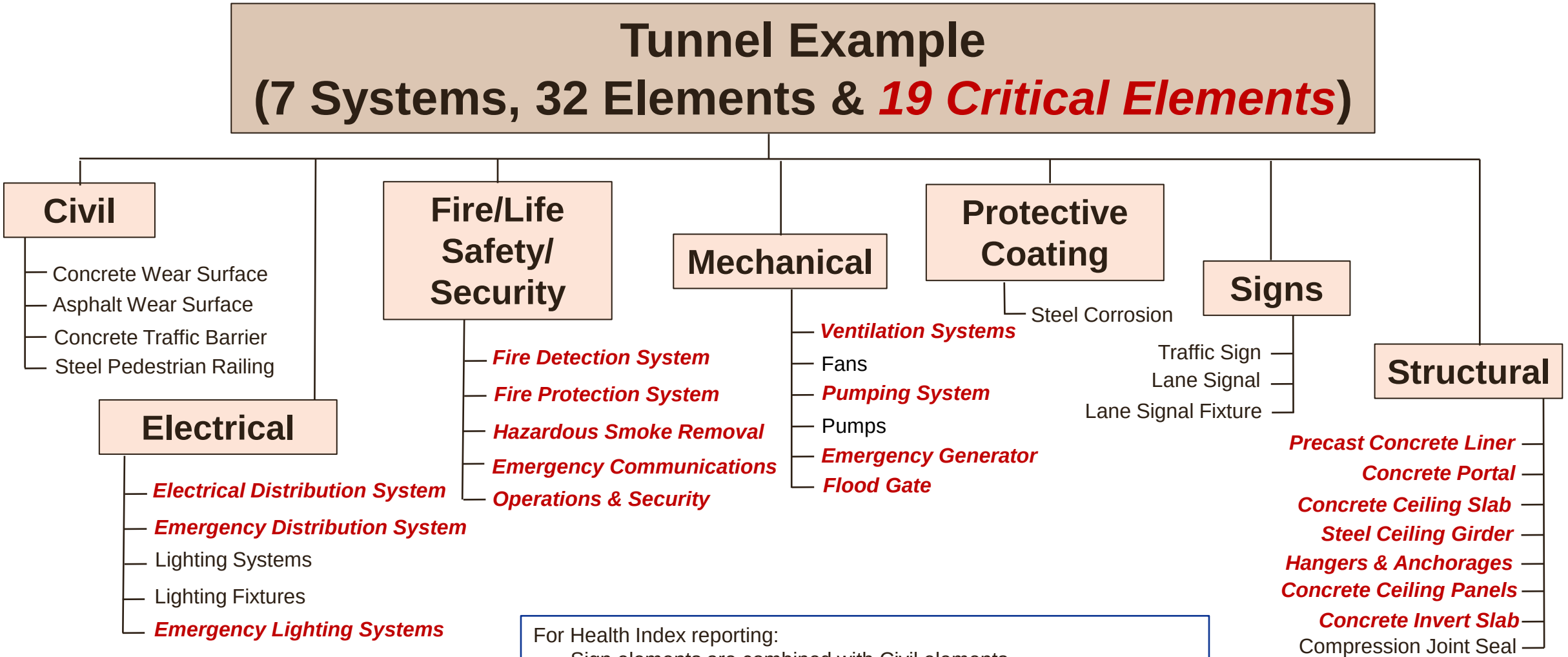
- **Health Index Calculated by Weighting Elements by Safety & Risk**

Health Index Sample Methodology- Movable Bridges

Movable Bridge Example
(3 Systems, 14 Subsystems, 81 Elements & *16 Critical Elements*)



Health Index Sample Methodology- Tunnels



For Health Index reporting:

- Sign elements are combined with Civil elements.
- Protective Coating elements are combined with Structural elements

Movable Bridge Health Index: Changes 2024 - 2025

Bridge	2024 Summary of Health Index for each System or Component on Each Movable Bridge							
	Movable Span Systems				Approach (Fixed) Span Components			
	Electrical	Mechanical	Structural	Overall HI Movable Bridge	Deck	Super-structure	Sub-structure	Overall HI Approach Spans
Benjamin Harrison								
Berkley EBL								
Berkley WBL								
Chincoteague								
Coleman								
Eltham								
Gwynn's Island								
High Rise								
James River								

2024 Percentage & Number of Systems in Each Condition Category	
Good	32% (17)
Fair	59% (32)
Poor	7% (4)
Severe	2% (1)

Bridge	2025 Summary of Health Index for each System or Component on Each Movable Bridge							
	Movable Span Systems				Approach (Fixed) Span Components			
	Electrical	Mechanical	Structural	Overall HI Movable Bridge	Deck	Super-structure	Sub-structure	Overall HI Approach Spans
Benjamin Harrison	↓							
Berkley EBL								
Berkley WBL								
Chincoteague		↓						
Coleman								
Eltham		↓	↓			↓		
Gwynn's Island								
High Rise	↓				↓	↑		
James River								

2025 Percentage & Number of Systems in Each Condition Category	
Good	26% (14)
Fair	59% (32)
Poor	13% (7)
Severe	2% (1)

Improvements

- Fair to Good: **High Rise -** Superstructure

7 Deteriorations

Good to Fair: **Chincoteague & Eltham** - Mechanical; **Eltham** – Structural; **High Rise** - Deck

Fair to Poor: **Benjamin Harrison & High Rise** – Electrical; **Eltham** - Superstructure

Work is underway on:

- Benjamin Harrison
- Berkley EBL & WBL
- Eltham
- Gwynn's Island
- James River

VDOT

Tunnel Health Index: Changes 2024 - 2025

2024 Summary of Health Index for Each System on Each Tunnel						
Tunnel	**Civil**	**Electrical**	**Fire/Life Safety/Security**	**Mechanical**	**Structural**	**Overall HI**
Big Walker						
East River						
Hampton Roads Eastbound						
Hampton Roads Westbound						
Monitor Merrimac						
Rosslyn						
I-564						

2024 Percentage & Number of Systems in Each Condition Category	
Good	28% (10)
Fair	63% (22)
Poor	9% (3)
Severe	0% (0)

2025 Summary of Health Index for Each System on Each Tunnel						
Tunnel	**Civil**	**Electrical**	**Fire/Life Safety/Security**	**Mechanical**	**Structural**	**Overall HI**
Big Walker						
East River						
Hampton Roads Eastbound		↑				
Hampton Roads Westbound				↓		
Monitor Merrimac						
Rosslyn				↑		
I-564			↓			

2025 Percentage & Number of Systems in Each Condition Category	
Good	28% (10)
Fair	63% (22)
Poor	9% (3)
Severe	0% (0)

2 Improvements
Fair to Good: **Hampton Roads EBL** - Electrical
Poor to Fair: **Rosslyn** - Mechanical

2 Deteriorations
Fair to Poor: **Hampton Roads WBL** - Mechanical
Good to Fair: **I-564** - Fire/Life Safety/Security

Work is underway on:
- Big Walker & East River
- HRBT
- MMMBT
- Rosslyn
- I-564

Fixed Span Bridge* Health Index: Changes 2024 - 2025

2024 Summary of Health Index for Each Component on Each Fixed Span Bridge				
Bridge Name	**Deck**	**Superstructure**	**Substructure**	**Overall**
460 Connector Bridges				
HRBT** Approaches				
MMMBT*** Approaches				
Norris Bridge				
Smart Road Bridge				
Varina Enon Bridge				
Willoughby Bay Bridges				

2024 Percentage & Number of Components in Each Condition Category	
Good	43% (9)
Fair	52% (11)
Poor	5% (1)
Severe	0% (0)

2025 Summary of Health Index for Each Component on Each Fixed Span Bridge				
Bridge Name	**Deck**	**Superstructure**	**Substructure**	**Overall**
460 Connector Bridges				
HRBT Approaches				
MMMBT Approaches				
Norris Bridge				
Smart Road Bridge				
Varina Enon Bridge				
Willoughby Bay Bridges				

2025 Percentage & Number of Components in Each Condition Category	
Good	43% (9)
Fair	52% (11)
Poor	5% (1)
Severe	0% (0)

Notable Elements of 10 Year Plan

- HRBT Approaches and Willoughby Bay Bridges will be complete
- Preservation emphasis for:
  - Varina-Enon
  - James River Approaches
  - MMMBT Approaches
- Norris advertisement in 2028

*Condition information for High Rise Bridge Approach Spans & James River Bridge Approach Spans is provided on the Movable Bridge Health Index slide

**Hampton Roads Bridge Tunnel

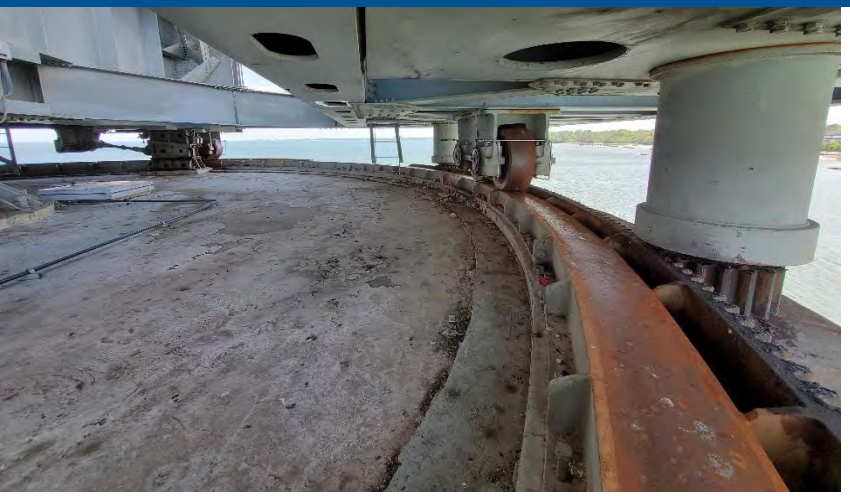
***Monitor Merrimac Memorial Bridge-Tunnel

No Improvements

No Deteriorations

Special Structures - Accomplishments

Hampton Roads District





Coleman Bridge

Balance Wheel

Hampton Roads Bridge Tunnel

Invert Slab

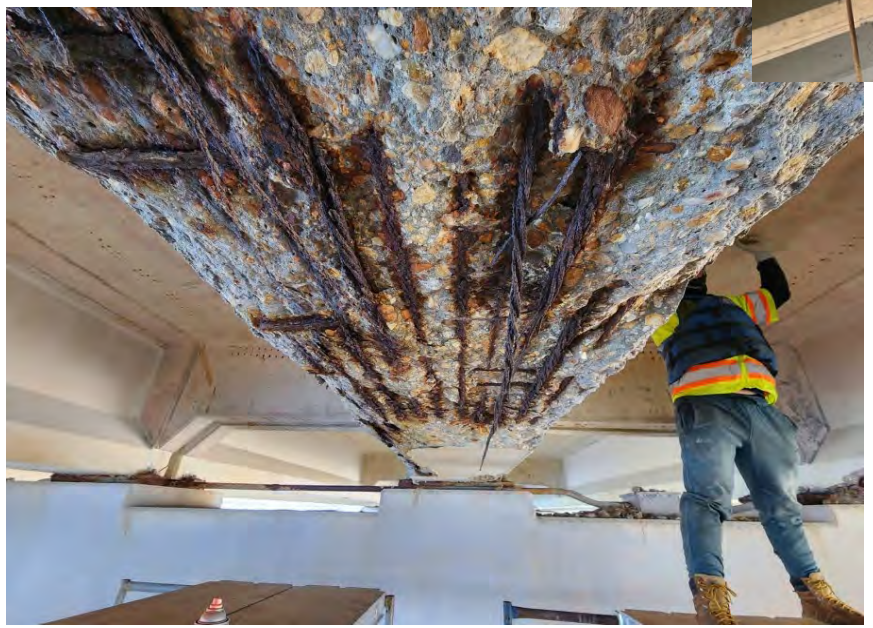




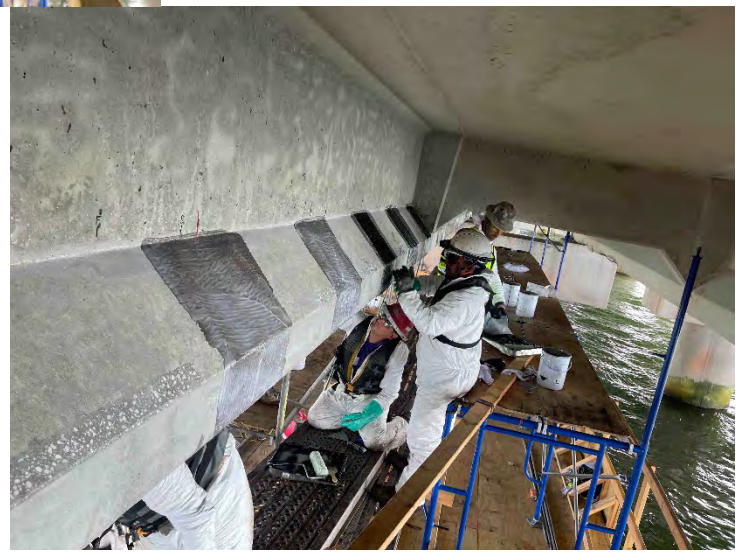
Hampton Roads District
James River Bridge Beam Strengthening











NOVA District – Rosslyn Tunnel

Tunnel Ceiling Panel Conditions Before Rehabilitation



Corroded Steel Framing and Hangers



Cracked Ceiling Panel



Corroded Steel Sheeting in the Underside of Ceiling Panel

NOVA District – Rosslyn Tunnel

Wall Tile Conditions Before Rehabilitation



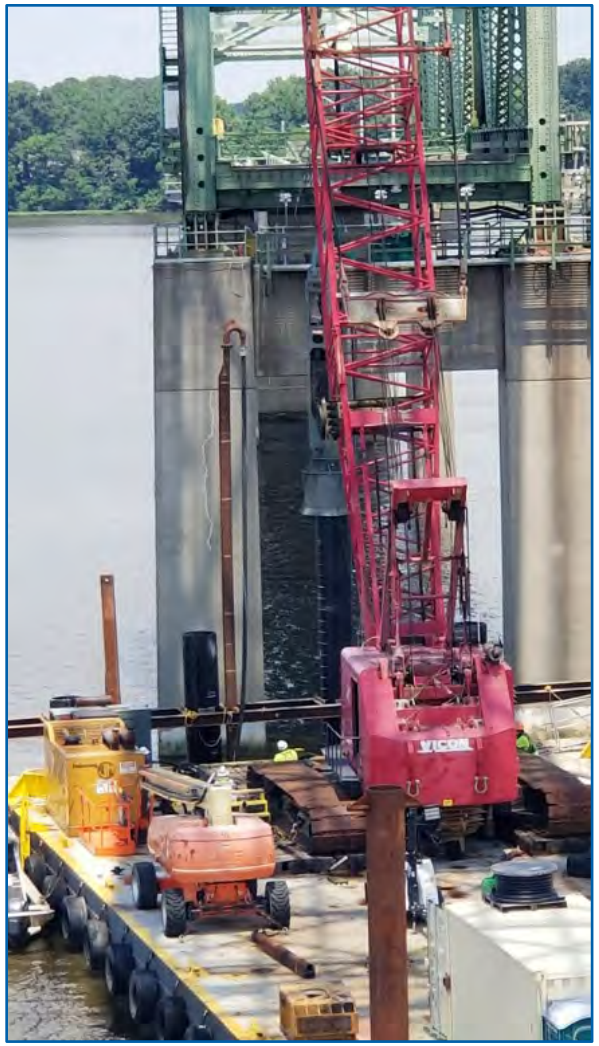
NOVA District – Rosslyn Tunnel

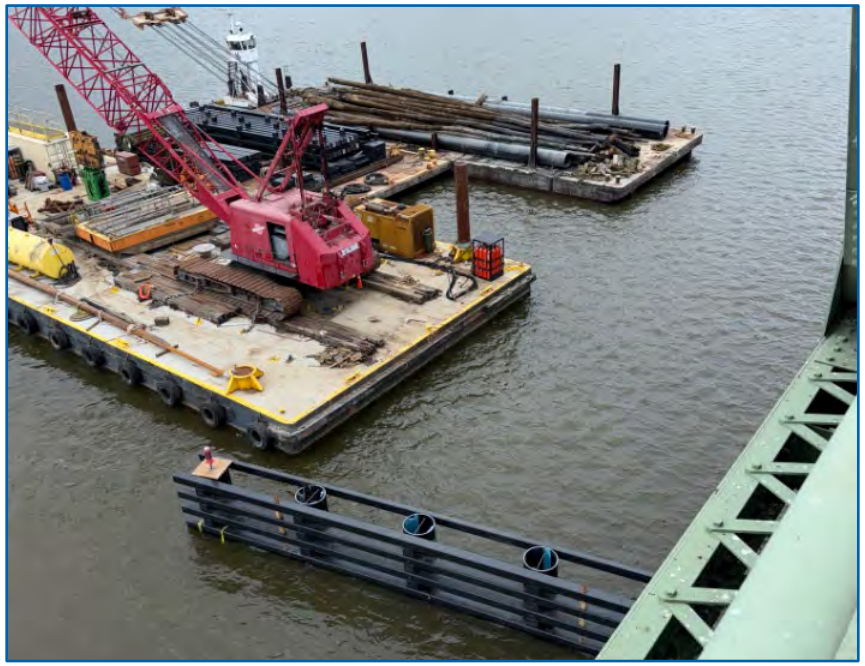
Ceiling Removed, Beams Fireproofed, Wall Tiles Repaired & New Lighting Installed

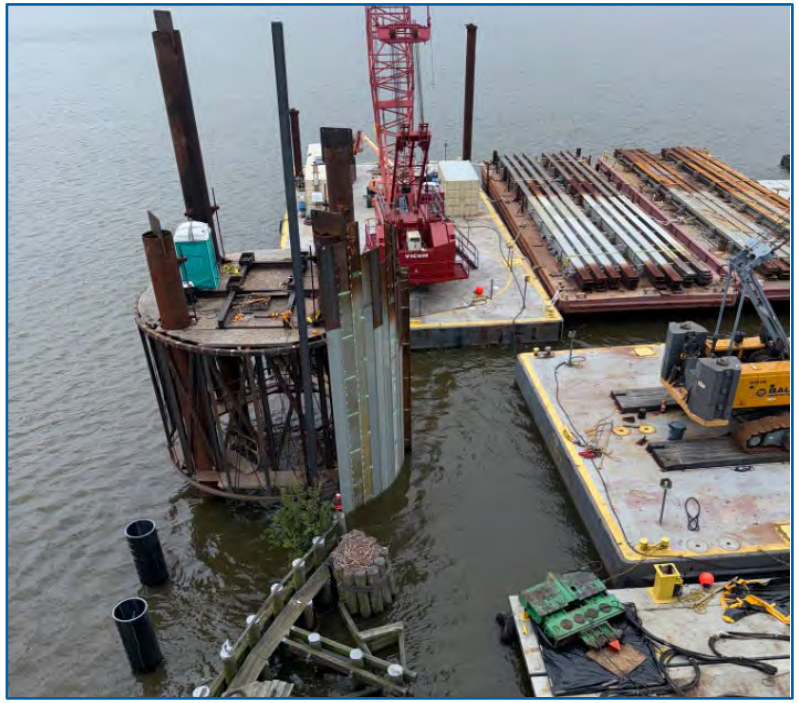


Richmond District – Benjamin Harrison Movable Bridge

Fender & Dolphin Pier Protection Project



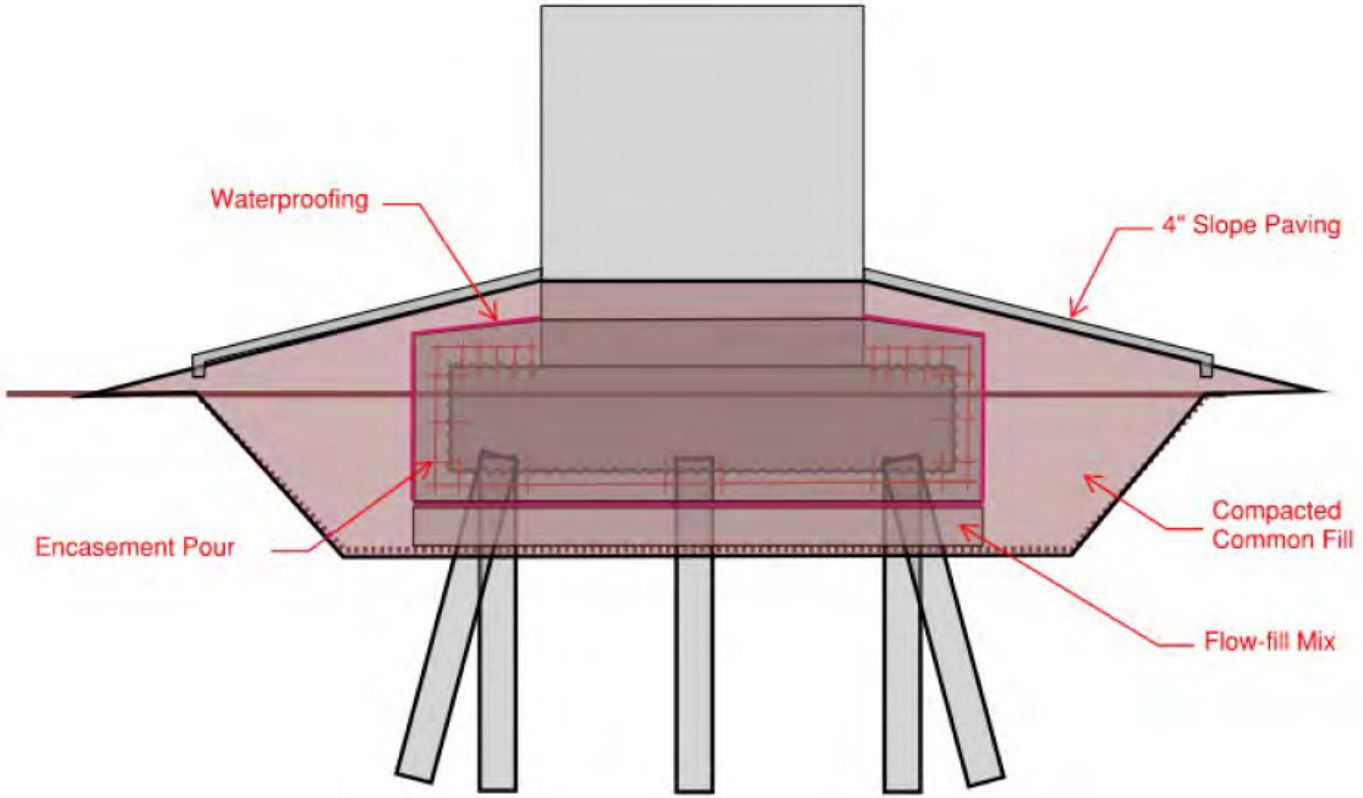




Richmond District – Varina Enon Bridge

Footing Crack Monitoring Gauges & North Approach Footing ASR Encasement





Emergencies

Maintenance and Operations Program - Flexibility

Emergencies

- **Extreme weather events (Statewide storms 2025 - $645M)**
  - Snow and ice (2025 - $407M)
  - Hurricanes/Floods (2025 - $238M)
- **Unexpected events**
  - Bridge hits
  - Sinkhole

FY 2025 Action and Repayment Status	Amount (in millions)
Final Loan Amount from Construction Fund	$159.2
Repayments to date from reimbursements	($12.0)
Remaining Balance	$147.2









Need to Retain Flexibility


VDOT
Virginia Department of Transportation


VDOT
Virginia Department of Transportation


VDOT
Virginia Department of Transportation

AMENDMENT OF THE RULES AND REGULATIONS GOVERNING RELOCATION ASSISTANCE (24VAC30-41) AND REMOVAL OF ASSOCIATED GUIDANCE DOCUMENT

Jo Anne Maxwell
Director, Governance and Legislative Affairs

October 14, 2025

24VAC30-41

- **The Rules and Regulations Governing Relocation Assistance (24VAC30-41)**
  - **Required to implement the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the associated federal regulation.**
  - **Establishes the procedures for VDOT's provision of relocation assistance to persons displaced by any project on which state or federal funds are or will be utilized.**

Regulatory Amendments and Removal of Guidance Document

- **24VAC30-41 includes a document incorporated by reference (DIBR) entitled *Guidance Document for Determination of Certain Financial Benefits for Displacees,* effective October 1, 2014.**
- **The DIBR is an outdated guidance document posted on Town Hall originally intended to outline procedures for VDOT staff but is no longer current nor necessary.**
- **The regulation must be amended to remove this DIBR and to remove references to the document within the regulatory text.**
- **The guidance document must also be removed from the official list of guidance documents of the CTB and VDOT on Town Hall.**

Reason for Removal

- The document was originally intended to be an internal resource for relocation agents in the field.
- This document is no longer used or needed.
- The document largely duplicates information contained in regulatory text.
- Other resources are now available for agents regarding relocation assistance, but it is not necessary to reference these within the regulation.

Regulatory Process

- **The regulatory amendments can be advanced through a Fast-Track rulemaking. Fast-Track rulemaking is a one-stage process for promulgating a regulation/regulatory amendment that is expected to be noncontroversial.**
  - **Includes OAG and Executive Branch approval, notification to relevant General Assembly committees, publication in the *Virginia Register of Regulations* and a 30-day public comment period.**
- **The process for removing a guidance document includes:**
  - **Executive Branch approval, publication in the *Virginia Register of Regulations* and a 30-day public comment period.**

Next Steps

- **CTB will be presented with a resolution to approve the Fast-Track action to remove the DIBR and associated references from 24VAC30-41 and the action to remove the guidance document from the official guidance documents list on Town Hall.**
- **If approved, VDOT will initiate the regulatory processes for the amendments to 24VAC30-41 and for the removal of the guidance document.**

Questions?

Project 8360 - Fast-Track

Department of Transportation

Amend Rules and Regulations Governing Relocation Assistance

24VAC30-41-220. Moving expense schedule.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24VAC30-41-300. Searching expenses.

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

for a replacement location, and includes expenses for:

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

2. Meals and lodging away from home;

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

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

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

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

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

24VAC30-41-310. Reestablishment expenses.

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

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

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

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

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

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

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

6. Advertisement of replacement location;

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

a. Lease or rental charges;

b. Personal or real property taxes;

c. Insurance premiums; and

d. Utility charges, excluding impact fees; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. The same premises and equipment are shared;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A. Method.

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

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

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

replacement housing.

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

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

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

Example
Major Exterior Attribute (swimming pool)

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

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

C. Comparable housing not available.

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

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

comparable standards.

24VAC30-41-520. General.

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

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

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

24VAC30-41-650. General.

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

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

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

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

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

townhall.virginia.gov

Fast-Track Regulation
Agency Background Document

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

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

Brief Summary

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

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

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

Acronyms and Definitions

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

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

Statement of Final Agency Action

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

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

Mandate and Impetus

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

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

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

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

Legal Basis

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

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

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

Purpose

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

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

Substance

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

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

Issues

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

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

Requirements More Restrictive than Federal

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

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

Agencies, Localities, and Other Entities Particularly Affected

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

Other State Agencies Particularly Affected

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

Localities Particularly Affected

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

Other Entities Particularly Affected

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

Economic Impact

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

Impact on State Agencies

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

Impact on Localities

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

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

Impact on Other Entities

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

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

Alternatives to Regulation

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

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

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

Regulatory Flexibility Analysis

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

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

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

Public Participation

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

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

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

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

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

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

Detail of Changes

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

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

Table 1: Changes to Existing VAC Chapter(s)

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

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

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

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

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

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

Table 3: Changes to the Emergency Regulation

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

townhall.virginia.gov

Fast-Track Regulation
Agency Background Document

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

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

Brief Summary

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

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

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

Acronyms and Definitions

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

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

Statement of Final Agency Action

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

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

Mandate and Impetus

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

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

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

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

Legal Basis

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

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

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

Purpose

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

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

Substance

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

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

Issues

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

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

Requirements More Restrictive than Federal

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

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

Agencies, Localities, and Other Entities Particularly Affected

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

Other State Agencies Particularly Affected

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

Localities Particularly Affected

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

Other Entities Particularly Affected

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

Economic Impact

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

Impact on State Agencies

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

Impact on Localities

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

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

Impact on Other Entities

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

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

Alternatives to Regulation

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

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

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

Regulatory Flexibility Analysis

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

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

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

Public Participation

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

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

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

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

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

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

Detail of Changes

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

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

Table 1: Changes to Existing VAC Chapter(s)

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

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

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

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

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

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

Table 3: Changes to the Emergency Regulation

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


VDOT
Virginia Department of Transportation

REGULATORY REDUCTION EFFORTS: REMOVAL OF DOCUMENT INCORPORATED BY REFERENCE FROM 24VAC30-91

Subdivision Street Requirements (SSR)

Rob Hofrichter
Director, Office of Land Use

October 14, 2025

Continuation of Regulatory Reduction Efforts

- **Executive Order 19 – Issued June 30, 2022**
  - **Created the Office of Regulatory Management (ORM) to, among other things, work with each regulatory agency to review all existing regulations, to reduce the overall regulatory burden on the public.**
  - **ORM's guidance on EO 19 required each agency to reduce the agency's discretionary regulatory burden on the public by 25% and the goal has now been increased to 35%.**
    - **Can be achieved by cutting discretionary regulatory requirements identified in the agency's regulatory baseline catalog or by streamlining regulatory requirements (i.e., reducing costs, time, paperwork, etc.)**
  - **While the CTB and VDOT have surpassed the increased regulatory reduction goal, VDOT continues to identify means of reducing requirements and streamlining regulations.**

Proposed Revision to SSR Regulation (24VAC30-91)

- VDOT has identified an opportunity to reduce regulatory requirements under the Subdivision Street Requirements (SSR) regulation (24VAC30-91).
- The SSR (an older regulation) establish the conditions and standards that must be met for certain subdivision streets constructed by private entities to be accepted into the state secondary system for maintenance by VDOT.
- The SSR was replaced by a more recent regulation, the Secondary Street Acceptance Requirements (SSAR).
    - However, proposed developments with roads to be accepted into the secondary system whose plans were submitted to VDOT prior to July 1, 2009, may be grandfathered and subjected to the older SSR in lieu of the SSAR regulations.

Proposed Revision to SSR Regulation (24VAC30-91)

- **Several Documents Incorporated by Reference (DIBR) are included in the SSR regulation.**
  - **After reviewing the SSR regulation in the continued regulatory reduction effort, VDOT determined the following DIBR is not set out as a requirement within the body of the regulatory text and should be removed as a DIBR.**
    - American Association of State Highway and Transportation Officials, *Standard Specifications for Highway Bridges*, effective 1996.
- **Removal of this DIBR will result in a reduction of regulatory requirements and potential confusion on the part of regulants.**

Fast-Track Regulatory Action

- In the more recent Executive Order relating to regulatory reductions (EO-51), agencies were encouraged, where possible, to utilize the fast-track process for implementing regulatory reductions.
- The fast-track process is a one-stage process for regulatory actions that are expected to be noncontroversial.
- The fast-track process includes Executive Branch review and notification of appropriate General Assembly committees and the Joint Committee on Administrative Rules (JCAR).
- 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

- **CTB will be requested to approve the proposed amendment to 24VAC30-91.**
  - **If the amendment is approved by the CTB, VDOT staff will file the fast-track regulatory action on Town Hall.***
  - **The action will then go through Executive Branch review and notification of relevant committees, after which it will be published in the Virginia Register for the public to review.**
  - **The amendments become effective 15 days after the close of the public comment period.**

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


VDOT
Virginia Department of Transportation

REVENUE SHARING PROGRAM

Program Guidelines Update

Terry Short Jr., AICP, Local Assistance Division Director

October 14, 2025

Revenue Sharing Program Overview

- The Revenue Sharing program is a $200M biennial, state-funded program
  - Funds typically allocated in SYIP Years 3 and 4
  - State allocations require a dollar-for-dollar match

- Flexible funding and eligibility includes the construction, reconstruction, improvement, or maintenance of roadways

RS Program Guideline Formatting/Reduce Redundancy

- Formatting updates to provide consistency with other Local Assistance Division guideline documents

- Content updates to improve readability, streamline the document, and reduce redundancy
  - Word count reduction of 1,789 words (29% reduction)
  - Page length reduction of 13 pages (50% reduction)

RS Guideline Program Consistency

- Adjustment to streamline the process of canceling a Revenue Sharing project
  - Receive cancellation requests from the locality's authorized individual as opposed to a governing body resolution
  - Aligns to other funding program procedures
  - Expedites the return of funds from cancelled projects

Next Steps

- **December 2025 meeting, the CTB will be presented with a Resolution proposing to update the Revenue Sharing program's guidelines**

- **Seek Commissioner delegation for future administrative guideline updates**

- **If approved by the CTB, the proposed guideline updates will be posted to Town Hall**


VDOT
Virginia Department of Transportation





Revenue Sharing



Local Assistance Division

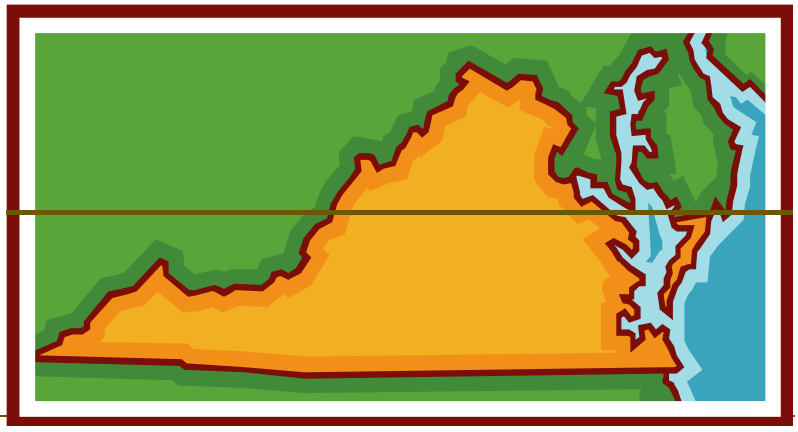






Revenue Sharing Program Guidelines

2023



1.1.1.1

For further information, contact

Local VDOT Manager
or

Local Assistance Division
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Richmond, Virginia 23219
(804)786-2746

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VDOT GOVERNANCE DOCUMENT

VIRGINIA DEPARTMENT OF TRANSPORTATION

LOCAL ASSISTANCE DIVISION

REVENUE SHARING PROGRAM GUIDELINES

This document provides a comprehensive summary of the Revenue Sharing Program as established by the *Code of Virginia* and as governed by the policies of the Commonwealth Transportation Board (CTB). It is intended to serve as a reference for local jurisdictions and VDOT staff in preparation and disposition of applications for program funding guidance.

This document defines eligible projects, summarizes funding limitations, and describes the roles of the parties involved in the application and approval process. The appendices in this publication include the enabling legislation, the Commonwealth Transportation Board's policy, associated forms, and procedural information for the convenience of the user.

The Locally Administered Projects Manual (LAP) provides guidance on project administration for all locally administered projects, is the primary source for guidance regarding project development, and should be the primary reference for any locality administering revenue sharing funded projects. The provisions applicable to state funded projects are noted throughout the LAP Manual. Projects funded solely with Revenue Sharing funds do have specific streamlining opportunities as highlighted in Chapter 5 of the LAP Manual.

These guidelines reflect policy approved by the Commonwealth Transportation Board (CTB) and are modified only by an affirmative vote from the CTB. Occasionally modifications to these Guidelines may be necessary to adjust for changes in Departmental procedures. Where those modifications fully comport with Virginia Code and CTB Policy, they may be made administratively without further approval of the CTB. The CTB will be advised of any administrative updates.

All previous instructions regarding administrative procedures for revenue sharing projects are hereby superseded.

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REVENUE SHARING PROGRAM GUIDELINES

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21 DEFINITIONS

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

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

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

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

Local VDOT Manager is typically the VDOT District employee responsible for providing oversight and assistance to the locality for their Revenue Sharing project the administration of the Revenue Sharing Program for that locality. Unless otherwise indicated, the local VDOT Manager for counties is usually the Residency Administrator, and for urban localities, it is the urban liaison in the VDOT District office. The District Administrator will designate the employee responsible if different from above.

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

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

Maintenance Needs Analysis means a systematic approach of identifying maintenance needs based on an asset management approach. Condition assessment reviews are conducted on pavements and bridges maintained by VDOT, on

a regular basis. These reviews are based on established guidelines whichto determine when those assets are deficient and potentially in need of some corrective action.

Maintenance Performance Target means a desired level of performance for a set of assets (such as pavements and bridges) within the infrastructure network, as established and defined by VDOT. The target is usually expressed as a portion or percentage of the infrastructure network which meets or exceeds a threshold or benchmark rating. Only assets falling below the benchmark rating (target) for bridges and pavements will be considered eligible for priority maintenance projects.

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

Revenue Sharing Program Fund means the designation given to the fund used to finance the specially funded program. Projects are proposed by the local government in coordination with the Department of Transportation and must be approved by the Commonwealth Transportation Board.

Rural Addition means any subdivision street used as such by the date established under § 33.2-335 and eligible for addition into the secondary system by resolution of the County Board of Supervisors.

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

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

~~3~~2 PURPOSE

The "Revenue Sharing Program" provides ~~additional~~ funding for ~~use by~~ a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds~~.~~, Swith ~~s~~tatutory and ~~Commonwealth Transportation Board~~CTB Policy requirements limit~~ations on~~ the amount of state funds authorized per locality and per project.

The program is administered by the ~~Department of Transportation~~VDOT, in cooperation with ~~the~~ participating localities, under the authority of § 33.2-357 ~~(Appendix A)~~ and the ~~Commonwealth Transportation Board~~CTB's Revenue Sharing Program Policy ~~(Appendix B)~~.

~~An annual allocation of funds for this program is designated by the~~ The ~~Commonwealth Transportation Board~~CTB designates an annual allocation of funds for this program. Funds are approved by the CTB in even numbered fiscal years for a two-year cycle and are typically programmed in fiscal years three and four of the ~~Six-Year Improvement Program~~SYIP. However, where a~~the~~ project's schedule demonstrates a need for an earlier programming of allocations, VDOT~~the Department~~ will attempt to adjust the programmed years to accommodate the schedule.

43 ELIGIBLE WORK

4.13.1 OVERVIEW

The Revenue Sharing Program may be used to finance eligible projectswork on highway systems within a locality, as identified in Section 1., and may include sidewalks, trails, and other facilities that accommodate pedestrian and/or bicycle access along the highway network. The Revenue Sharing Program's intention is to intended to provide funding for new eligible projects improvements or to supplement funding for existing projects.. Additional information about time limits for spending funds is addressed under Timely Implementation of Projects (Section VII.C.).

Below are the is a list of types of work that are considered eligible for the Revenue Sharing Program financing. All eligible work is reviewed based on the priority criteria identified in Section 4,under Funding LimitationsFunding Limitations. (Section IV.).

4.1.13.1.1 Supplemental funding for projects listed in the adopted SYIP Adopted Six-Year Program

When supplemental funding isadditional allocations are determined to be necessaryneeded to fully fundcompletely finance a project listed in the adopted Six-Year Improvement Program (SYIP), athe locality may request additional funding through the normal application processthat the anticipated deficit be financed by the Revenue Sharing Program through the normal application process.

4.1.23.1.2 Construction, Reconstruction or Improvement projects not included in the adopted SYIPix-Year Program

Localitiesthe locality may request one half of the funds, subject to CTB Policy limitations,funding for eligible program work through the normal application process to construct a project not currently in the SYIPix-Year Plan. However, in such cases the locality funds, together with the state matching funds, must finance the entire estimated cost of the project. If funds are approved, the project will subsequently be adopted by the CTB in the SYIPix Year Program.

4.1.33.1.3 Improvements necessary for the Acceptance of Specific Streets Otherwise Eligible for Acceptance into the Secondary System for Maintenance (Rural additions)

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

4.1.43.1.4 Maintenance projects consistent with the Department's VDOT's operating policies

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

4.1.53.1.5 New hard surfacing (Paving)

The Revenue Sharing Program funds may be used for the first-time paving of a previously unpaved roadway, usually composed of a multiple course asphalt surface treatment, may be funded by the Revenue Sharing Program. Only roads in

the state secondary system are eligible to use Revenue Sharing Program funds for new hard surfacing. If a project is funded solely with Rrevenue Ssharing funding, there is no minimum vehicle per day requirement.

~~4.1.6~~3.1.6 New roadway

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

~~5~~4 FUNDING LIMITATIONS

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

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

Revenue Sharing application funding will be allocated in accordance with the prioritization process stated in § 33.2-357. ~~In accordance with Virginia Code requirements, priority will be given first to construction projects that have previously received Revenue Sharing funding. After funding those requests, priority will be given to projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or to projects that can accelerate advertisement of a project in a locality's capital improvement plan. After these projects have been funded, projects that address pavement resurfacing and bridge rehabilitation where the maintenance analysis determines the infrastructure does not meet the Department's maintenance performance target will be funded. The condition ratings that define the Department's maintenance performance targets are described in detail in Appendix C of these Guidelines. In order to appropriately evaluate a request for a maintenance project with pavement or a structure below the Department's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency . This documentation is to be provided by the application submittal deadline.~~

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

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

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

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

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

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

- Locality cumulative requests up to $1 million will be evaluated ~~first~~ and funded first.
- Locality cumulative requests over $1 million up to $2.5 million per fiscal year ($5 million per biennial cycle) will be evaluated ~~next~~ and funded next.
  - ~~In order t~~To appropriately evaluate a request for a maintenance project with pavement or a structure below the ~~Department~~VDOT's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency . ~~This documentation is to be provided by the~~ application submittal deadline.

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

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

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



~~6~~5 APPLICATION FOR FUNDS

Applications for Revenue Sharing funding are accepted ~~on a~~ biennially, ~~basis~~ in odd numbered years, through VDOT's SMART Portal, ~~as desc~~ribed in ~~Appendix D. Preliminary project information must be provided with a pre-application which is also submitted through VDOT's SMART Portal.~~ A pre-application for each ~~anticipated~~ project request is required to ensure coordination between the locality and local VDOT ~~office~~ District staff regarding the project's concept, eligibility, and preliminary funding priority determination.

After ~~determining that it they will~~a locality determines that they would like to participate in the program, they ~~locality~~ should coordinate ~~closely~~ with their local VDOT District staff~~Manager~~ to review potential projects. L~~The l~~ocal VDOT District staff~~Manager~~ will provide support with reviewing project~~regarding~~ eligibility, cost estimates, and project schedules.~~ing. If the locality is requesting VDOT administration of the project, the locality must coordinate with the local VDOT Manager to obtain the Department's concurrence with the project's scope, schedule, and estimate.~~

When submitting multiple project applications, localities will be required to prioritize the applications. Applications lacking the required documents or left in pending status in SMART Portal will not be eligible for funding.

A ~~resolution from the governing body, which provides the locality's commitment to fully fund the project(s), and provides signatory authority to an authorized local officer, is also necessary to apply for program funding and must be submitted with the full application by the application deadline. An example of an acceptable resolution can be found in Appendix E.~~local resolution of support from the governing body is required with the full application. The resolution's content is required to follow the LAP Manual. A resolution template is provided on the Revenue Sharing website and applicants are strongly recommended to utilize this template at the time of application to prevent project delays.

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

~~Each application must clearly identify the proposed project scope, the project termini, and the specific improvements to be made. To assist those evaluating the project, the application must include a detailed location map / sketch, a detailed cost estimate, and a narrative that clearly explains the proposed improvements and how they will enhance the existing transportation network.~~ Requested funds must cover the entire cost of the project or the application must indicate the source of any additional funds necessary to fully fund the project.

Indicating "future revenue sharing funds" is not acceptable, even if the intent is to reapply in future application cycles for additional Revenue Sharing allocations. After a project has been awarded for construction, any local funds committed as part of the award are not eligible to be replaced through the application process. The Revenue Sharing Program is approved ~~on a biennial basis~~ biennially, and funding for specific projects in a future ~~years~~year's application cycle~~s~~ is ~~are~~ not guaranteed.

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

~~**Note: The Locality must commit to their matching allocations at the time their application for funding is submitted. A resolution from the Locality which includes their commitment to fully fund the project is also required to be submitted with the final application.**~~

Note: If a~~the~~ locality requests VDOT to administer their** project, they must coordinate with their local VDOT District staff ~~this~~ prior to submitting an~~their~~ application ~~for funding~~. ~~Project scopes, schedules, and estimates must be coordinated with the local VDOT Manager during the application process~~approved by VDOT prior to final application submission.**

~~7~~6 APPROVAL AND IMPLEMENTATION

~~7.1~~6.1 APPROVAL

During the ~~on-line~~ application submittal process, the designated local VDOT District staff~~Manager~~ will review the ~~on-line~~ application and all attachments~~from each locality~~. Once the ~~localities' requests are found to be eligible, project scopes are finalized and estimates are validated,~~application review process has been completed, and applications have been ~~found~~deemed eligible, the Local Assistance Division (LAD) will develop the recommended statewide Program allocation for the CTB's review and approval~~submission to the Commonwealth Transportation Board for approval~~. ~~LAD~~~~The Local Assistance Division will review and coordinate with other~~ VDOT ~~divisions as necessary and appropriate.~~

The ~~Commonwealth Transportation Board~~CTB approves the statewide Revenue Sharing Program, including allocations to specific projects in consideration of each locality's request. ~~The Commissioner of Highways, or his designee, may approve transactions, such as locality/state agreements, for Revenue Sharing Program projects prior to Commonwealth Transportation Board approval; however, no project work can be conducted for which reimbursement from the requested Revenue Sharing Program funds is expected prior to approval of Revenue Sharing Program allocations by the CTB.~~In accordance with the requirements of the Virginia Code and the LAP Manual, a project administration agreement (PAA) must be executed before a locality or VDOT begins work on a Revenue Sharing project.~~will be necessary.~~ The~~at~~ PAA~~agreement establishes general roles and responsibilities of both the Department~~for both VDOT and the locality. The locality must execute the ~~project administration agreement~~PAA within six months of receipt ~~of the agreement by the Department~~from VDOT. Failure to execute the agreement within this time frame can result in deallocation of project funding. Costs incurred prior to the CTB's approval of Revenue Sharing program allocations are not eligible for reimbursement.

~~In addition to CTB approval, an agreement must be executed by both the locality and VDOT prior to incurring any cost to be financed from Revenue Sharing Program funds. If the project is funded entirely with Revenue Sharing funds and local funds, a streamlined project development process is available using the State-Aid certification as outlined in the LAP Manual. Should the locality opt to utilize this streamlined process for state-aid (only) projects, the locality will submit the completed state certification form in accordance with LAP Manual requirements.~~

~~7.2~~6.2 IMPLEMENTATION

Upon ~~Commonwealth Transportation Board~~CTB approval of the statewide program, development of ~~the~~ individual projects can begin once funding is available in the SYIP~~s~~. ~~The state matching funds for the approved projects are reserved and allocated, accordingly, to each of the approved projects.~~ Projects may be developed and constructed by VDOT or by the locality under an agreement with ~~the Department~~VDOT.

~~7.2.1~~6.2.1 VDOT administered work

~~After approval of the annual statewide Program allocation, the Local Assistance Division, working with the designated local VDOT Manager, will~~VDOT will ~~prepare the appropriate agreement for execution by both the locality and VDOT prior to incurring any costs to be financed from Revenue Sharing Program funds.~~ VDOT administered PAAs will include a payment schedule, which outlines when VDOT will invoice a locality for their share of the project cost. ~~Upon execution of the agreement, VDOT will provide an invoice to the locality for its share of the estimated cost of work to be performed. The~~

Llocal matching funds required for the preliminary engineering (PE) phase must be collected prior to the beginning of work beginning.

For projects exceeding $500,000 in total estimated cost, VDOT and the locality may enter into an agreement so that the local match may be provided by project phase (i.e., preliminary engineering, right of way, or construction). VDOT may agree to a payment schedule for the Construction phase when the construction estimate exceeds $5 million. The locality must request such a payment schedule prior to advertisement and any agreement must be modified to address the revised payment schedule.

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

If a local government cancels a project begun that was initiated under the Revenue Sharing Program during the Preliminary Engineering (PE) or Right of Way (RW) phases but prior to the Construction (CN) phase, it may do so byresolution of the local governing body. The Department retains the sole option to require the locality to reimburse VDOT for reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled. Reimbursement will be required for any project cancelled after the construction plans have been approved unless an exception is granted by the Commissioner.

7.2.26.2.2 Locally administered work

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

In accordance with the requirements of the Virginia Code and the LAP Manual, a project administration agreement will be necessary. That agreement establishes general roles and responsibilities of both the Department and the locality. The locality must execute the project administration agreement within six months of receipt of the agreement by the Department. Failure to execute the agreement within this time frame can result in deallocation of project funding.

In addition to CTB approval, an agreement must be executed by both the locality and VDOT prior to incurring any cost to be financed from Revenue Sharing Program funds. If the project is funded entirely with Revenue Sharing funds and local funds, a streamlined project development process is available using the State-Aid certification as outlined in the LAP Manual. Should the locality opt to utilize this streamlined process for state-aid (only) projects, the locality will submit the completed state certification form in accordance with LAP Manual requirements.

If a local government wishes to cancel a locally administered project begun under the Revenue Sharing Program before it is completed, it may do so by resolution of the local governing body. The Department retains the sole option to require reimbursement by the locality of all state matching funds spent from the time the project was begun until it is canceled. Reimbursement for any state funds expended will be required for any project cancelled after construction plans are complete and advertisement has been authorized, unless an exception is provided. Failure to reimburse the Department for costs incurred of a cancelled project may result in denial of future Revenue Sharing program allocations.

7.2.36.2.3 Timely implementation of projects

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

Revenue Sharing projects are subject to LADocal Assistance Division has developed a deallocation process to ensure surplus project allocations can be efficiently reallocated to projects in deficit andor to support the biennial application process. The following bullets outlines the conditions which may warrant deallocation:

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

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

6.2.4 Project cancellation

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

~~8~~7 REDISTRIBUTION OF SURPLUS ALLOCATIONS

7.1 SURPLUS ALLOCATIONS

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

Surplus allocations ~~from projects will be transferred to a~~shall be redistributed to existing Revenue Sharing ~~balance entry account for future redistribution through a~~projects in accordance with the most current SYIP transfer process, administrative procedures established in the Revenue Sharing Guidelines, and the statewide prioritization process~~, which provides first priority to those projects in deficit at award, second priority to those projects anticipated to be in deficit at advertisement,~~.

7.2 STATEWIDE PRIORITIZATION PROCESS

- ~~Surplus allocations from projects will be transferred to a Revenue Sharing balance entry account for future redistribution through a statewide prioritization process, which provides first priority to those projects in deficit at award, second priority to those projects anticipated to be in deficit at advertisement,~~
- First priority to projects in deficit at award,
- Second priority to projects anticipated to be in deficit at advertisement,
- Third priority to ~~those~~ projects in deficit during construction~~, and~~
- Fourth priority to ~~those~~ projects in deficit after project completion, and then to all other eligible requests.

Generally, additional allocations are ~~not only~~ only provided~~made~~ for~~to~~ projects ~~until~~ once ~~a~~ need is~~n~~ identified at advertisement. If a deficit is identified early in the project development process, localities must submit an ~~new project allocation~~ application through the biennial application process.

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

~~8.1~~7.3 SUPPLEMENTAL ALLOCATIONS

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

AAPPENDIX A: § 33.2-357, CODE OF VIRGINIA

§ 33.2-357. Revenue-sharing funds for systems in certain localities.

A. From revenues made available by the General Assembly and appropriated for the improvement, construction, reconstruction, or maintenance of the systems of state highways, the Board may make an equivalent matching allocation to any locality for designations by the governing body of up to $5 million for use by the locality to improve, construct, maintain, or reconstruct the highway systems within such locality with up to $2.5 million for use by the locality to maintain the highway systems within such locality. After adopting a resolution supporting the action, the governing body of the locality may request revenue-sharing funds to improve, construct, reconstruct, or maintain a highway system located in another locality or between two or more localities or to bring subdivision streets, used as such prior to the date specified in § 33.2-335, up to standards sufficient to qualify them for inclusion in the primary or secondary state highway system. All requests for funding shall be accompanied by a prioritized listing of specified projects.

B. In allocating funds under this section, the Board shall give priority to projects as follows: first, to projects that have previously received an allocation of funds pursuant to this section; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan pursuant to § 33.2-353 or (ii) accelerate a project in a locality's capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

C. The Department shall contract with the locality for the implementation of the project. Such contract may cover either a single project or may provide for the locality's implementation of several projects. The locality shall undertake implementation of the particular project by obtaining the necessary permits from the Department in order to ensure that the improvement is consistent with the Department's standards for such improvements. At the request of the locality, the Department may provide the locality with engineering, right-of-way acquisition, construction, or maintenance services for a project with its own forces. The locality shall provide payment to the Department for any such services. If administered by the Department, such contract shall also require that the governing body of the locality pay to the Department within 30 days the local revenue-sharing funds upon written notice by the Department of its intent to proceed. Any project having funds allocated under this program shall be initiated in such a fashion that at least a portion of such funds have been expended within one year of allocation. Any revenue-sharing funds for projects not initiated after two subsequent fiscal years of allocation may be reallocated at the discretion of the Board.

D. Total Commonwealth funds allocated by the Board under this section shall not exceed the greater of $100 million or seven percent of funds available for distribution pursuant to subsection B of § 33.2-358 prior to the distribution of funds pursuant to this section, whichever is greater, in each fiscal year, subject to appropriation for such purpose. For any fiscal year in which less than the full program allocation has been allocated by the Board to specific governing bodies, those localities requesting the maximum allocation under subsection A may be allowed an additional allocation at the discretion of the Board.

E. The funds allocated by the Board under this section shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board.

2006, c. 827, § 33.1-23.05; 2008, c. 608; 2011, cc. 830, 868; 2012, cc. 729, 733; 2014, c. 805; 2015, c. 684; 2018, c. 828; 2020, cc. 1230, 1275.

The chapters of the acts of assembly referenced in the historical citation at the end of this section may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

APPENDIX B: CTB REVENUE SHARING POLICY

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

MOTION

Made By: **Seconded By:**

Action:

Title: Policy and Guidelines for the Revenue Sharing Program (2023)

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

WHEREAS, on December 5, 2018 the Board adopted a revised policy and approved revised guidelines for the Revenue Sharing Program (Revenue Sharing Policy and Revenue Sharing Program Guidelines, respectively); and,

WHEREAS, the revised Board policy required that the Revenue Sharing Policy be reevaluated after two Revenue Sharing Program application cycles and prior to five years from the effective date of the Revenue Sharing Policy; and,

WHEREAS, the Department has conducted an evaluation of the Revenue Sharing Policy and has made recommendations for revisions to the Revenue Sharing Policy, which are summarized in Attachment A; and,

WHEREAS, after an assessment of the recommendations have been made by a subcommittee of the Board, it is the sense of the Board that the existing Revenue Sharing Policy should be revised to ensure more efficient and effective utilization of Program allocations and to ensure Commonwealth Transportation Policy is consistent with and supports Program needs.

APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS

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

~~A locality may apply for a maximum of $5 million in matching allocations per fiscal year ($10 million per biennial cycle), and up to $2.5 million ($5 million per biennial cycle) of these requested funds may be specified for maintenance projects.~~ The criteria for determining ~~if~~whether a pavement resurfacing or bridge rehabilitation project meets the priority 3 designation is described ~~below and~~below and is based on VDOT~~the Department~~'s performance targets.

Pavement Resurfacing Projects

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

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

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

Bridge Rehabilitation Projects

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

- Good – lowest GCR is greater than or equal to 6. Structures in this category typically need ~~are typically in need of~~ preventive maintenance work such as bridge cleaning, deck sealing, sealing joints, thin deck overlays, and spot/zone painting.
- Fair – lowest GCR is equal to 5. Structures in this category are typically in need of restorative maintenance actions such as deck patching, rigid deck overlays, reconstructing/closing joints, substructure repairs, fatigue retrofitting, over-coating or re-coating, scour repairs, cathodic protection, and electrochemical chloride extraction.
- Poor – lowest GCR is less than or equal to 4. Structures in this category typically need ~~are typically in need of~~ rehabilitation work actions such as deck replacements, superstructure replacements, and culvert rehabilitation, or complete structure replacement.

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

~~The requesting locality is responsible for indicating on the application if the project meets the priority criteria on the application. VDOT will provide the condition data to verify that determination for all VDOT maintained facilities. For locally maintained facilities, the locality submits its condition rating data to the local VDOT Manager for review. Any questions regarding the condition assessment data and whether a project qualifies for priority funding will be determined by the District Maintenance Engineer (DME).~~ If a secondary pavement condition assessment is several years old (with the latest assessment above deficient determination), the District Maintenance Engineer will determine if a new assessment can be added to the current review schedule. Interim bridge ratings will not usually be considered, and the latest regularly scheduled rating should be the basis for evaluation of the priority criteria. Failure to provide the rating documentation will result in the roadway or bridge project request being determined ~~to~~ as not meeting the Priority 3 selection criteria.

~~APPENDIX D~~

~~**REVENUE SHARING APPLICATION PROCESS**~~

APPLICATION PROCESS

The application process generally begins with an announcement or invitation letter, from the Director of Local Assistance, via email and other announcements, to County Administrators and City/Town Managers to participate in the upcoming biennial application cycle (odd-numbered years). The announcement will include a timeframe in which applications will be accepted through VDOT's SMART Portal.

A pre-application submittal for each project is required through the SMART Portal in order to be considered for funding during the open application period. Paper or hard-copies will not be accepted. This will provide an opportunity for the local VDOT Manager to review the eligibility, scope and estimate prior to the final application submittal.

After determining that it they will participate in the program, the locality should coordinate closely with their local VDOT Manager to review potential projects. The local VDOT Manager will provide support regarding eligibility, estimates, and scheduling. If the locality is requesting VDOT administration of the project, the locality must coordinate with the local VDOT Manager to obtain the Department's concurrence with the project's scope, schedule, and estimate.

When submitting multiple project applications, localities will be required to prioritize the applications.

A resolution from the governing body, indicating their desire to participate in the Revenue Sharing Program, their commitment to fully funding the projects, and providing appropriate signatory authority, is also required as part of the application process and must be included with the application. A sample resolution is provided in Appendix G.

Applications lacking required documents, submitted after the deadline, or left in pending status will not be accepted eligible.

There is no limit on the amount of funds the locality may contribute; however, the locality may receive no more than the maximum amount of state Revenue Sharing Program funding allocation stipulated by statute or by Commonwealth Transportation Board Policy. Funding provided through other VDOT funding programs cannot be used to match Revenue Sharing Program funds. If the locality uses other non-VDOT grant funds as a match, the locality must determine if the work being performed is eligible under those non-VDOT programs and the locality is required to meet the requirements of those programs.

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

The local VDOT Manager is responsible for reviewing the application to confirm project scope, estimate, schedule and funding is accurate and any required supporting documents are submitted with the application.

R

APPENDIX E

RESOLUTION
AFFIRMING COMMITMENT TO FUND THE LOCALITY SHARE OF PROJECTS
UNDER AGREEMENT WITH THE VIRGNIA DEPARTMENT OF TRANSPORATION
AND PROVIDE SIGNATURE AUTHORITY

WHEREAS, the (City/Town or County) of _____ is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share; and

THEREFORE, IT IS HEREBY RESOLVED, by the (City/Town Council or Board of Supervisors) of _____ hereby commits to fund its local share of preliminary engineering, right-of-way, and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED, that the (City/Town Manager or County Administrator) and/or his designees is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

In witness whereof, the forgoing was adopted by (City/Town Council or Board of Supervisors) of _____, Virginia on (date).

~~(locality seal)~~

~~Clerk of Court~~





Revenue Sharing

Local Assistance Division









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1 DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 PURPOSE

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

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

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

3 ELIGIBLE WORK

3.1 OVERVIEW

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

3.1.1 Supplemental funding for projects listed in the adopted SYIP

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

3.1.2 Construction projects not included in the adopted SYIP

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

3.1.3 Rural additions

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

3.1.4 Maintenance projects consistent with the VDOT's operating policies

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

3.1.5 New hard surfacing (Paving)

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

3.1.6 New roadway

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

4 FUNDING LIMITATIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

5 APPLICATION FOR FUNDS

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

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

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

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

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

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

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

6 APPROVAL AND IMPLEMENTATION

6.1 APPROVAL

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

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

6.2 IMPLEMENTATION

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

6.2.1 VDOT administered work

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

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

6.2.2 Locally administered work

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

6.2.3 Timely implementation of projects

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

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

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

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

6.2.4 Project cancellation

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

7 REDISTRIBUTION OF SURPLUS ALLOCATIONS

7.1 SURPLUS ALLOCATIONS

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

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

7.2 STATEWIDE PRIORITIZATION PROCESS

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

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

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

7.3 SUPPLEMENTAL ALLOCATIONS

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

APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS

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

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

Pavement Resurfacing Projects

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

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

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

Bridge Rehabilitation Projects

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

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

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

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

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


VDOT
Virginia Department of Transportation

ECONOMIC DEVELOPMENT ACCESS (EDA) PROGRAM

Wythe County – Progress Park

Angel Deem, Chief of Policy

October 14, 2025

Economic Development Access (EDA) Program

- **Provides funding to design and construct roads that serve new or expanding economic development sites**
  - Localities submit applications for EDA Funding to VDOT, and the Commonwealth Transportation Board (CTB) considers and approves project allocations
- **Projects can be either design-only projects or construction projects**
  - **Design-only projects: Funds are used solely for the design of a new road or improvements to an existing road**
  - **Construction projects: Funds are used for both the design and construction of a new road or improvements to an existing road**
    - Traditional: where an existing qualifying establishment is expanding or a new named qualifying establishment is under firm contract to build
    - Bonded: where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential

Fund Source	Design-Only Projects		Construction (Bonded or Unbonded)	
	MEI	Non-MEI	MEI	Non-MEI
State	$500,000	$150,000	$1,000,000	$700,000
Local Match	$150,000	$50,000	$1,000,000	$150,000

Bonded Economic Development Access Projects

- The EDA Program provides allocations to localities, where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential
- The locality must guarantee to the CTB that a bond or other acceptable surety will be provided to cover the anticipated cost of the project
- The time limit for bonded projects is five years from the date the CTB approves, by resolution, the project and funding allocation
- There is a five-year payback provision if an eligible capital investment is not realized

Wythe County, Progress Park

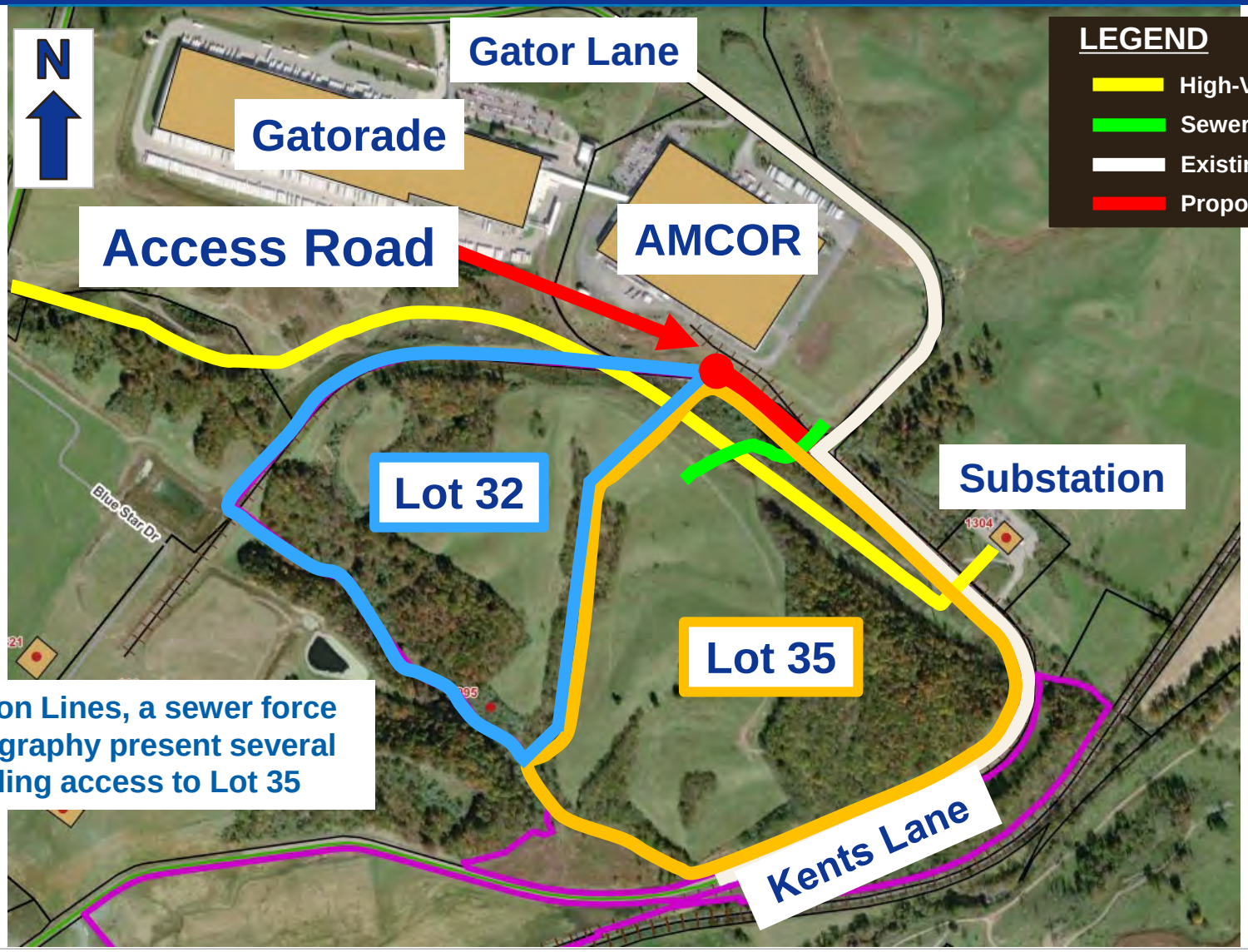


Wythe County, Progress Park

- **The proposed access road will extend Kents Lane to serve nearly 100 acres of undeveloped property in Progress Park**

- **Project details:**
  - **Construction of a 0.06 mile long, 24-foot-wide access road**
  - **One travel lane each way with shoulders and ditches**
  - **Wythe County has provided a total project estimate of $700,000**
  - **Proposed Bonded Project Allocation: $700,000**
    - ($700,000 unmatched)

Wythe County, Progress Park



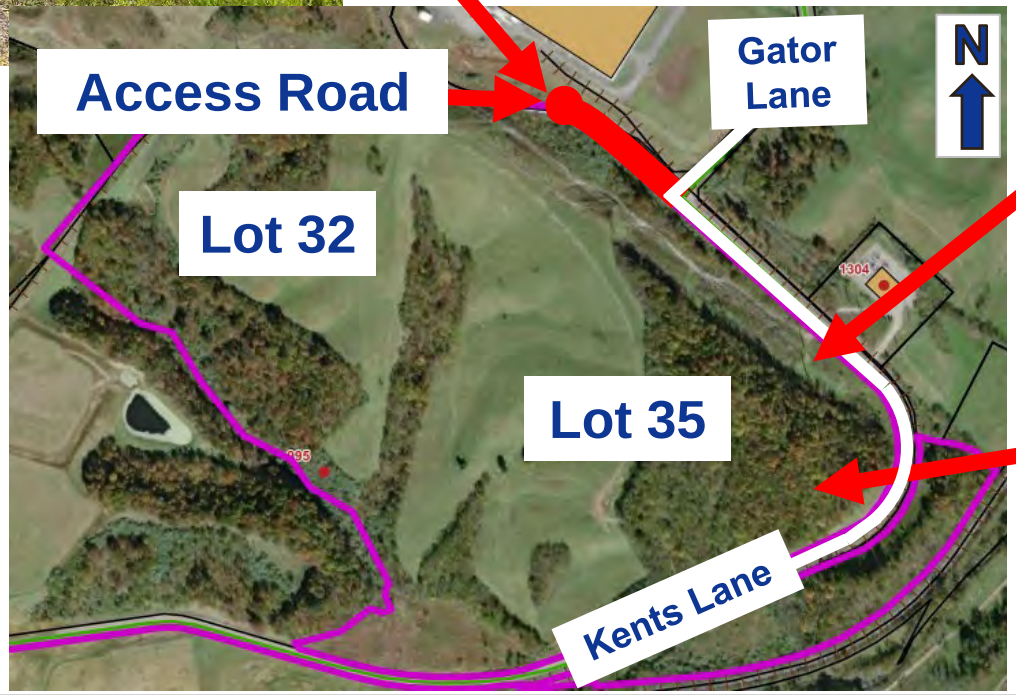
High-Voltage Transmission Lines, a sewer force main, and the site's topography present several challenges with providing access to Lot 35

Wythe County, Progress Park



Viewpoint: Near the end of the proposed access road, looking southeast to the intersection of Kents and Gator Lane

- No topography challenges





Viewpoint: Kents Lane looking west

- Ravine along the northeastern side of Lot 35, adjacent to Kents Lane



Viewpoint: Kents Lane looking north

- Steep grade along the southern edge of Lot 35, adjacent to Kents Lane

Wythe County, Progress Park

Application Evaluative Criteria	Project Score	MAX Points
Total Expected Capital Investment* 3X allocation (only for Double Distressed localities) – 5 points 4X allocation (only for Single Distressed localities) – 10 points **5X allocation or greater – 15 points** **Speculative projects receive points for the minimum expected Capital Investment*	**15**	**15**
Site's Potential for Capital Investment* Low potential for Capital Investment – 20 points Medium potential for Capital Investment – 30 points **High potential for Capital Investment – 40 points** **VEDP will provide support with determining the Site's Potential for Capital Investment*	**40**	**40**
Expected / Potential Full Time (FT) Job Creation* 0-50 FT Jobs Created – 5 points **50-150 FT Jobs Created – 10 points** More than 150 FT Jobs Created – 15 points **VEDP to provide support with verifying the full-time job creation numbers*	**10**	**15**
Need for Access Road **Existing roadway to the site needs to be improved – 10 points** Traffic impact analysis supports the proposed project – 10 points ***or*** No existing roadway provides access to the site – 20 points	**10**	**20**
Level of Distress* Single Distressed locality (unemployment or poverty rate over State average) – 5 points **Double Distressed locality (unemployment and poverty rate over State average) – 10 points** **As defined by the VEDP's Commonwealth Opportunity Fund*	**10**	**10**
TOTAL	**85**	**100**

Next Steps

- December 2025 meeting, the CTB will be presented with a Resolution proposing to establish a new EDA project
- If approved by the CTB, VDOT and Wythe County will enter into a Standard State-Aid Agreement
- Wythe County will administer this project


VDOT
Virginia Department of Transportation

I-81 2025 CORRIDOR IMPROVEMENT PLAN

Solutions Prioritization

Rob Williams, AICP

October 14, 2025

Financial Constraints
Project Selection Process

- **September CTB meeting provided an overview of the performance-driven solutions that were developed based upon public feedback**
- **A SMART SCALE-like process was applied to those capital solutions to constrain the projects against available funding, and a staff-recommended funding scenario developed**

$2-2.25 Billion in funding

anticipated to be available for *new projects*

Preliminary estimate $7+ Billion in potential solutions identified

2025 CIP exceeds anticipated funding

SMART SCALE-like prioritization was used to

Narrow Potential Solutions List

Project Prioritization and Funding Process



Prioritize projects using a SMART SCALE-like evaluation of improvements using the following weights:

- 40% for person hours of delay reduction
- 40% for reduction in fatal and severe injury crashes
- 20% for accessibility to jobs
- Project cost is factored into the final score

- **Inflation factors were applied to the project costs**
- **Initial funding scenario created based on prioritization using SMART SCALE-like process until we reached $2.25B**
- **Staff reviewed results for operational considerations- resulting in two recommended changes**

SMART SCALE-like Prioritization

District	County	NB/SB	From/To Mile Markers	Length (mi)	Project Type	Project Rank
Staunton	Rockingham County	SB	251.1 to 250.7	0.4	Acceleration lane extension	1
Bristol	Washington County	NB	25.1 to 25.7	0.5	Acceleration lane extension	2
Bristol	Washington County	NB	29.5 to 30.1	0.5	Acceleration lane extension	3
Staunton	Shenandoah County	NB	265.2 to 265.5	0.3	Acceleration lane extension	4
Staunton	Frederick County	SB	307.5 to 307.3	0.2	Deceleration lane extension	5
Salem	Botetourt County	SB	162.0 to 160.9	1.1	Acceleration lane extension	6
Bristol	Washington County	NB	4.5 to 5.0	0.4	Auxiliary lane between Exit 3 and Exit 5	7
Staunton	Augusta County	NB	227.8 to 228.1	0.3	Acceleration lane extension	8
Staunton	Shenandoah County	SB	269.3 to 268.2	1.1	Acceleration lane extension	9
Staunton	Augusta County	NB	220.8 to 221.5	0.7	Auxiliary lane between Exit 220 and Exit 222	10
Bristol	Washington County	NB	19.9 to 20.2	0.3	Acceleration lane extension	11
Staunton	Augusta County	SB	221.7 to 216.7	5.0	Widening between Exit 213B and 221	12
Staunton	Rockbridge County	NB	204.8 to 209.9	5.1	Widening between Exit 205 and MM 209	13
		SB	209.9 to 204.8	5.1		
Staunton	Augusta County	NB	209.9 to 212.9	3.0	Widening between MM 209 and Exit 213	14
		SB	212.9 to 209.9	3.0		
Salem	Pulaski County	SB	104.9 to 103.4	1.5	Truck climbing lane between Exit 105 and MM 103	15
Salem	Montgomery County	NB	105.6 to 108.7	3.1	Truck climbing lane between Exit 105 and Exit 109	16

LEGEND

- Denotes a project added by the CTB to the I-81 Corridor Improvement Program (CIP) in January 2025

- Denotes 'Cut' line for funding

* *-Denotes constructability or operational concern*

SMART SCALE-like Prioritization, continued

District	County	NB/SB	From/To Mile Markers	Length (mi)	Project Type	Project Rank
Staunton	Augusta County	NB	230.4 to 234.4	4.0	Widening between MM 230 and Exit 235*	17
		SB	234.5 to 230.2	4.3		
Staunton	Augusta County	NB	228.7 to 230.5	1.8	Widening between MM 229 and MM 230*	18
		SB	230.4 to 228.7	1.7		
Staunton	Augusta County Rockingham County	NB	237.4 to 242.2	4.8	Widening between MM 238 and MM 242	19
		SB	242.2 to 237.5	4.7		
Bristol	Washington County	SB	24.8 to 24.4	0.4	Acceleration lane extension	20
Staunton	Shenandoah County	NB	296.8 to 298.6	1.8	Widening between Exit 296 to Exit 298*	21
Bristol	Washington County	NB	9.9 to 14.9	5.0	Widening between Exit 8 to Exit 14	22
		SB	14.9 to 9.9	5.0		
Staunton	Rockbridge County	NB	202.2 to 204.8	2.6	Truck climbing lane between MM 202 and MM 205	23
Salem	Botetourt County	NB	157.0 to 163.1	6.1	Widening between Exit 156 and Exit 162	24
		SB	163.1 to 157.0			
Staunton	Rockbridge County	SB	199.6 to 194.9	4.7	Widening between Exit 200 and 195	25
Bristol	Washington County	NB	33.9 to 34.8	0.9	Curve improvements between MM 33 and MM 35	26
Staunton	Augusta County	NB	225.2 to 229	3.8	Widening between Exit 225 to MM 229	27
		SB	229 to 225.4	3.6		

LEGEND

- *Denotes a project added by the CTB to the I-81 Corridor Improvement Program (CIP) in January 2025*
- *Denotes 'Cut' line for funding*
- * -*Denotes constructability or operational concern*

SMART SCALE-like Prioritization, continued

District	County	NB/SB	From/To Mile Markers	Length (mi)	Project Type	Project Rank
Bristol	Wythe County	NB	67.0 to 69.0	2.0	Curve improvements between Exit 67 and 69	28
Staunton	Rockbridge County	NB	190.5 to 195.7	5.2	Widening between Exit 188A and Exit 200	29
Staunton	Shenandoah County	NB	298.6 to 300.3	1.7	Widening between Exit 298 and Exit 300 and I-81 NB to I-66 EB Ramp	30
Staunton	Rockbridge County	SB	196.6 to 189.9	6.7	Widening between Exit 195 and Exit 188B	31
Staunton	Rockbridge County	SB	190.0 to 186.9	3.1	Truck climbing lane between MM 190 and Exit 188	32
Salem	Botetourt County	NB	156.6 to 156.9	0.3	Acceleration lane extension	33
Staunton	Frederick County	NB	310.6 to 313.3	2.7	Widening between Exit 310 and Exit 313	34
Salem	Botetourt County	NB	150.4 to 157.2	6.8	Widening between Exit 150 and Exit 156	35
		SB	157.2 to 150.4			
Salem	Pulaski County	NB	94.5 to 94.8	0.3	Acceleration lane extension	36
Salem	Botetourt County	NB	163.0 to 166.9	3.9	Widening between Exit 162 and Exit 167	37
		SB	166.9 to 163.0			
Salem	Botetourt County	NB	166.9 to 169.0	2.1	'S-Curves' realignment	38
		SB	168.9 to 166.9	2.0		
Staunton	Rockbridge County	NB	188.6 to 188.8	0.2	Deceleration lane extension	39
Bristol	Smyth County	NB	35.8 to 36.2	0.4	Acceleration lane extension	40
Staunton	Rockbridge County	SB	175.8 to 175.2	0.6	Acceleration lane extension	41

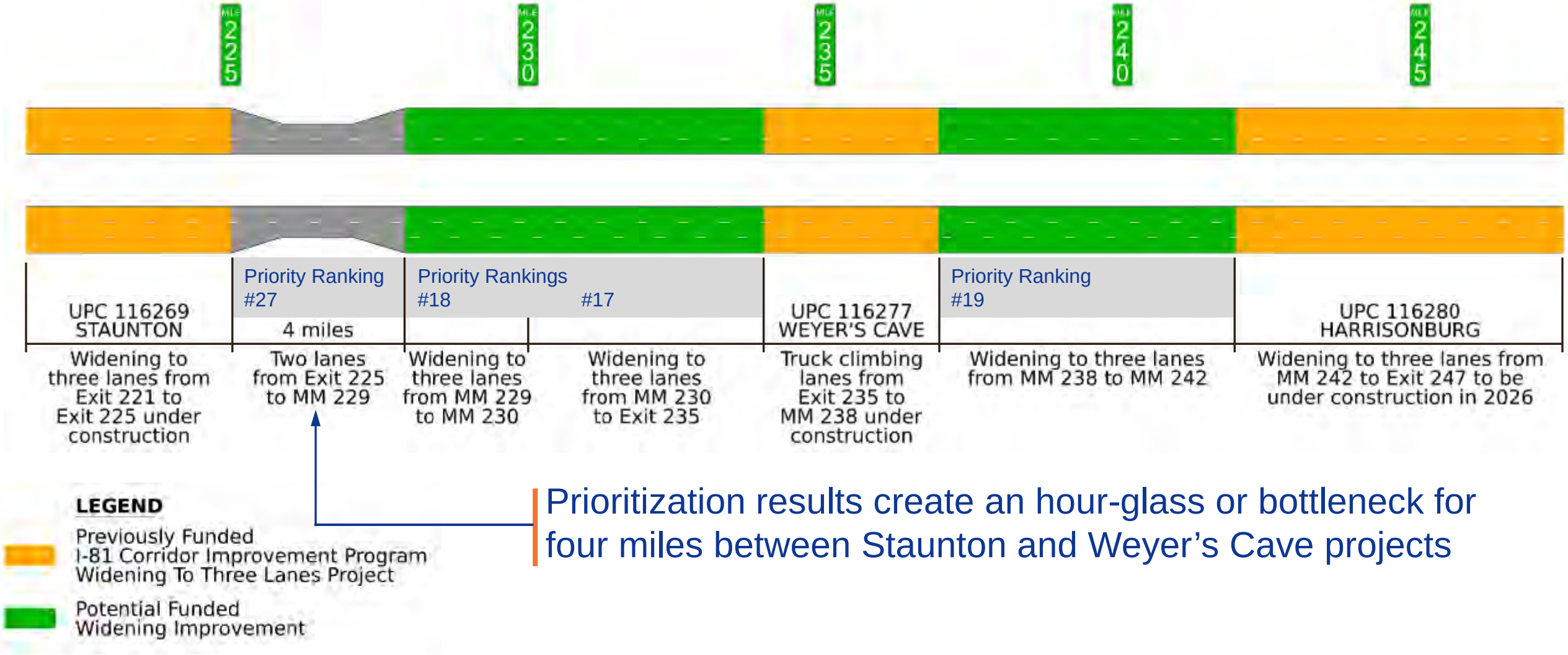
LEGEND

- *Denotes a project added by the CTB to the I-81 Corridor Improvement Program (CIP) in January 2025*
- *Denotes 'Cut' line for funding*

* *-Denotes constructability or operational concern*

Staff Recommended Funding Scenario - Capital

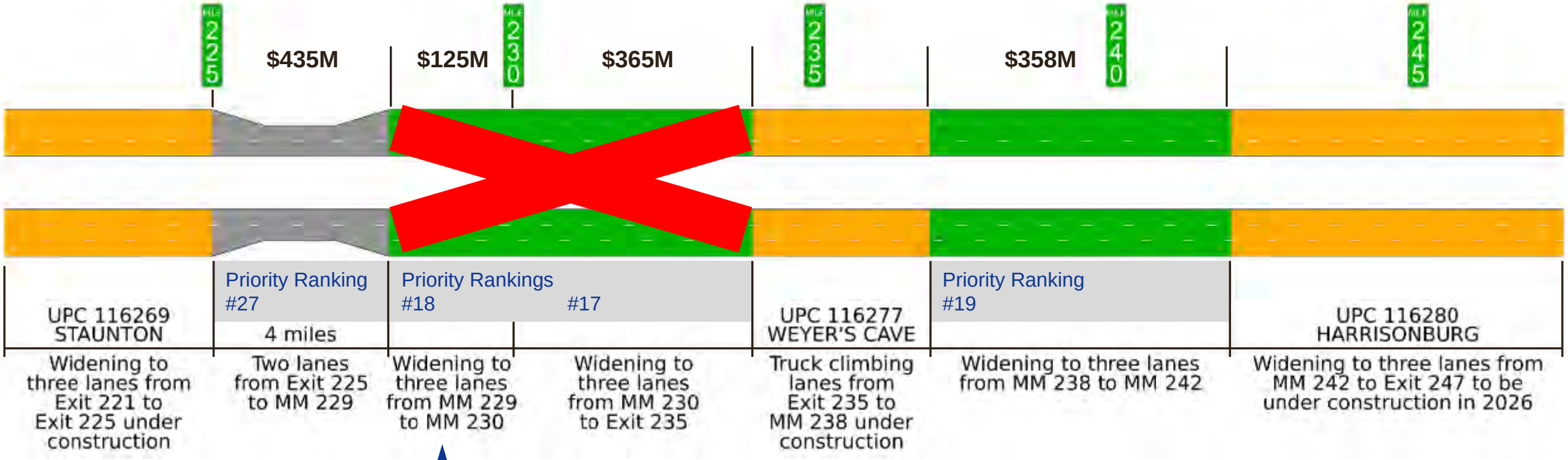
Operational Considerations – Project Sequencing



Prioritization results create an hour-glass or bottleneck for four miles between Staunton and Weyer's Cave projects

Staff Recommended Funding Scenario - Capital

Operational Considerations – Project Sequencing and Recommendation



Insufficient funding to advance #27
Recommend removing #17 and #18

LEGEND

Previously Funded I-81 Corridor Improvement Program Widening To Three Lanes Project

Potential Funded Widening Improvement

$XXX Estimated Rough Order of Magnitude Cost*

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

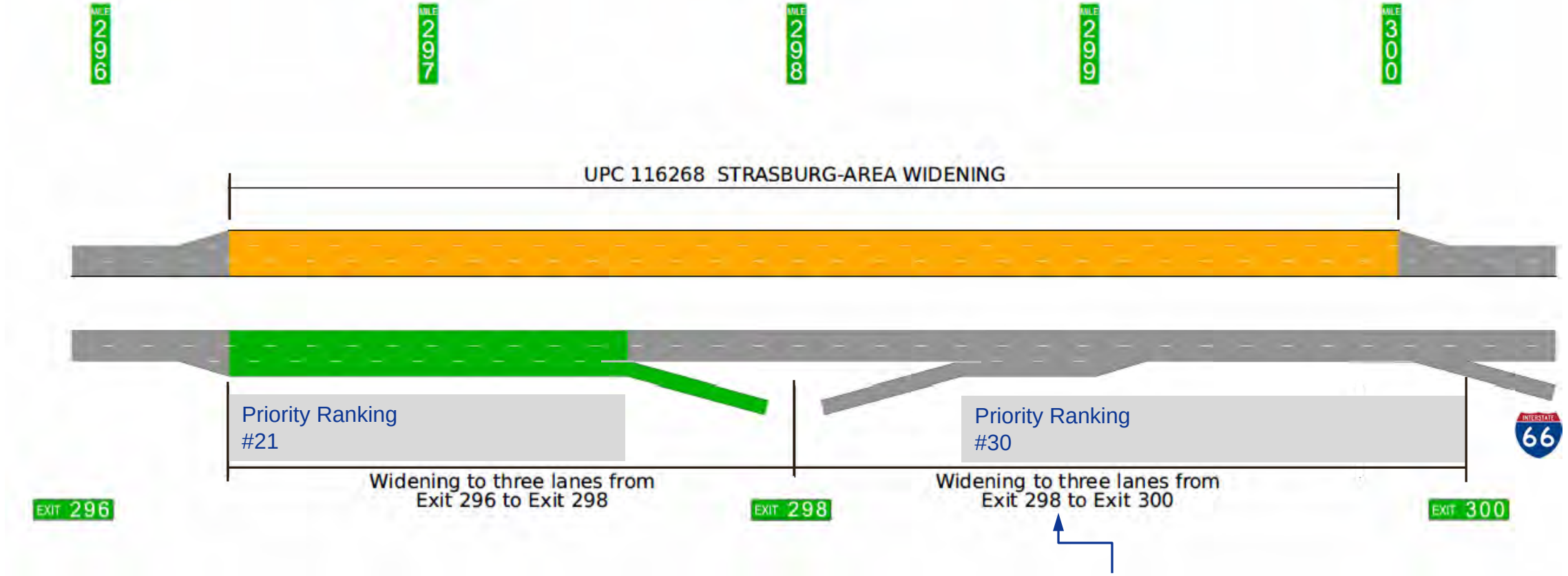
Recommended Change #1

District	County	NB/SB	From/To Mile Markers	Length (mi)	Project Type	Project Rank
Salem	Montgomery County	NB	105.6 to 108.7	3.1	Truck climbing lane between Exit 105 and Exit 109	16
Staunton	Augusta County	NB	230.4 to 234.4	4.0	Widening between MM 230 and Exit 235*	17
		SB	234.5 to 230.2	4.3		
Staunton	Augusta County	NB	228.7 to 230.5	1.8	Widening between MM 229 and MM 230*	18
		SB	230.4 to 228.7	1.7		
Staunton	Augusta County Rockingham County	NB	237.4 to 242.2	4.8	Widening between MM 238 and MM 242	19
		SB	242.2 to 237.5	4.7		
Bristol	Washington County	SB	24.8 to 24.4	0.4	Acceleration lane extension	20
Staunton	Shenandoah County	NB	296.8 to 298.6	1.8	Widening between Exit 296 to Exit 298*	21
Bristol	Washington County	NB	9.9 to 14.9	5.0	Widening between MM 8 to Exit 14	22
		SB	14.9 to 9.9	5.0		
Staunton	Rockbridge County	NB	202.2 to 204.8	2.6	Truck climbing lane between MM 202 and MM 205	23
Salem	Botetourt County	NB	157.0 to 163.1	6.1	Widening between Exit 156 and Exit 162	24
		SB	163.1 to 157.0			
Staunton	Rockbridge County	SB	199.6 to 194.9	4.7	Widening between Exit 200 and 195	25
Bristol	Washington County	NB	33.9 to 34.8	0.9	Curve improvements between MM 33 and MM 35	26
Staunton	Augusta County	NB	225.2 to 229	3.8	Widening between Exit 225 to MM 229	27
		SB	229.0 to 225.4	3.6		
Bristol	Wythe County	NB	67.0 to 69.0	2.0	Curve improvements between Exit 67 and 69	28
Staunton	Rockbridge County	NB	190.5 to 195.7	5.2	Widening between Exit 188A and Exit 200	29
Staunton	Shenandoah County	NB	298.6 to 300.3	1.7	Widening between Exit 298 and Exit 300 and I-81 NB to I-66 EB ramp	30
Staunton	Rockbridge County	SB	196.6 to 189.9	6.7	Widening between Exit 195 and Exit 188B	31

- **Removing #17 and #18 brings #21 and #22 into the funding scenario**

Staff Recommended Funding Scenario - Capital

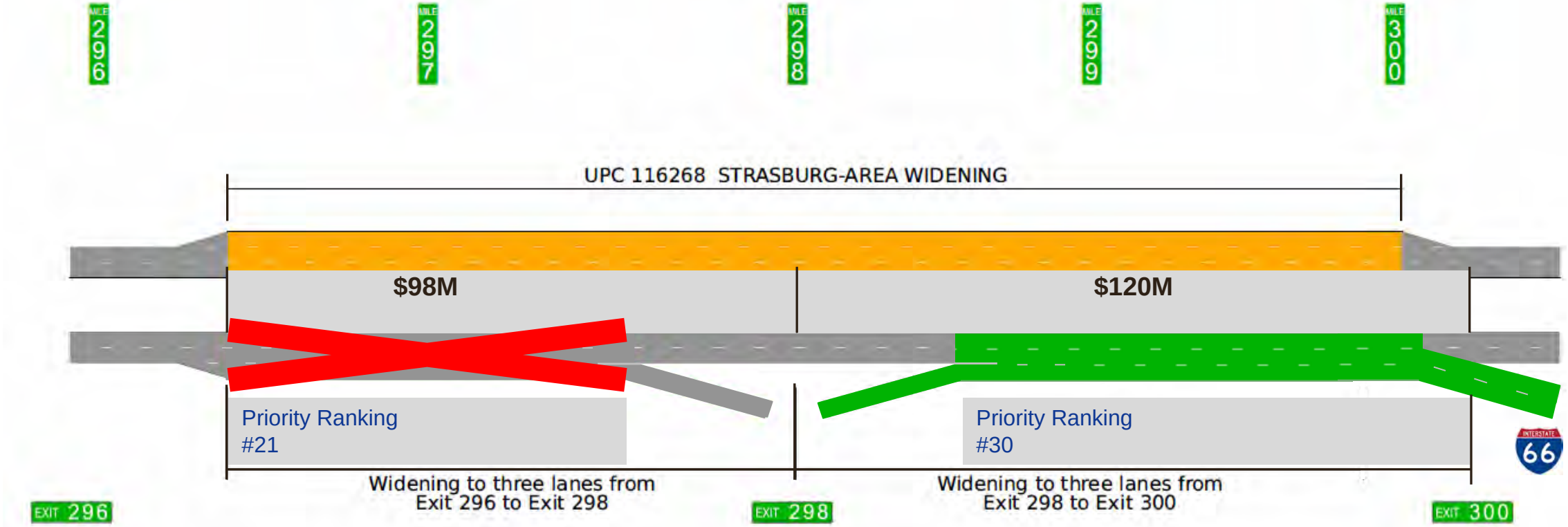
Operational Considerations – Project Sequencing



Prioritization results create an hour-glass or bottleneck prior to the I-66 interchange at Exit 300

Staff Recommended Funding Scenario - Capital

Operational Considerations – Project Sequencing and Recommendation



LEGEND

Previously Funded
I-81 Corridor Improvement Program
Widening to a Three-Lane Project

Potential Funded
Widening Improvement

$XXX Estimated Rough Order of Magnitude Cost*

Staff recommend substituting #30 for #21:

- Addresses hour-glass effect
- Benefit score is almost identical, difference in rank is attributed to cost
- #30 anticipated to improve performance issue within #21

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Recommended Change #2

District	County	NB/SB	From/To Mile Markers	Length (mi)	Project Type	Project Rank
Staunton	Augusta County	NB	237.4 to 242.2	4.8	Widening between MM 238 and MM 242	19
	Rockingham County	SB	242.2 to 237.5	4.7		
Bristol	Washington County	SB	24.8 to 24.4	0.4	Acceleration lane extension	20
Staunton	Shenandoah County	NB	296.8 to 298.6	1.8	Widening between Exit 296 to Exit 298*	21
Bristol	Washington County	NB	9.9 to 14.9	5.0	Widening between Exit 8 to Exit 14	22
		SB	14.9 to 9.9	5.0		
Staunton	Rockbridge County	NB	202.2 to 204.8	2.6	Truck climbing lane between MM 202 and MM 205	23
Salem	Botetourt County	NB	157.0 to 163.1	6.1	Widening between Exit 156 and Exit 162	24
		SB	163.1 to 157.0			
Staunton	Rockbridge County	SB	199.6 to 194.9	4.7	Widening between Exit 200 and 195	25
Bristol	Washington County	NB	33.9 to 34.8	0.9	Curve improvements between MM 33 and MM 35	26
Staunton	Augusta County	NB	225.2 to 229.0	3.8	Widening between Exit 225 to MM 229	27
		SB	229.0 to 225.4	3.6		
Bristol	Wythe County	NB	67.0 to 69.0	2.0	Curve improvements between Exit 67 and 69	28
Staunton	Rockbridge County	NB	190.5 to 195.7	5.2	Widening between Exit 188A and Exit 200	29
Staunton	Shenandoah County	NB	298.6 to 300.3	1.7	Widening between Exit 298 and Exit 300 and I-81 NB to I-66 EB ramp	30
Staunton	Rockbridge County	SB	196.6 to 189.9	6.7	Widening between Exit 195 and Exit 188B	31

- **Substitute #30 for #21 in the funding scenario**

Staff Recommended Funding Scenario - Capital

Bristol District

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Washington	25.1 to 25.7	NB	2
Acceleration Lane Extension	Washington	29.5 to 30.1	NB	3
Auxiliary Lane	Washington	4.5 to 5.0	NB	7
Acceleration Lane Extension	Washington	19.9 to 20.2	NB	11
Acceleration Lane Extension	Washington	24.8 to 24.4	SB	20
Widening (+1 Lane)	Washington	9.9 to 14.9	NB/SB	22
Grand Total Rough Order of Magnitude Range*	**$370-486M**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Salem District

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Botetourt	162.0 to 160.9	SB	6
Truck Climbing Lane	Pulaski	104.9 to 103.4	SB	15
Truck Climbing Lane	Montgomery	105.6 to 108.7	NB	16
Grand Total Rough Order of Magnitude Range*	**$271-425M**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Staunton District (1 of 2)

Project	County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Acceleration Lane Extension	Rockingham	251.1 to 250.7	SB	1
Acceleration Lane Extension	Shenandoah	265.2 to 265.5	NB	4
Deceleration Lane Extension	Frederick	307.5 to 307.3	SB	5
Acceleration Lane Extension	Augusta	227.8 to 228.1	NB	8
Acceleration Lane Extension	Shenandoah	269.3 to 268.2	SB	9
Auxiliary Lane	Augusta	220.8 to 221.5	NB	10
Widening (+1 Lane)	Augusta	221.7 to 216.7	SB	12
Widening (+1 Lane)	Rockbridge	204.8 to 209.9	NB/SB	13

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Staff Recommended Funding Scenario - Capital

Staunton District (2 of 2)

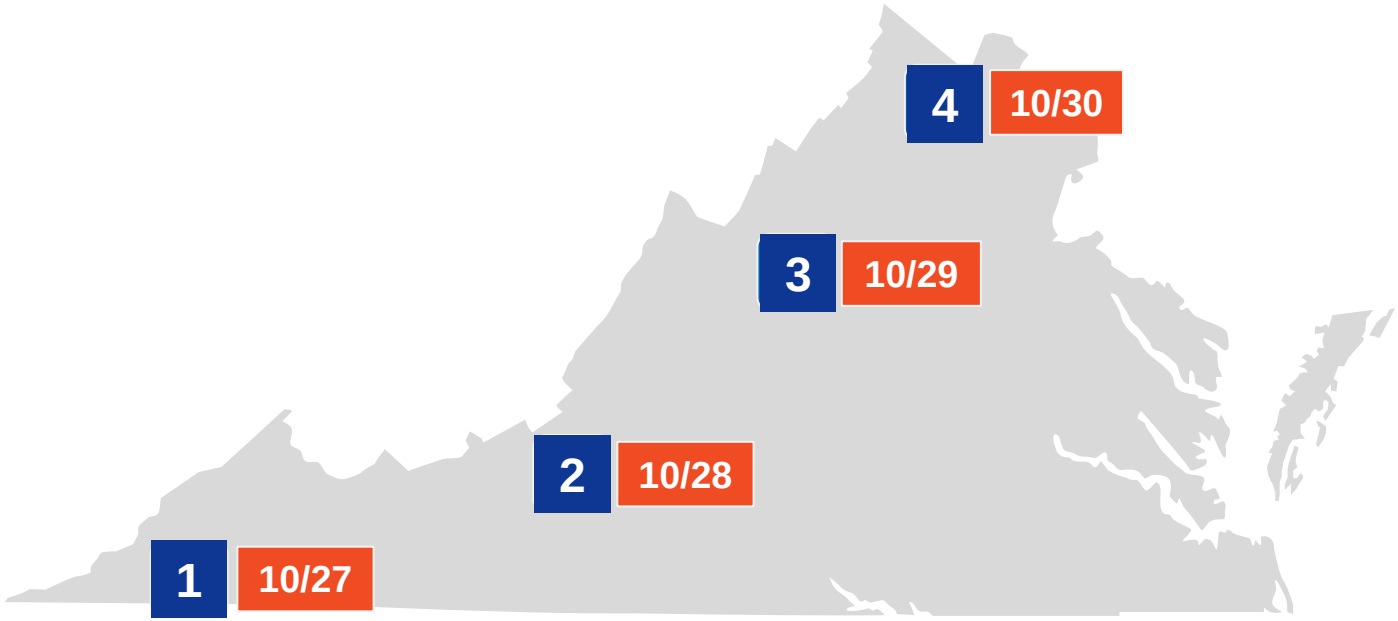
Project	City/County	Mile Marker From/To	Direction	Corridor Prioritization Rank
Widening (+1 Lane)	Augusta	209.9 to 212.9	NB/SB	14
Widening (+1 Lane)	Augusta/Rockingham	237.4 to 242.2	NB/SB	19
Widening (+1 Lane)	Shenandoah	298.6 to 300.3	NB	30
Grand Total Rough Order of Magnitude Range*	**$1.0-1.9B**			

* Cost estimates are conceptual and subject to refinement as projects are vetted prior to the December I-81 Advisory Committee and CTB presentations.

Next Steps- Round 3 Public Outreach

Prioritized Solutions

- Four in-person meetings to be held week of October 27
- Maps displayed with prioritized solutions and cost estimates
- $3M in operational improvements included
- Virtual survey to gather public comment on prioritization
- All materials shared on the project website



1	Bristol District	SWVA Higher Education Center
2	Salem District	Salem Civic Center
3	Staunton District (South)	Blue Ridge Community College
4	Staunton District (North)	Shenandoah University

All meetings 5-7 pm

Next Steps – I-81 CIP Update

November 2025 to January 2026

- **Share Round 3 public feedback and staff funding scenario with I-81 Advisory Committee**
- **Receive I-81 Advisory Committee recommendation on funding scenario**
- **CTB considers funding scenario (December 2025)**
- **CTB adopts final funding scenario and update to the I-81 CIP**

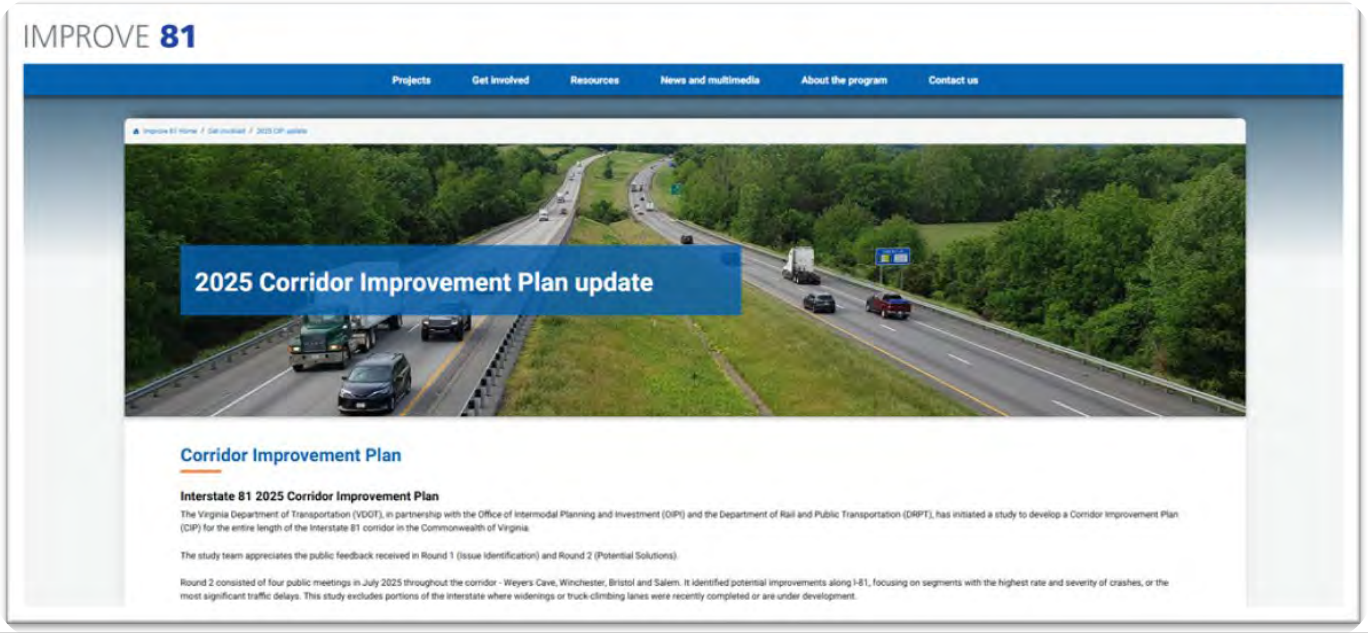
Questions

Study Manager: Rob Williams, AICP

va81corridorplan@vdot.virginia.gov

804-371-4868

www.improve81.org




VDOT
Virginia Department of Transportation

I-81 Corridor Improvement Plan

SMART SCALE-like Prioritization Results

Date: 10/10/2025

District	Municipality	Direction	Mile Marker			Total Length (Miles)	Description	ROM - Estimate Future Year Costs	SS LIKE SCORE RANK
Staunton	Rockingham County	SB	251.1	to	250.7	0.4	Acceleration lane extension	$ 4,600,000	1
Bristol	Washington County	NB	25.1	to	25.7	0.5	Acceleration lane extension	$ 7,000,000	2
Bristol	Washington County	NB	29.5	to	30.1	0.5	Acceleration lane extension	$ 7,000,000	3
Staunton	Shenandoah County	NB	265.2	to	265.5	0.3	Acceleration lane extension	$ 4,000,000	4
Staunton	Frederick County	SB	307.5	to	307.3	0.2	Deceleration lane extension	$ 3,900,000	5
Salem	Botetourt County	SB	162.0	to	160.9	1.1	Acceleration lane extension	$ 73,000,000	6
Bristol	Washington County	NB	4.5	to	5.0	0.4	Auxiliary lane between Exit 3 and Exit 5	$ 12,000,000	7
Staunton	Augusta County	NB	227.8	to	228.1	0.3	Acceleration lane extension	$ 24,000,000	8
Staunton	Shenandoah County	SB	269.3	to	268.2	1.1	Acceleration lane extension	$ 140,000,000	9
Staunton	Augusta County	NB	220.8	to	221.5	0.7	Auxiliary lane between Exit 220 and Exit 222	$ 13,000,000	10
Bristol	Washington County	NB	19.9	to	20.2	0.3	Acceleration lane extension	$ 6,000,000	11
Staunton	Augusta County	SB	221.7	to	216.7	5.0	Widening between Exit 213B and 221	$ 179,000,000	12
Staunton	Rockbridge County	NB	204.8	to	209.9	5.1	Widening between Exit 205 and MM 209	$ 334,000,000	13
		SB	209.9	to	204.8	5.1			
Staunton	Augusta County	NB	209.9	to	212.9	3.0	Widening between MM 209 and Exit 213	$ 273,000,000	14
		SB	212.9	to	209.9	3.0			
Salem	Pulaski County	SB	104.9	to	103.4	1.5	Truck climbing lane between Exit 105 and MM 103	$ 84,000,000	15
Salem	Montgomery County	NB	105.6	to	108.7	3.1	Truck climbing lane between Exit 105 and Exit 109	$ 191,000,000	16
Staunton	Augusta County	NB	230.4	to	234.4	4.0	Widening between MM 230 and Exit 235*	$ 364,900,000	17
		SB	234.5	to	230.2	4.3			
Staunton	Augusta County	NB	228.7	to	230.5	1.8	Widening between MM 229 and MM 230*	$ 125,000,000	18
		SB	230.4	to	228.7	1.7			
Staunton	Augusta County Rockingham County	NB	237.4	to	242.2	4.8	Widening between MM 238 and MM 242	$ 358,000,000	19
		SB	242.2	to	237.5	4.7			
Bristol	Washington County	SB	24.8	to	24.4	0.4	Acceleration lane extension	$ 8,200,000	20
								$ 2,211,600,000	
Staunton	Shenandoah County	NB	296.8	to	298.6	1.8	Widening between Exit 296 to Exit 298*	$ 98,000,000	21
Bristol	Washington County	NB	9.9	to	14.9	5.0	Widening between Exit 8 to Exit 14	$ 388,000,000	22
		SB	14.9	to	9.9	5.0			
Staunton	Rockbridge County	NB	202.2	to	204.8	2.6	Truck climbing lane between MM 202 and MM 205	$ 51,400,000	23
Salem	Botetourt County	NB	157.0	to	163.1	6.1	Widening between Exit 156 and Exit 162	$ 811,500,000	24
		SB	163.1	to	157.0				
Staunton	Rockbridge County	SB	199.6	to	194.9	4.7	Widening between Exit 200 and 195	$ 266,600,000	25
Bristol	Washington County	NB	33.9	to	34.8	0.9	Curve improvements between MM 33 and MM 35	$ 19,150,000	26
Staunton	Augusta County	NB	225.2	to	229	3.8	Widening between Exit 225 to MM 229	$ 434,700,000	27
		SB	229	to	225.4	3.6			
Bristol	Wythe County	NB	67.0	to	69.0	2.0	Curve improvements between Exit 67 and 69	$ 32,300,000	28
Staunton	Rockbridge County	NB	190.5	to	195.7	5.2	Widening between Exit 188A and Exit 200	$ 205,400,000	29
Staunton	Shenandoah County	NB	298.6	to	300.3	1.7	Widening between Exit 298 and Exit 300 and I-81 NB to I-66 EB Ramp	$ 120,000,000	30
Staunton	Rockbridge County	SB	196.6	to	189.9	6.7	Widening between Exit 195 and Exit 188B	$ 168,400,000	31
Staunton	Rockbridge County	SB	190.0	to	186.9	3.1	Truck climbing lane between MM 190 and Exit 188	$ 128,400,000	32
Salem	Botetourt County	NB	156.6	to	156.9	0.3	Acceleration lane extension	$ 13,500,000	33
Staunton	Frederick County	NB	310.6	to	313.3	2.7	Widening between Exit 310 and Exit 313	$ 182,800,000	34
Salem	Botetourt County	NB	150.4	to	157.2	6.8	Widening between Exit 150 and Exit 156	$ 801,900,000	35
		SB	157.2	to	150.4				
Salem	Pulaski County	NB	94.5	to	94.8	0.3	Acceleration lane extension	$ 42,200,000	36
Salem	Botetourt County	NB	163.0	to	166.9	3.9	Widening between Exit 162 and Exit 167	$ 778,000,000	37
		SB	166.9	to	163.0				
Salem	Botetourt County	NB	166.9	to	169.0	2.1	'S-Curves' realignment	$ 327,200,000	38
		SB	168.9	to	166.9	2.0			
Staunton	Rockbridge County	NB	188.6	to	188.8	0.2	Deceleration lane extension	$ 3,400,000	39
Bristol	Smyth County	NB	35.8	to	36.2	0.4	Acceleration lane extension	$ 7,250,000	40
Staunton	Rockbridge County	SB	175.8	to	175.2	0.6	Acceleration lane extension	$ 7,500,000	41
							I-81 CIP Update Total Potential Improvements Cost	**$ 7,099,200,000**	

LEGEND

- Denotes a project added by the CTB to the I-81 Corridor Improvement Program (CIP) in January 2025

- Denotes 'Cut' line for funding

* *=-Denotes constructability or operational concern*

I-81 Corridor Improvement Plan

Staff Recommended Funding Scenario

Date: 10/10/2025

District	County	Direction	Mile Marker	Total Length (Miles)	Description	ROM - Estimate Future Year Costs	SS LIKE SCORE RANK
Staunton	Rockingham County	SB	251.1 to 250.7	0.4	Acceleration lane extension	$ 4,600,000	1
Bristol	Washington County	NB	25.1 to 25.7	0.5	Acceleration lane extension	$ 7,000,000	2
Bristol	Washington County	NB	29.5 to 30.1	0.5	Acceleration lane extension	$ 7,000,000	3
Staunton	Shenandoah County	NB	265.2 to 265.5	0.3	Acceleration lane extension	$ 4,000,000	4
Staunton	Frederick County	SB	307.5 to 307.3	0.2	Deceleration lane extension	$ 3,900,000	5
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* *=-Denotes constructability or operational concern*

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Recommendation for CTB Policy: Project Labor Agreements

October 14, 2025

Project Labor Agreements (PLA)

- **What is a PLA?**
  - A pre-hire collective bargaining agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific project

- **What is the Purpose of a PLA?**
  - Generally, intended to ensure a stable and qualified labor supply for a project at predictable costs

- **What is the History of PLAs?**
  - First used in the US in the 1930s on major infrastructure projects such as the Hoover Dam
  - Use in World War II served as foundation for modern PLAs -high demand for skilled labor, increased government spending on construction and unionization of a majority of labor
  - In later years use subsided as construction industry sought more open competition
  - Presidential Executive Orders (EO) have addressed use of PLAs on federal or federally funded construction contracts
    - Earlier Presidential EOs restricted or prohibited use of PLAs by federal agencies or on federally funded projects
    - More recent Presidential EOs have encouraged or required use of PLAs on federal or federally funded construction projects

Project Labor Agreements

- **History of PLAs (cont'd)**
  - In 2012 Virginia Law was enacted that prohibited state agencies from requiring or prohibiting bidders or contractors to enter into agreements with labor organizations for state funded projects
  - In 2020 Virginia law was amended to authorize public bodies to require bidders or contractors to enter into project labor agreements for public works projects

- **Why Address PLAs?**
  - Increasing discussion around use by localities and industry
  - Potential for impacts on projects—warrants policy for use of PLAs on projects funded by the CTB

Status of PLAs Under Federal Law

- **National Labor Relations Act allows for PLAs in Construction**
- **Presidential EO (2022) and federal regulations:**
  - **Require federal agencies to use PLAs on large scale projects ($35M or more) unless:**
    - **PLA would not advance the Federal Government's interests in achieving economy and efficiency in Federal procurement because a project:**
      - has short duration, is not complex
      - will involve only one craft or trade
      - involves specialized construction work performed by a limited number of contractors or subcontractors
      - has unusual and compelling urgency such that a project labor agreement would be impracticable
      - could not achieve adequate competition at a fair and reasonable price based on market research

Status of PLAs Under Federal Law

- **FHWA established Interim Guidance on the use of Project Labor Agreements (05/07/2010)**
  - Requires approval of FHWA before a state DOT may use a PLA on federally funded project
  - FHWA may approve/state DOT may require use of a PLA by a contractor on a project if they are able to present evidence that the use of a PLA will:
    - advance the government's interest in
      - reducing construction costs and achieving economy and efficiency;
      - producing labor-management stability;
      - ensuring compliance with laws and regulations governing safety and health, equal employment opportunity, labor and employment standards, and other matters as appropriate
    - be consistent with law.

Status of PLAs Under Federal Law

- **FHWA Interim Guidance on the Use of Project Labor Agreements (Cont'd)**

  - **Use of a PLA may be approved if the State DOT has made a reasonable showing that the use of a PLA on the project will advance the interests of the government. Factors to be considered:**
    - Size and complexity of the project;
    - Importance of the project and need to adhere to a certain timeline;
    - Risk of labor unrest on the project and present circumstances that may lead to a heightened risk of labor disruption, includes history of labor unrest in the area, the anticipated working conditions of the project relating to the environment or work schedules, and expiration of one or more collective bargaining agreements that could lead to jurisdictional disputes;
    - Impacts of a labor disruption to the users, the operation of the facility, and the region;
    - Costs of a delay should a labor disruption occur; and
    - Available labor pool relative to the particular skills required to complete the project.

Status of PLAs Under Federal Law

- **FHWA Interim Guidance on the Use of Project Labor Agreements (Cont'd)**
  - **To Apply --a State DOT must provide a written statement to the Division Office:**
    - asserting that a PLA advances the interest of the government, describing the basis for that determination and providing documentation with supporting facts
  - **Division Office may accept or deny the use of a PLA on a particular project based on the supporting information submitted.**
  - **Division Offices also review terms of PLAs to ensure they:**
    - bind all contractors and subcontractors and include appropriate specifications
    - allow all contractors and subcontractors to compete for contracts and subcontracts without regard to whether they are otherwise parties to collective bargaining agreements;
    - contain guarantees against strikes, lockouts, and similar job disruptions;
    - include effective, prompt, and mutually binding procedures for resolving labor disputes during the PLA;
    - provide other mechanisms for labor-management cooperation on key matters, including productivity, quality of work, safety, and health; and
    - fully conform to all statutes, regulations, and Executive Orders.
  - **PLAs must be approved by FHWA Headquarters**

Status of PLAs Under Virginia Law

- **Public bodies when procuring or letting contracts for construction or maintenance, *may,* require bidders, offerors, contractors, or subcontractors to enter into and/or adhere to project labor agreements with one or more labor organizations.**

- **Virginia is a right to work state—based on Virginia's Right to Work statutes:**
  - **it is the policy of Virginia that a person's right to work must not be denied based on membership or non-membership in any labor union/organization**
  - **any agreement between an employer and labor union/organization that**
    - denies a person's right to work for the employer because they are not a member of the labor union
    - requires membership in a labor union as a condition of employment
    - establishes a labor monopoly

    is against public policy and is an illegal conspiracy.

Summary of Virginia Law and PLAs

- **Virginia law authorizes a public body to require use of a PLA on a project, but does not specify criteria/conditions for use:**
  - **Lack of criteria/conditions for use of PLAs on projects funded in whole or in part with funding allocated by the CTB place these projects at risk of indiscriminate use of PLAs which, among other things, could:**
    - increase project costs
    - inhibit competition
    - conflict with Virginia's Right to Work statutes
- **The CTB is a policy board and has statutory power and duty to:**
  - review and approve, assist in establishing and oversee execution of policies and transportation objectives of the Department of Transportation and the Department of Rail and Public Transportation
  - coordinate planning for and financing of transportation needs
- **Based on the above, it is recommended that the CTB enact a policy on use of PLAs for projects funded in whole or in part with funding allocated by the CTB.**

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Recommended Policy:**
  - **A Project Labor Agreement may be used on a project funded in whole or in part with state and/or federal funding allocated by the CTB only upon a finding by the Board that:**
    - **the use of a PLA on the project will**
      - **clearly and significantly benefit the project and advance the interests of the Public and the Commonwealth from the standpoint of quantifiable cost savings, effectiveness, efficiency, quality, safety and timeliness (*Interests of the Public and the Commonwealth*)**
      - **meet the requirements of the Virginia Right to Work statutes**

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Factors to be used in determining a project's eligibility for use of a PLA:**
  - **Project Size and Complexity:** The PLA's usefulness as it relates to the size and complexity of the project
  - **Impact on Project Cost:** Whether, and the extent to which use of a PLA will increase or decrease the costs of the project, based on:
    - Project cost estimates with use of a PLA, and
    - Project cost estimates without use of a PLA;
  - **Project Criticality and Timeline:** The importance of the project and need to adhere to a certain timeline; whether the project cannot be completed in accord with the timeline needed by the Commonwealth without a PLA and the risks presented by use of a PLA on the timeline;

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Factors, (cont'd)**
  - **Competition:** Impacts (positive/negative) of a PLA on competition, including but not limited to:
    - Impacts (positive/negative) on the number of contractors that would otherwise be willing or able to bid or offer proposals on the project, including but not limited to their union/non-union status or participation /non-participation in collective bargaining agreements;
    - Impacts (positive/negative) on the ability of Virginia-based contractors or Virginia residents to participate in the contract;
  - **Denial of Work based on non-union membership:** Whether use of a PLA will deny work to any Virginia worker based on their union or non-union membership status;

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Factors, (cont'd)**
  - **Labor Shortage:** Whether there is an actual shortage of skilled labor needed for the project, considering the availability of labor inside and outside the project area and whether use of a PLA will resolve/address the labor shortage;
  - **Prequalification:** Whether VDOT's or DRPT's prequalification requirements do not adequately address the Interests of the Commonwealth and the Public;
  - **Labor Disputes:** Whether use of a PLA would impact the risks of labor disputes or unrest affecting the project, to include**;**
    - the circumstances that are present that may lead to a heightened risk of labor disruption, such as the history of labor unrest in the area, the anticipated working conditions of the project relating to the environment or work schedules, and the expiration of one or more collective bargaining agreements that could lead to jurisdictional disputes and evidence that use of a PLA will prevent strikes from occurring during the project;
    - Impacts of a labor disruption to the users, the operation of the facility, and the region and the impact that use of a PLA would have on the potential for labor disruption; and
    - The costs of a delay should a labor disruption occur.

Recommended/Draft Policy for Use of PLAs in Transportation Projects

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

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Process:**
  - **A Project Sponsor seeking to utilize a PLA for a project funded with state or federal funds allocated by the CTB must submit to the Commissioner of Highways or Director of DRPT a PLA Request Packet consisting of:**
    - a written request
    - an independent third-party evaluation that addresses each of the eligibility factors and makes a clear and compelling case that the use of a PLA meets the requirements of the Policy
  - **Commissioner or Director, within 60 days of receipt, must assess the PLA Request Packet for completeness;**
    - If complete—packet is presented to CTB at the next (if practicable) but no later than the second regularly scheduled workshop of the Board following completion of the assessment
    - If incomplete—Commissioner or Director notifies Project Sponsor of reasons

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Process: (cont'd)**
  - **The Board, by resolution, renders its determination at the next month's regularly scheduled action meeting (if practicable) but no later than the second month's regularly scheduled action meeting following presentation of the PLA Request Packet by the Commissioner or Director.**
    - **Determination:** Whether or not it has been shown that a PLA will significantly benefit the project and advance the *Interests of the Commonwealth and the Public.*
      - **Negative Determination-**PLA may not be used on the project so long as state and/or federal funds are used on the project.
      - **Affirmative Determination—**PLA may be used on the project
        - **Commissioner or Director works with Project Sponsor to ensure the PLA complies with state and federal laws**
        - **If project is federally funded in whole or in part, Commissioner or Director works with Project Sponsor to ensure that all requirements for submission/review/approval at the federal level are satisfied prior to implementation of the PLA**

Recommended/Draft Policy for Use of PLAs in Transportation Projects

- **Reporting Requirements—for projects using PLAs**
  - **Project Sponsor to report to the Board, by January 31 of each year and no later than 60 days after project closeout, information substantiating benefits of PLA to the project and:**
    - General Project Information (Name/Letting Date/Award Date/Type of Procurement)
    - Original Contract cost
    - Number of responsive bidders
    - Total project costs inclusive of change orders issued since contract award.
    - Unapproved or pending change order value since contract award.
    - Original contract completion date
    - Actual or anticipated completion date, including approved/pending/unapproved extensions
    - Project Workforce – Total number of workers and number of Virginia workers
    - All occurrences and details of labor disruptions, regardless of the impact to the project experienced by any contractor or subcontractors on the project.
  - **To be posted on CTB Website**

Next Steps

- **CTB will be requested to approve/adopt the PLA Policy at its next Action meeting. (see Attachment A)**

- **If approved/adopted, the Policy will become effective immediately.**

ATTACHMENT A

Commonwealth Transportation Board
Policy on Use of Project Labor Agreements for State-Funded Projects
October 2025 Draft

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

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

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

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

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

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

I. Definitions

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

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

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

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

II. Requirements

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

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

While the Commonwealth Transportation Board agrees and understands that a public body may (in its bid specifications, project agreements, or other controlling documents) allow or require bidders, offerors, contractors, or subcontractors to enter into PLAs on projects, the Board must work to balance the use of PLAs as it relates to the Public's and Commonwealth's best interest and subsequent use of Board allocated transportation

funds. The Board must weigh a PLA's usefulness based on a declaration of need by the Project Sponsor and evidence that, based on its size and complexity, the project requires predictability in costs, an extended period, timely completion, multiple contractors and trades, and a need to ensure a unified, skilled and trained workforce.

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Process

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

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

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

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

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

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

3. Reporting Requirements

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

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

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

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

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

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

COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Priority Project Recommendations

John Lawson, Deputy Secretary of Transportation

October 14, 2025

Advancing Priority Projects

- Available Funding
- Funding Recommendations
- Next Steps

Available Funding

- There is significant unallocated Priority Transportation Fund (PTF) amounts anticipated in the Six-Year Improvement Program
- GARVEE bond proceeds planned in the Six-Year Financial Plan have not been allocated
- These funds are not allocated through the SMART SCALE process
- The CTB can allocate these funds to eligible priority projects
- Staff is recommending the advancement of a select group of priority projects with these funds
  - Obtain the benefits sooner
  - Avoid the impact of inflation

Available Funding

Priority Transportation Fund (PTF)

- Fund receives 10.5% of the Transportation Trust Fund Distribution
- First use is debt service on Capital Projects Revenue Bonds
- May be allocated by the CTB to priority projects
- Residual funds have been made available for Transforming Rail in Virginia

- The projected available balance in the SYIP after these commitments is $296.5 million
- Due to FY 2025 Transportation Revenue Performance, excess revenue from the Highway Maintenance and Operating Fund, the Construction Fund, and the Mass Transit Fund is due to the PTF
  - Calculated amount is $103.5 million.
  - To make these funds available, a revised budget will be recommended to the CTB in November 2025.
- Total amount of PTF available is $400 million

Available Funding

GARVEE Bonds (Grant Anticipation Revenue Vehicle Bonds)

- **New application of GARVEE Bonds to projects is governed by language in the current Appropriation Act, Item 420, B. 10.**

  > "The secretary shall ensure that any bonds issued pursuant to Article 4, Chapter 15 of Title 33.2 shall be programmed to projects eligible for funding through the Interstate Operations and Enhancement Program or to the High Priority Projects Program pursuant to § 33.2-370 or the Construction District Grant Program pursuant to § 33.2-371."

  - **Project must be eligible for Interstate Operations and Enhancement Program or the two Programs allocated through the SMART SCALE process**

- **GARVEE Bond proceeds of $319.3 million are available in the current SYIP**

Advance Additional Round 6 SMART SCALE Projects
High Priority Projects Program Eligible - $218 Million

Project	Locality	Requested Amount in Round 6	Recommended Amount	Additional Information
Business 17 (Lee Highway) Corridor Safety Improvement	Town of Warrenton	$20,447,204	$20,447,204	Allocation from PTF Recommended
Route 288 Southbound Hard Shoulder Running Lane	Goochland County	71,995,546	66,995,546	Allocation from GARVEE Bonds Recommended Locality contributed additional funds of $5 million to help advance the project
Route 294 (Prince William Parkway) Corridor Improvements	Prince William County	26,742,423	21,393,938	Allocation from PTF Recommended; Locality contributed additional funds of $5.3 million to help advance the project
I-395 Shirlington Rotary &S Glebe Rd Interchange Improvements	Arlington County/ City of Alexandria	31,462,633	31,462,633	Allocation from GARVEE Bonds Recommended
Short Pump Area Improvements - I-64/Gayton Road Diverging Diamond Interchange	Henrico County	*	34,200,000	Allocation from PTF Recommended Leveraging $123.2 million already committed to project
E. Parham Road Improvements – I-95 to Cleveland St	Henrico County	15,537,079	10,358,053	Allocation from PTF Recommended $2.5 million leverage offered in application; Locality contributed additional $2.7 million to help advance the project
B Port of Virginia Interchange / Commerce Road Streetscape	City of Richmond	25,554,090	16,063,089	Allocation from PTF Recommended $9.5 million leverage offered in application
US 11 (Main Street) Corridor Improvements	Town of Abingdon	17,963,221	17,213,221	Allocation from PTF Recommended Locality contributed additional $750,000 to help advance the project

***Amount requested ($247.2 million) was for suite of improvements; this represents funding for one of the projects with Henrico commitment to advance remaining projects in the future.**

Other Priority Projects
$497 Million

Project	Locality	Recommended Amount	Additional Information

Falmouth Bridge	City of Fredericksburg	$73,770,313	Allocation from PTF Recommended
			• Project is currently funded from SGR in the SYIP
			• Superstructure replacement is recommended
			  • Two lanes each direction (no capacity expansion)
			  • Replace deficient sidewalks with shared use path on one side

Meadowville Road (Route 618) at I-295 Bridge/Intersection	Chesterfield County	24,261,177	Allocation from PTF Recommended • Connect existing 4-lane typical sections on both sides of the bridge to a functioning 4-lane typical section throughout the interchange.
Route 220 • Intersection at Route 87 • Section 5 – Marrowbone Circle to US-58 Westbound Ramps	Henry County	 35,000,000 55,000,000	Allocation from PTF Recommended • Intersection Improvement – Continuous Green-T • Ramp and Intersection Improvements
Interstate 81 S Curves Realignment between Exit 167 and 168	Botetourt County	269,000,000	Allocation of $220 million from GARVEE Bonds and $49 million from PTF recommended
Long Bridge – Financing needed from I-66 Inside the Beltway	Arlington County/ Washington, DC	40,000,000	Allocation from PTF Recommended Addressing the estimated partial deficit in latest assumptions for financing available from I-66 Inside the Beltway

Next Steps

- **Recommended projects valued in excess of $25 million require a public hearing in the Highway Construction District prior to a CTB funding action. (*Code of Virginia, § 33.2-202)***
  - **The High Priority Program Projects were presented in the Spring Public Hearings**
  - **Some of the Other Priority Projects will require a public hearing**

- **Revised FY 2026 CTF and VDOT Budgets will be presented to allocate the $103.5 million of excess revenue to the Priority Transportation Fund to make the funds available for allocation**

- **Seek CTB approval of the project funding recommendations in November 2025**
  - **Action on the Allocation of Funds to the Priority Transportation Fund**
  - **Action on project additions and allocation of funds to the recommended priority projects**

COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

DMV Now
Virginia Department of Motor Vehicles

Virginia Department of Aviation

DRPT
Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

MVDB
Motor Vehicle Dealer Board
COMMONWEALTH OF VIRGINIA

THE PORT OF VIRGINIA®

VDOT
Virginia Department of Transportation

VIRGINIA SPACEPORT AUTHORITY

Colonial Williamsburg®

LAFAYETTE ARRIVAL AND TRANSPORTATION CENTER




INTERSTATE
64
Visitor Center Site
Capitol Landing Road
Lafayette Street
Colonial Williamsburg
Arrival Center Site



Francis Street

Buses now park on Historic Area streets



Interstate 64

Focus the route to the City and Historic Area



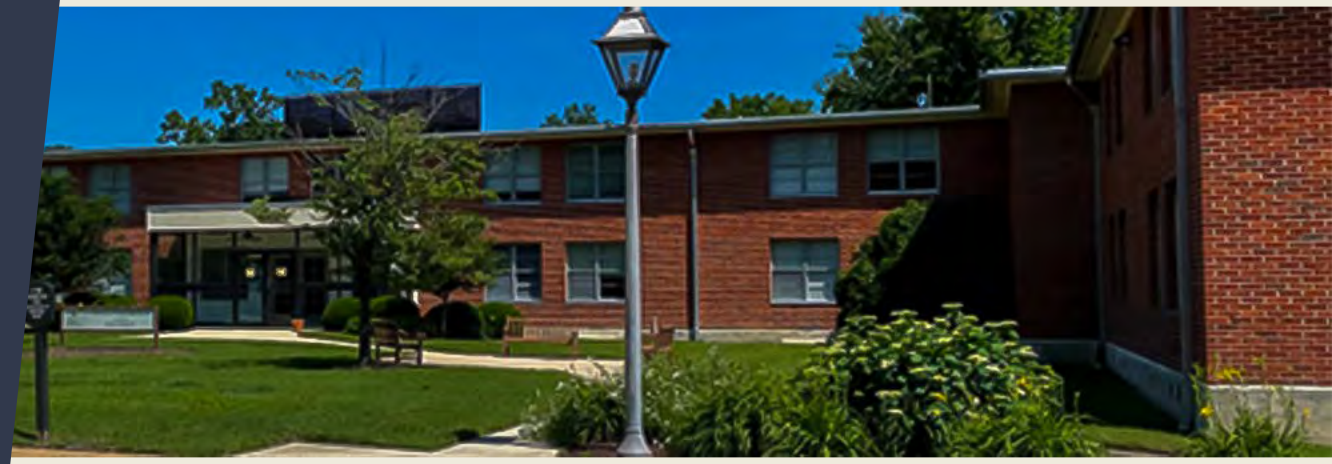
WATA

Improve efficiency of the 15-minute route

Arrival Area

Removal of redundant buildings








INTERSTATE
64
Visitor Center Site
Capitol Landing Road
Lafayette Street
Colonial Williamsburg
Arrival Center Site


INTERSTATE
64
VISITOR CENTER
REDEVELOPMENT
Capitol Landing Road
Lafayette Street
LAFAYETTE STREET
ARRIVAL AREA
Colonial
Williamsburg
Duke of Gloucester Street
Francis Street

CAPITOL LANDING RD

New road to Visitors Center

Applications Submitted - Nov 1, 2016 | Date of Award – Oct 4, 2021 | Project Cost - $ 2,144,760



Arrival Area

Design for new guest facilities



Arrival Area

Arrival facility with bus drop off



Colonial Williamsburg®

LAFAYETTE ARRIVAL AND TRANSPORTATION CENTER



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTrans Long-term Risk & Opportunity Register, and Strategic Actions

Jitender Ramchandani
Office of Intermodal Planning and Investment (OIPI)

October 14, 2025

PURPOSE OF TODAY'S PRESENTATION

CTB Vision, Guiding Principles, Goals and Objectives

Mid-term Needs and Priority Locations (0 – 10 Years)

Long-term Risk & Opportunity Register (20+ Years)

Strategic Actions



Focus of Today's Presentation

Presentation	2023 - April 2025	Sept., Oct. 2025
Action	April 2025	Dec. 2025

VTRANS | VIRGINIA'S TRANSPORTATION PLAN

PURPOSE OF TODAY'S PRESENTATION (*cont.*)

- **This presentation includes:**
  - Transportation Plan requirements
  - Trends impacting transportation
  - Recommended updates to the VTrans Long-term Risk & Opportunity Register
  - Status of 2021 VTrans Strategic Actions and recommended updates for 2025

CODE REQUIREMENT

- **Virginia Code § 33.2-353 and 23 CFR § 450.216 require the State's Transportation Plan, VTrans, to cover a 20-year planning horizon.**
  - This VTrans plan must be submitted to the GA and the Governor every four years.
  - The last submission was in December 2021.

- **Commonwealth Transportation Board (CTB) is meeting the Code requirements by maintaining and monitoring a Long-term Risk and Opportunity Register, which has a 20-year planning horizon.**
  - This evaluates the impacts of relevant global macroeconomic factors that are projected to have a measurable effect on Virginia's transportation system.

- **CTB has also adopted Strategic Actions to address the impacts of the identified risks and opportunities.**

IDENTIFIED TRENDS

- **The current CTB VTrans policy includes four megatrends and ten macrotrends that are likely to impact Virginia's transportation system in the coming decades.**
  - The trends were identified based on available research and literature review.
  - The focus is on trends that are "Known Unknowns"
    - Trends that are known and expected to have a measurable impact on Virginia's transportation system
    - Trends that have an unknown or uncertain level of impact
  - Three scenarios were developed to capture uncertainty around the impacts of the identified trends.
  - Each scenario identifies **cumulative impacts** over and above the business-as-usual scenario.
- **Staff recommendation:**
  - OIPI does not recommend any changes to the identified megatrends.



VTrans Policy Guide



Technical Guide: Development And Monitoring Of VTrans Long-term Risk & Opportunity Register

IDENTIFIED TRENDS (*cont.*)

MEGATREND	CLIMATE	TECHNOLOGICAL ADVANCEMENTS	CHANGE IN CONSUMPTION PATTERNS	SOCIO-DEMOGRAPHIC / EMPLOYMENT CHANGES
MACROTREND	**Increase in Flooding Risk** ▪ Sea-level Rise ▪ Storm Surge ▪ Inland/Riverine Flooding	**Adoption of Highly Autonomous Vehicles** **Adoption of Electric Vehicles** **Growth in Shared Mobility** (e.g. Uber, Lyft, e-Scooters, e-bikes, etc.)	**Growth in E-commerce** **Greater Automation of Production and Services**	**Growth of the Professional Service Industry** **Increase in Workplace Flexibility** **Growth of the 65+ Cohort** **Population and Employment Shift**

ESTIMATED ANNUAL IMPACTS OF THE IDENTIFIED TRENDS IN 2050

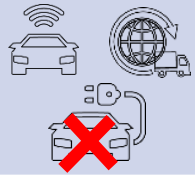
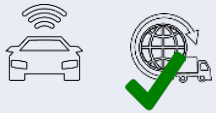
Metrics related to the 2025 VTrans Vision, Goals, Objectives, and Guiding Principles		Annual Impacts by Scenarios in 2050: Impact of VTrans Macrotrends (Over and above impacts due to economic growth)			Desirability
		2025 Low Estimate / (2021 Low Estimate)	2025 Medium Estimate / (2021 Medium Estimate)	2025 High Estimate / (2021 High Estimate)	
Vehicle Miles Traveled (VMT) Index (Estimated change in VMT)		**+1% /** (4%)	**+3% /** (8%)	**+9% /** (17%)	
Shared Mobility Index (Estimated switchable urban single-occupancy auto VMT to micromobility + ridesourcing)		**+1% /** (9%)	**+5% /** (18%)	**+7% /** (27%)	
Safety Index (Estimated change in number of crashes involving fatalities + serious injuries)		**-42% /** (-26%)	**-46% /** (-38%)	**-55% /** (-67%)	
Tailpipe Emissions Index (Estimated change in tailpipe emissions)		**-14% /** (-3%)	**-33% /** (-17%)	**-58% /** (-69%)	
Flooding Risk (Estimated number of at-risk directional roadway miles; rounded to the nearest hundred)	Sea Level Rise	**1,100 /** (900)	**1,300 /** (1,100)	**1,700 /** (1,400)	
	Storm Surge	**8,600 /** (7,7000)	**13,900 /** (13,100)	**17,800 /** (17,100)	
	Inland/Riverine Flooding	**14,000 /** (17,5000)	**14,800 /** (17,900)	**18,000 /** (18,200)	

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER

- **The Board's preferences regarding the trends and their impacts are captured in the Long-term Risk and Opportunity Register.**
  - Staff is recommending the removal of the following four of the 19 risks (⚠) and opportunities (☼) documented in 2021.

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
	⚠	1. A large number of the state's roadways are at risk of flooding. 2. Several unknown and unquantified flooding risks are present. 3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations.
	☼	4. Proactively eliminate or mitigate identified flooding risks. 5. Increase the state's preparedness to address other macrotrends associated with the climate change megatrend.

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER (*cont.*)

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
	⚠	6. Greater wear-and-tear of the transportation system due to increased vehicle miles traveled (VMT) and an increase in average vehicle weight. (Electric vehicles are no longer estimated to be a meaningful contributing macrotrend for greater wear and tear of the transportation system.)
	☀	~~7. Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles.~~ (The timeframe for higher fleet penetration of highly autonomous vehicles (Levels 4 and 5) is estimated to be further out in the planning horizon. Additionally, VDOT has completed 2021 VTrans Strategic Action # 4, which helps improve the state's ability to manage highly autonomous vehicles.) 8. Maximize safety benefits offered by highly autonomous vehicles, especially those with an Automated Driving System.
	⚠	9. Higher vehicle miles traveled (VMT) for each unit of economic activity compared to the present fleet. (Growth of e-commerce has been added as a macrotrend influencing higher vehicle miles traveled.)

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER (*cont.*)

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
	☀	10. Minimize the environmental impacts of the transportation system development.
	⚠	11. Increased curb access conflicts in urbanized areas.
	⚠	12. Projected growth in shared mobility ((e.g. Uber, Lyft, e-Scooters, e-bikes, etc.) does not provide measurable benefits to the transportation system. 13. Benefits of growth in shared mobility are not equally accessible ~~by~~ to all areas and population segments.
	☀	14. Utilize shared mobility services to improve accessibility. ~~15. Improve the state's ability to manage a transportation system with a high number of shared mobility vehicles.~~ (The usage and growth rate of the shared mobility services in Virginia are lower than previously estimated. Additionally, OIPI is currently working on the 2021 VTrans Strategic Action # 9, which helps improve the state's ability to manage shared mobility vehicles.)
	☀	16. Proactively eliminate or mitigate transportation impacts associated with e-commerce, including those related to large warehouse and distribution centers.

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER (*cont.*)

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
	☀	~~17. Improve the state's ability to proactively manage transportation impacts associated with greater automation of production and services.~~ (This risk has become less relevant from a state transportation entity's perspective.)
	☀	~~18. Maximize the utilization of workplace flexibility for telework-capable jobs.~~ (Virginia's approach focuses on maximizing the economic benefits of collaboration enabled by in-person work.)
	⚠	~~19. The transportation system and services are unable to meet the mobility needs of Virginians age 65 and older.~~ Due to the higher life expectancy and higher growth rate of this population cohort in rural areas, there is a greater need for more mobility options across the state. (The description of the risk has been modified to clarify the intent and the underlying issue.)

RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS

- **Trend trackers are used to monitor changes and fluctuations associated with the identified trends.**
- **Staff recommendation:**
  - Remove three trend trackers included in the 2021 policy.
  - Add two trend trackers.
  - OIPI to annually report on the identified trend trackers to the CTB.

RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS (*cont.*)

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)
	▪ Number of directional miles at risk from sea level rise ▪ Number of directional miles at risk from storm surge ▪ Number of directional miles at risk from inland/riverine flooding ▪ Annual cost of transportation repair due to flooding events
	▪ Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Attitude and Preferences for Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles ▪ Attitude and Preferences for Adoption of Highly Autonomous (Levels 3 and 4) Vehicles
	▪ Number of Electric Vehicles ▪ Market Penetration of Electric Vehicles ▪ Attitude and Preferences for Adoption of Electric Vehicles ▪ Transportation Funding by Funding Source
	▪ Access to Shared Mobility Services ▪ Utilization of Shared Mobility Services by Type
	▪ Number of Warehouses and Distribution Centers ▪ Square Footage of Warehouse and Distribution Centers ▪ Share of E-commerce Sales (Business-to-business, business-to-customers) ▪ ~~Number of Jobs in Goods Movement Dependent Industries~~ (This is no longer a relevant tracker due to higher automation in these industries.)

RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS (*cont.*)

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)	
	~~Number of short-range drone deliveries~~ ~~Number of long-range drone deliveries~~ Percent of plants with robots and percent of employees exposed to robots Capital expenditures for industrial robotic equipment (The recommended trackers are expected to be more relevant and reliable for this macrotrend.)	
	Share of Professional Services Industry Jobs Number of Science, Technology, Engineering, and Mathematics (STEM) Jobs	
	Number of Workers with Workplace Flexibility Utilization of Workplace Flexibility	
	Number of Virginians Age 65 or higher Share of Age 65+ Cohort	
	VTrans Land Use Vitality Index Population	Employment Income

STRATEGIC ACTIONS: APPROACH

- **The VTrans planning process culminates with a set of actions, called Strategic Actions, which are developed to:**
  - Advance transportation goals and objectives
  - Address identified transportation needs, and
  - Minimize long-term risks to Virginia's transportation system and be better prepared to maximize benefits from long-term opportunities.
- **Transportation entities under the CTB purview should incorporate these actions in their business plans.**
- **Staff recommendation:**
  - OIPI to annually report the status of the 2025 Strategic Actions to the CTB.

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: CLIMATE MEGATREND

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recomm-endation
1. **Collect data** (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally-maintained roadways that can be used to identify funding needs and prioritize investment.	VDOT	Ongoing (VDOT has developed a resiliency plan for data collection.)	Delete
2. **Develop policies**, based on robust data collection and analysis, to ensure flooding risks are reflected in transportation asset life cycle and/or transportation project planning processes.	VDOT, DRPT	Underway (VDOT has developed a resiliency plan.)	Retain
3. **Collaborate with state/regional agencies** to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.	VDOT, DRPT	Ongoing (VDOT has developed a resiliency plan.)	Retain

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
4. **Evaluate options to gather vehicle automation and capability data** for the state's registered vehicle fleet to develop a more complete and accurate assessment of risks and opportunities associated with automated vehicles.	VDOT	Complete (VDOT's Research Council investigated options to estimate.)	Delete
5. **Develop a roadmap for implementing foundational digital practices** such as digital as-builts (DABs) and information management processes for capturing asset information for transportation infrastructure.	VDOT, DRPT	Complete (VDOT and DRPT are making steady progress in implementing through a multi-pronged, phased approach.)	Delete
6. **Evaluate and facilitate desirable deployment of vehicle-to-infrastructure** communications along limited-access highways by the private sector.	VDOT	Underway (VDOT has coordinated and partnered with the private sector.)	Retain

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND (*cont.*)

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recomm-endation
7. **Evaluate opportunities to provide access to the available real-time** or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.	VDOT, DRPT	Underway (VDOT has completed the initial evaluation, and both VDOT and DRPT are continuing their evaluations.)	Retain
8. **Identify and develop solutions** to address barriers to the installation of electric vehicle charging infrastructure by the private sector.	OIPI	Underway (OIPI has identified the current barriers.)	Retain
9. **Evaluate and establish sidewalk and curb management best practices** for state-owned roadways and promote them for locality-owned roadways.	OIPI	Underway (OIPI has evaluated the current state of practice and will be forming a working group.)	Retain

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TRANSPORTATION NEEDS

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recomm-endation
10. **Formalize a process for comprehensive needs identification and prioritization** for the § 33.2-372: Interstate Operations and Enhancement Program, utilizing the transportation planning policies established by the CTB in VTrans.	OIPI	Complete (CTB has adopted a policy for the administration of the Interstate Operations and Enhancement Program.)	Delete
11. **Evaluate the performance of selected construction** projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine if the selected projects are providing the anticipated benefits and to support efforts to continue to improve project evaluation criteria and methods.	OIPI	Ongoing (OIPI has completed the initial evaluation of completed SMART SCALE projects.)	Retain
12. **Establish a regular study cycle for Project Pipeline studies**, as defined in the CTB Policy for the Prioritization of VTrans Mid-term Needs adopted in March 2021, to include solutions for the most up-to-date VTrans Priority 1 and 2 locations.	OIPI	Complete (OIPI has developed and implemented a regular study cycle.)	Delete

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: VTRANS GUIDING PRINCIPLES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recomm-endation
13. **Evaluate the feasibility of and alternatives to a combined dashboard** to monitor performance and delivery of projects and programs included in the Six-Year Improvement Program (SYIP).	VDOT, DRPT	Complete (The evaluation has found a combined dashboard unfeasible at this time.)	Delete
14. **Evaluate and, if feasible, integrate** the remaining application-based highway and transit capital funding programs and transit operating funding programs administered by OIPI, VDOT, and DRPT into the SMART PORTAL to provide one-stop access to the state's funding programs.	VDOT, DRPT, OIPI	Complete (The evaluation has found integration is unfeasible at this time.)	Delete

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: LONG-TERM RISKS & OPPORTUNITIES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recomm-endation
15. **Identify and clarify the roles and responsibilities of the state transportation agencies** related to emerging areas such as curb management, shared mobility, drones, etc., to ensure greater focus.	OIPI	Initiated (OIPI, through VTrans, is conducting a peer review.)	Retain
16. **To methodically address items in the 2021 VTrans Risk & Opportunity Register, formalize OIPI's role in supporting and advising the CTB** in the conduct of CTB business, and develop a comprehensive transportation policy as required by 2.2-229.	OIPI	Initiated (OIPI will continue to address the items in the 2025 VTrans Risk & Opportunity Register.)	Retain

ACTION ITEMS FOR THE DECEMBER CTB MEETING

- **Request CTB action on the following at the December CTB Meeting:**
  - The 2025 VTrans Long-term Risk & Opportunity Register, based on agreed-upon modifications to the 2021 version and reflective of the Vision, Goals, Objectives, and Guiding Principles adopted in 2025.
  - The 2025 VTrans Strategic Actions, based on agreed-upon modifications to the 2021 version.
  - Direct OIPI to submit the plan, collection of four policies, to the General Assembly and the Office of the Governor.

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTrans Performance Measures and the 2025 OIPI Biennial Report

Margie Ray
Office of Intermodal Planning and Investment

October 14, 2025

Purpose of Today's Presentation



This presentation includes:

- Surface Transportation Performance results
  - In April 2025, the CTB revised its Vision, Guiding Principles, Goals and Objectives.
  - As part of its actions in April 2025, the CTB also adopted measures and targets to monitor and evaluate performance against the goals and objectives.
  - The March 2025 presentation includes the proposed measures targets. https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/03/2025-03-ctb-vtrans-measures.pdf
- 2025 Biennial Report on Surface Transportation requirements

TRANSPORTATION PERFORMANCE MANAGEMENT

Surface Transportation Performance – VTrans Objectives and Measures

Performance Reporting Structure

TRANSPORTATION PERFORMANCE MANAGEMENT

- **Measure**
  - A metric used to measure performance of an objective
- **Current Performance**
  - The most recent available data point for the performance measure
- **Target**
  - The established target for the performance measure established by the CTB
- **Desired Trend**
  - The desired trend for the performance measure established by the CTB
- **Current Performance Trend**
  - The current performance measure trend for the previous identified timeframe

Current Performance Trend Indicators



Target Met



Target Missed, Making Progress



Target Missed, Needs Attention

TRANSPORTATION PERFORMANCE MANAGEMENT

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.

Objective A.1-A.2: Reduce Highway Fatalities and Serious Injuries

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
A.1.i: Annual fatalities	**918** (CY 2024)	**819**	Lower Is Better ↓	
A.1.i: Annual fatalities per 100 million VMT	**1.04** (CY 2024)	**0.894**	Lower Is Better ↓	
A.1.ii: Annual serious injuries	**7,230** (CY 2024)	**6,829**	Lower Is Better ↓	
A.1.ii: Annual serious injuries per 100 million VMT	**8.22** (CY 2024)	**7.457**	Lower Is Better ↓	
A.2.i: Total non-motorized fatalities and serious injuries	**767** (CY 2024)	**619**	Lower Is Better ↓	

VMT – Vehicles Miles Traveled

Objective A.2: Reduce Transit Fatalities and Serious Injuries

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
A.3.i: Total transit fatalities	**3** (FY 2023)	**0**	Lower Is Better ↓	
A.3.i: Transit fatalities per 100,000 VRM	**0.005** (FY 2023)	**0**	Lower Is Better ↓	
A.3.ii: Total transit injuries	**196** (FY 2023)	**204**	Lower Is Better ↓	
A.3.ii: Transit injuries per 100,000 VRM	**0.328** (FY 2023)	**0.295**	Lower Is Better ↓	
A.3.iii: Total safety events	**229** (FY 2023)	**217**	Lower Is Better ↓	
A.3.iii: Events per 100,000 VRM	**0.383** (FY 2023)	**0.317**	Lower Is Better ↓	

VRM – Vehicle Revenue Miles

Goal A Highlights

TRANSPORTATION PERFORMANCE MANAGEMENT



Safety Service Patrol



Transit Ridership Incentive Program

TRANSPORTATION PERFORMANCE MANAGEMENT

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.

Objective B.1: Ensure Highway State of Good Repair

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance			Target			Desired Trend	Current Performance Trend
	Interstate	Primary	Secondary	Interstate	Primary	Secondary		
B.1.i: Percentage of Sufficient Lane Miles (Pavement - High Volume)	**88%** (CY2024)	**83%** (CY 2024)	**79%** (CY 2024)	**82%**	**82%**	**82%**	Higher Is Better ↑	
B.1.i: Percentage of Sufficient Lane Miles (Pavement - Low Volume)	N/A	**78%** (CY 2024)	**61%** (CY 2024)	N/A	**75%**	**60%**	Higher Is Better ↑	
B.1.ii: Average Weighted General Condition Rating (Bridge)	**6.10** (FY 2025)	**6.20** (FY 2025)	**6.50** (FY 2025)	**5.60**	**5.60**	**5.60**	Higher Is Better ↑	
B.1.iii: Percentage of non-poor (sufficient) condition structures	**99%** (FY 2025)	**98%** (FY 2025)	**96%** (FY 2025)	**97%**	**93%**	**90%**	Higher Is Better ↑	

Objective B.1: Ensure Highway State of Good Repair (cont.)

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
B.1.iv: Special Structures 50-year long-term plan update (annually) and report to CTB (biennially)	**Update plan and report to CTB**	**Update plan and report to CTB**	**Biennial update of plan**	
B.1.v: Routine maintenance best practices accomplishments	**Report best practices to CTB**	**Report best practices to CTB**	**Annual report of best practices**	

Objective B.2: Ensure Transit and Rail State of Good Repair

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
B.2.i: Percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark	**21%** (FY 2024)	**21%**	Lower Is Better ↓	
B.3.i: Percentage of transit facilities rating below 3.0 on the FTA TERM Scale	**3%** (FY 2024)	**2%**	Lower Is Better ↓	
B.4.i: Number of Miles with Rail Preservation Fund Investments	**604** (FY 2025)	**678**	Higher Is Better ↑	

FTA – Federal Transit Administration
TERM – Transit Economic Requirements Model – a capital analysis system to model future transit investment needs.

Goal B Highlights

TRANSPORTATION PERFORMANCE MANAGEMENT



Bridge Over I-81 in Augusta County



DeLong Co., Inc. RIA Grant

TRANSPORTATION PERFORMANCE MANAGEMENT

Goal C: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

TRANSPORTATION PERFORMANCE MANAGEMENT

Objective C.1: Improve Reliability, Throughput, and Congestion (Highway)

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
C.1.i: Percentage of person-miles traveled that are reliable (Interstate)	**85%** (CY 2024)	**85%**	Higher Is Better ↑	
C.1.ii: Percent of Person-Miles traveled that are reliable (Non-Interstate NHS)	**95%** (CY 2024)	**88%**	Higher Is Better ↑	

Reliability is a measure of variability in travel time.
NHS - National Highway System

Objective C.1: Improve Reliability, Throughput, and Congestion (Transit & Rail)

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
C.1.iii: VRE on-time performance	**79%** (FY 2024)	**90%**	Higher Is Better ↑	
C.1.iii: Virginia Breeze on-time performance	**70%** (FY 2024)	**80%**	Higher Is Better ↑	
C.1.iii: Amtrak on-time performance (Newport News/Norfolk/Richmond)	**63%** (Q4 FY 2024)	**80%**	Higher Is Better ↑	
C.1.iii: Amtrak on-time performance (Roanoke)	**69%** (Q4 FY 2024)	**80%**	Higher Is Better ↑	
C.1.iv: Mean distance between major failures (Transit)	**7,517 miles** (FY 2023)	**6,559 miles**	Higher Is Better ↑	

Objective C.2: Improve Freight Throughput

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
C.2.i: Truck travel time reliability (TTTR) index	**1.48** (CY 2024)	**1.64**	Lower Is Better ↓	
C.2.ii: Change in travel time reliability of freight bottlenecks	**81%** (CY 2024)	**90%**	Higher Is Better ↑	

Objective C.3: Improve Transit Efficiency and Effectiveness

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
C.3.i: Total transit passenger miles	**255 million** (FY 2024)	N/A	N/A	N/A
C.3.i: Transit passengers per vehicle revenue hour	**17.9** (FY 2024)	**18.0**	Higher Is Better ↑	
C.3.i: Transit passengers per vehicle revenue mile	**1.2** (FY 2024)	**1.2**	Higher Is Better ↑	
C.3.ii: Percent of jobs accessible by transit	**73%** (FY 2024)	**75%**	Higher Is Better ↑	
C.3.iii: Percent of people with access to transit	**64%** (FY 2024)	**65%**	Higher Is Better ↑	

Goal C Highlights

TRANSPORTATION PERFORMANCE MANAGEMENT



New River Valley Rail Project



Long Bridge Project



Rappahannock River Crossing



Transit Ridership Increases

TRANSPORTATION PERFORMANCE MANAGEMENT

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.

Objective D.1: Support Network Resiliency

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
D.1.i: List of projects advancing to implementation that contribute to multimodal redundancy	**Included in 2025 Biennial Report**	**Compliance with the requirement to annually update the CTB**	Annual update to CTB of projects that are advancing to implementation and contribute to multi-modal redundancy	

Objective D.2: Increase Bus Ridership

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
D.2.i: Percentage of passenger facilities with TERM rating below 3.0	**0%** (FY 2024)	**15%**	Lower Is Better ↓	

Objective D.3: Enhance Freight Rail Movements

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
D.3.i: Number of new carloads generated by DRPT's rail grant programs	**4,770,000** (FY 2024)	**4,160,571**	Higher Is Better ↑	

Objective D.4: Support Economic Development

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
D.4.i: Annual VDOT engagement efforts	**24** (CY 2024)	**5**	Higher Is Better ↑	
D.4.i: Annual DRPT engagement efforts	**22** (CY 2024)	**5**	Higher Is Better ↑	
D.4.ii: Number of new carloads added through Rail Industrial Access (RIA) Grant Program	**6,104** (FY 2025)	**5,867**	Higher Is Better ↑	
D.4.iii: Number of new jobs added as a result of Rail Industrial Access (RIA) projects	**114** (FY 2025)	**200**	Higher Is Better ↑	

Goal D Highlights

TRANSPORTATION PERFORMANCE MANAGEMENT



GRTC Essential Transit Infrastructure Plan



Delmarva Central Railroad Improvements



The Patton Logistics Group Facility

TRANSPORTATION PERFORMANCE MANAGEMENT

Goal E: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.

Objective E.1: Deliver Transportation Solutions that Consider Environmental Impacts

TRANSPORTATION PERFORMANCE MANAGEMENT

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
E.1.i: Documented Compliance with State and Federal Environmental Review Requirements	**100% Compliance**	**100% Compliance**	N/A	

Objective E.2: Support Attainment of National Ambient Air Quality Standards

Measure	Current Performance	Target	Desired Trend	Current Performance Trend
E.2.i: Documented compliance with the NAAQS	**100% Compliance**	**100% Compliance**	N/A	

Goal E Highlights

TRANSPORTATION PERFORMANCE MANAGEMENT



Commuter Choice Program

2025 Biennial Report

TRANSPORTATION PERFORMANCE MANAGEMENT

- OIPI is responsible for development of a biennial report on surface transportation performance.
- The purpose is to provide transparency and accountability related to the use of funds to implement surface transportation improvements throughout Virginia and is required pursuant to Code of Virginia (§ 33.2-232).
- Performance results presented today are included in the 2025 Biennial Report.

List of Approved and/or Modified Transportation Projects During Prior Fiscal Year

§ 33.2-232.C.1

Results of Most Recent SMART SCALE Project Evaluations

§ 33.2-232.C.2

Performance of the Commonwealth's Transportation System

§ 33.2-232.C.3

Status of the Virginia Transportation Infrastructure Bank

§ 33.2-232.C.4

Status of the Toll Facilities Revolving Account

§ 33.2-232.C.5

Progress Made Toward Achieving Performance Targets Established by the CTB

§ 33.2-232.C.6

Code of Virginia reference

Director's Report

October 2025

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DRPT Next Stop: 2030
DRPT's Strategic Plan

Create a positive impact on the Commonwealth

- July 2025 statewide transit ridership (including WMATA and VRE) was 12.7 million, up 8% over July 2024.
  - WMATA Virginia ridership was 7.7 million in July 2025, 10% higher.
  - VRE ridership was just under 240,000 in July 2025, 77% higher.
  - Virginia Agencies (all non-WMATA or VRE) ridership was 4.7 million in July 2025, 5% higher.
- The Virginia Breeze transported over 3,800 people in July 2025, 3% higher than in July 2024.

Foster innovative practical solutions

- From August 18 to 21, DRPT staff attended the Community Transportation Association of Virginia Annual Conference and Expo in Roanoke. As part of the event programming, DRPT staff facilitated discussions on the Coordinated Human Service and Mobility plan, the planned expansion of the Virginia Breeze, and the fiscal health of the FTA 5311 (Rural Transit) program.
- On August 28, the Office of Regulatory Management informed DRPT that the Agency will be exempt from the requirements of EO 51. This is due to DRPT already meeting the Governor's requirements to reduce its guidance documents by more than 25 percent.

DRPT Next Stop: 2030
DRPT's Strategic Plan

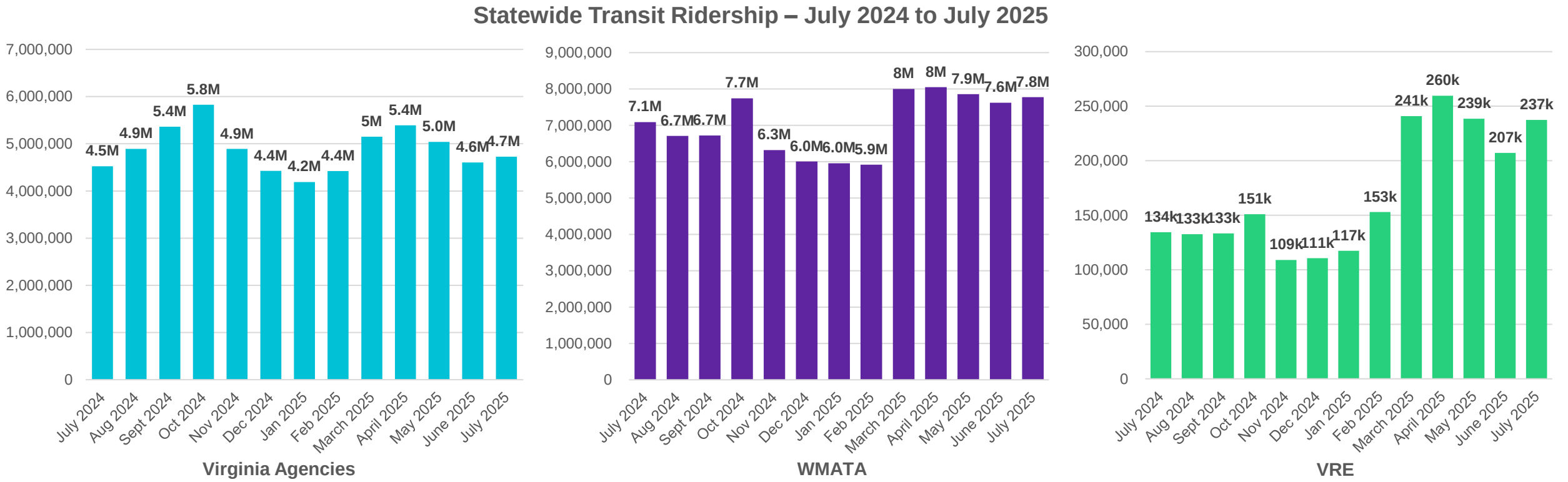
Convene with partners and stakeholders

- DRPT hosted two meetings of the Transit Service Delivery Advisory Committee on August 27 and October 6 to discuss the ongoing review of the MERIT Operating Assistance and Capital Assistance programs.

Cultivate a sustainable well-managed organization

- DRPT has hired Sandeep Paruchuri as the agency's Database Administrator and SQL Programmer.
- On September 15-16, DRPT hosted a two-day training with the National Transit Institute (NTI) on State and Metropolitan Transportation Programming in Richmond, VA at the PlanRVA offices.

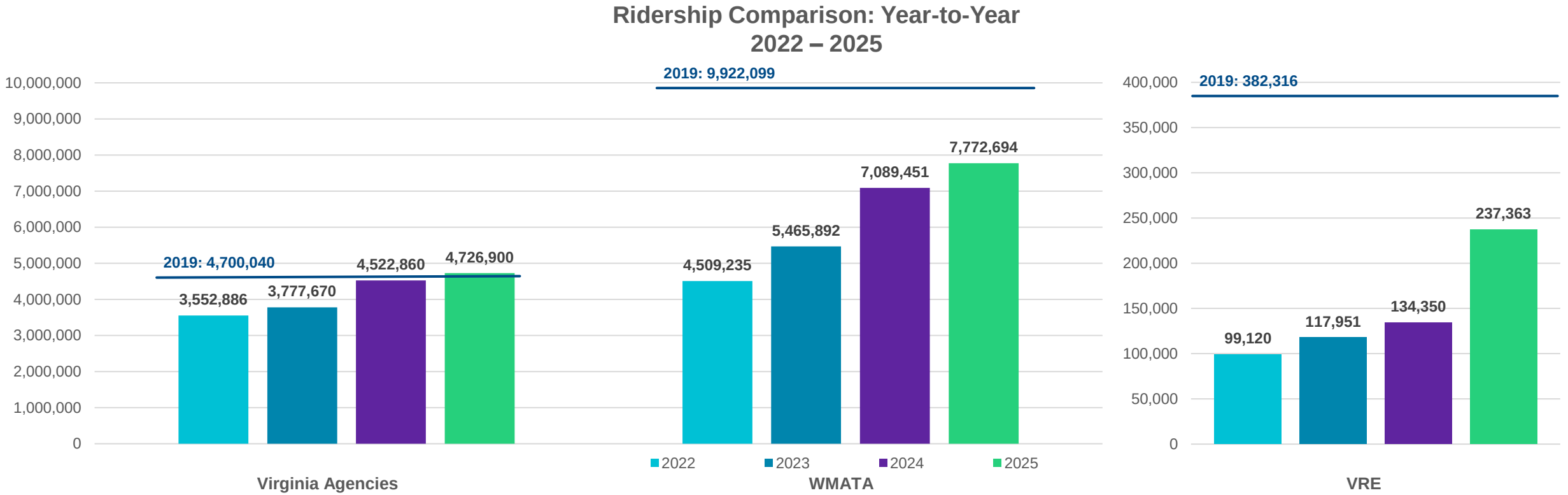
Statewide Transit Ridership



Agencies	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Total*
Virginia Agencies	4,522,860	4,891,914	5,360,434	5,828,176	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	4,726,900	58,923,338
VRE	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	2,090,215
WMATA	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	7,772,694	84,668,248
All Agencies + VRE + WMATA	**11,746,661**	**11,734,722**	**12,211,235**	**13,721,520**	**11,319,600**	**10,542,940**	**10,264,948**	**10,490,656**	**13,392,042**	**13,699,332**	**13,133,458**	**12,434,391**	**12,736,957**	**145,681,801**

*Last 12 Months

Statewide Ridership Comparison: July Year-to-Year



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,552,886	3,777,670	4,522,860	4,726,900	33%	25%	5%
VRE	99,120	117,951	134,350	237,363	139%	101%	77%
WMATA	4,509,235	5,465,892	7,089,451	7,772,694	72%	42%	10%
All Agencies + VRE + WMATA	**8,161,241**	**9,361,513**	**11,746,661**	**12,736,957**	**56%**	**36%**	**8%**

Virginia Breeze Ridership – July

In July 2025, ridership on VA Breeze routes totaled 3,815 which was:

- 133% higher than original estimates, and
- 3% higher than July 2024

For the month of July 2025, the VA Breeze contributed to a reduction of 110 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 0% change from July 2024
- Farebox Rev. – 1% lower than July 2024

Piedmont Express:

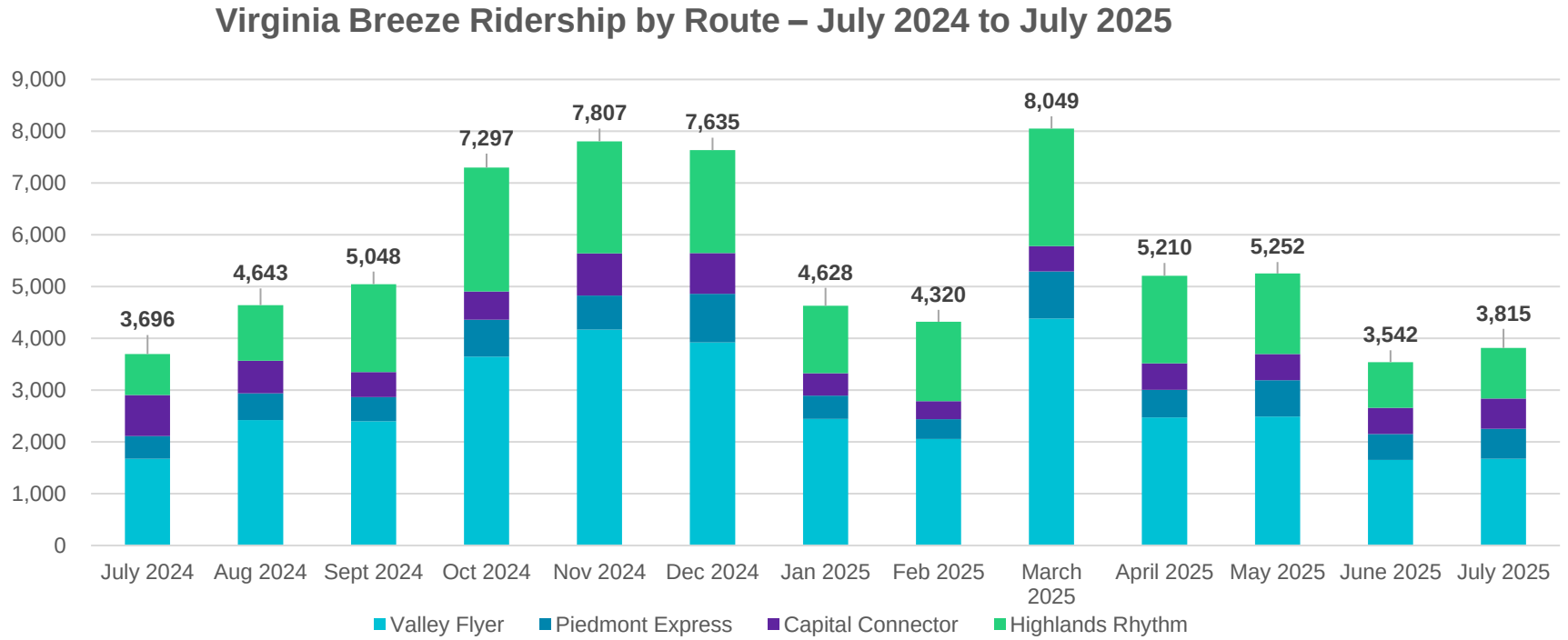
- Ridership – 31% higher than July 2024
- Farebox Rev. – 29% higher than July 2024

Capital Connector:

- Ridership – 26% lower than July 2024
- Farebox Rev. – 23% lower than July 2024

Highlands Rhythm:

- Ridership – 24% higher than July 2024
- Farebox Rev – 17% higher than July 2024

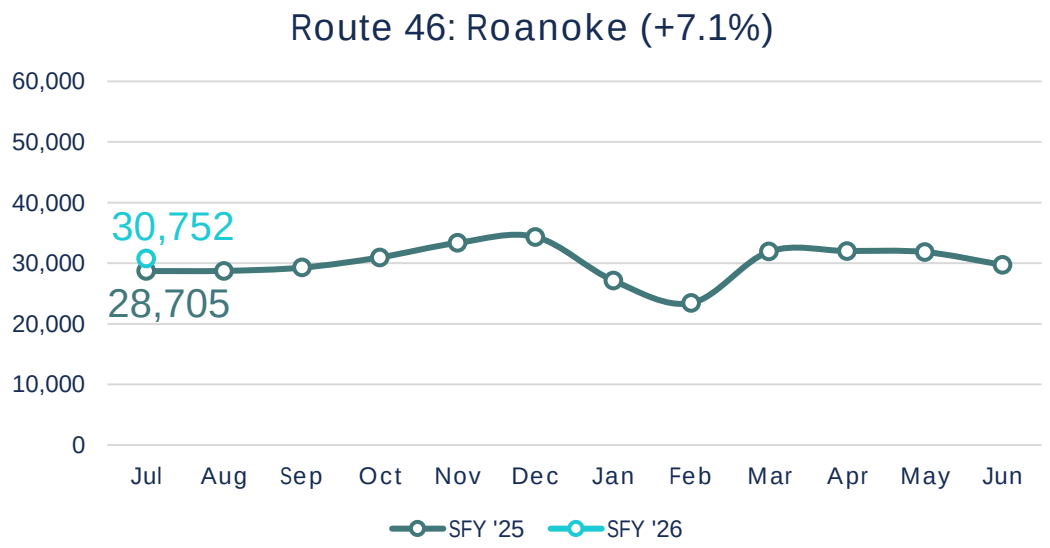


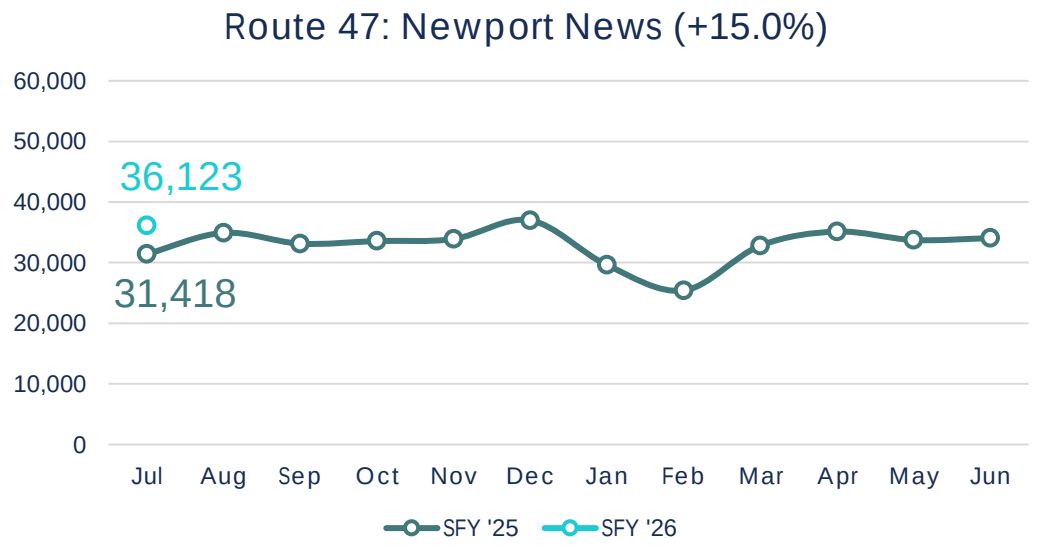
Route	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Total
Valley Flyer	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	35,416
Piedmont Express	440	518	467	717	656	940	448	384	908	531	702	499	577	7,787
Capital Connector	789	631	483	545	816	790	432	345	490	513	508	504	585	7,431
Highlands Rhythm	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	978	20,308
All Routes	**3,696**	**4,643**	**5,048**	**7,297**	**7,807**	**7,635**	**4,628**	**4,320**	**8,049**	**5,210**	**5,252**	**3,542**	**3,815**	**70,942**

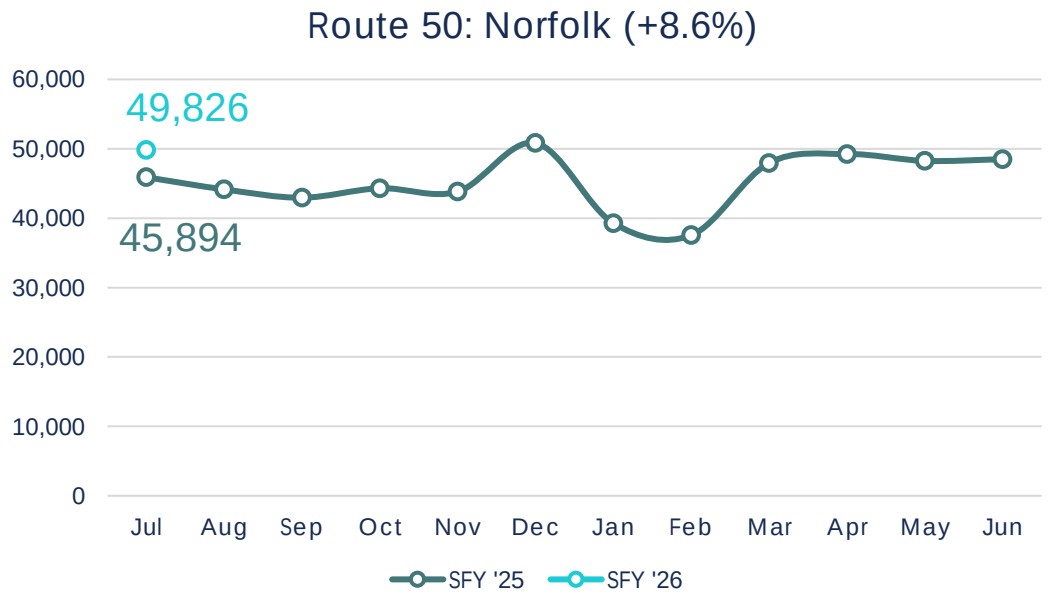
Virginia-**Supported Monthly Ridership by Route SFY '25 vs. SFY '24**

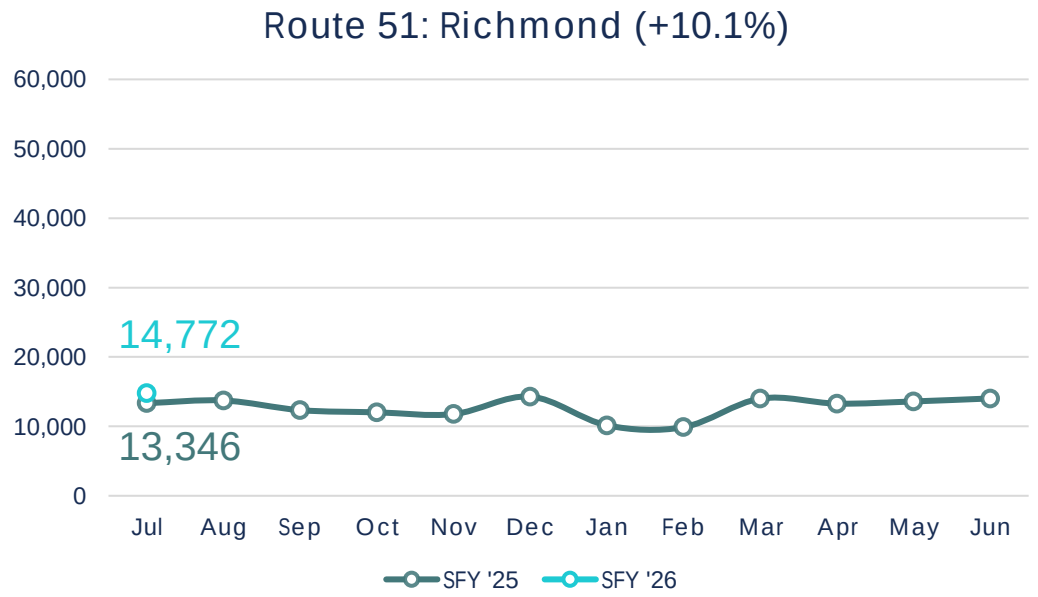
Eight trains were canceled due to track & infrastructure replacement in SW VA.

All four routes saw ridership growth year over year.









Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

