



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

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

## **MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219

June 16, 2026 9:00 a.m. or upon adjournment of the June 16, 2026 Workshop Session.

\*Note the Action meeting will commence at 1:00 to take Public Comment. Upon the conclusion of the Public Comment portion of the meeting, if the June 16, 2026, Workshop has not concluded, those items will be taken up before continuing with the remainder of the Action Agenda.

### **Public Comments:**

### **Approval of Minutes:**

**May 20, 2026**

### **CONSENT AGENDA:**

1. Action on Rail Industrial Access-Fairwinds Terminal Services, LLC—City of Norfolk, Located within the Hampton Roads District.

### **FINANCIAL PLANNING DIVISION:**

***Presenting: Kimberly Pryor***  
***Chief Financial Officer***

2. Action on Authorizing the Ongoing Issuance and Sale of Revenue Refunding Bonds.

### **INFRASTRUCTURE INVESTMENT DIVISION:**

***Presenting: Kimberly Pryor***  
***Chief Financial Officer***

3. Action on Revised FY26-31 Six-Year Improvement Program Transfers  
April 18, 2026, through May 15, 2026.

4. Action on SMART SCALE Project Budget Increase for Exit 317 Diverging Diamond Interchange (UPC 124012) in Frederick County Located in the Staunton District.

**ANNUAL BUDGETS:**

**Presenting: Kimberly Pryor**  
**Chief Financial Officer**  
**VDOT**

**Presenting: Deanna Oware**  
**Chief Financial Officer**  
**DRPT**

5. Action on the Action on Fiscal Year 2027 Annual Budgets Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation.
6. Action on Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2027 – 2032.

**OFFICE INTERMODAL PLANNING AND INVESTMENT:**

**Presenting: Margit Ray**  
**Performance Management Manager**

7. Action on Approval of Federal Safety Performance Targets for Calendar Year 2027.

**LOCAL ASSISTANCE DIVISION:**

**Presenting: Terry Short**  
**Division Director**

8. Action on FY2027 Arlington & Henrico Maintenance Payments.
9. Action on Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets - FY 2027.

**TRAFFIC OPERATIONS DIVISION:**

**Presenting: Joshua Heslinga**  
**Director**  
**Governance and Legislative Affairs Division**

10. Action on Adoption of Amendments to Integrated Directional Signing Program (IDSP) Participation Criteria (24VAC30-551).

**SCHEDULING AND CONTRACT:**

***Presenting: Kerry Bates***  
***State Construction Engineer***

11. Bids.

**NEW BUSINESS:**

**ADJOURNMENT:**

###



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

**June 16, 2026**

#### MOTION

**Made By: Seconded By: Action:**

**Title: Rail Industrial Access –  
Fairwinds Terminal Services, LLC – City of Norfolk**

**WHEREAS**, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects (RIA); and

**WHEREAS**, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

**WHEREAS**, Fairwinds Terminal Services, LLC (Fairwinds) applied for RIA grant funds in the amount of \$750,000 to rehabilitate 12,000 feet of track to serve its facility in the City of Norfolk, Virginia; (Project) and

**WHEREAS**, the Department of Rail and Public Transportation (DRPT) evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access Policy and, because the Project scored 68 points, has recommended its approval; and

**WHEREAS**, the City of Norfolk, Virginia has, by resolution dated July 15, 2025, shown support for the application for RIA funds by Fairwinds for use at its facility located in the City of Norfolk; and

**WHEREAS**, Norfolk Southern Railway, by letter dated April 2, 2026, has indicated its support for the Fairwinds Project and has agreed to serve the facility; and

**WHEREAS**, the funding request falls within the intent of Section 33.2-1600 of the *Code of Virginia*, and because the Project is in accordance with the provisions of the Board's Policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this Project; and

**WHEREAS**, the Board believes that this Project is for the common good of a region of the Commonwealth and serves a public purpose.

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves that \$750,000 of the RIA Fund be provided to Fairwinds Terminal Services, LLC to rehabilitate 12,000 feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$750,000 RIA grant must be borne by Fairwinds or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Fairwinds to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in a form acceptable to the Director of DRPT.

**CTB Decision Brief**  
**Rail Industrial Access Applicant**  
**Location: City of Norfolk, Virginia**  
**Fairwinds Terminal Services, LLC**

**Summary:** Fairwinds Terminal Services, LLC (Fairwinds) is a veteran-owned, Virginia-based company that is revitalizing the 131-acre waterfront facility, formerly Lamberts Point Docks. The docks have been rebranded as Fairwinds Landing. Their business targets defense, energy, and niche non-containerized dry cargo markets with a focus on operations that require moving big and heavy components for third parties on a water-to-rail or rail-to-water basis. Their primary imports are large electrical transformers which are shipped to domestic locations and primary exports are locomotives for international destinations. Fairwinds is also launching railcar transloading at this site to move products between local container terminals and the mid-west. Fairwinds has applied for Rail Industrial Access (RIA) grant funds in the amount of \$750,000 to rehabilitate 12,000 feet of track to serve its facility in the City of Norfolk, Virginia.

Approval by the CTB at the June Board Meeting will allow the company to stay on schedule. Fairwinds plans to execute its grant Agreement with DRPT, advertise and receive bids, and then advance into the active construction phase of its project, scheduled August 1 – December 31.

DRPT has evaluated the Project in accordance with the CTB's RIA Policy. The Project scores 68 points. Proposed projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans to add 310 new rail cars to the network annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 250 new jobs.
- The Applicant's rehabilitated rail spur will divert approximately 1,054 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$200M.
- The total railroad track construction cost is estimated at \$1.1M.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

**Source of State Funds:** FY 2026 Industrial, Airport, and Rail Access Fund

**Recommendation:** In accordance with the CTB Rail Industrial Access Policy, DRPT recommends the Board approve the project.

**Action Required by CTB:** CTB policy for RIA requires Board action on the resolution.

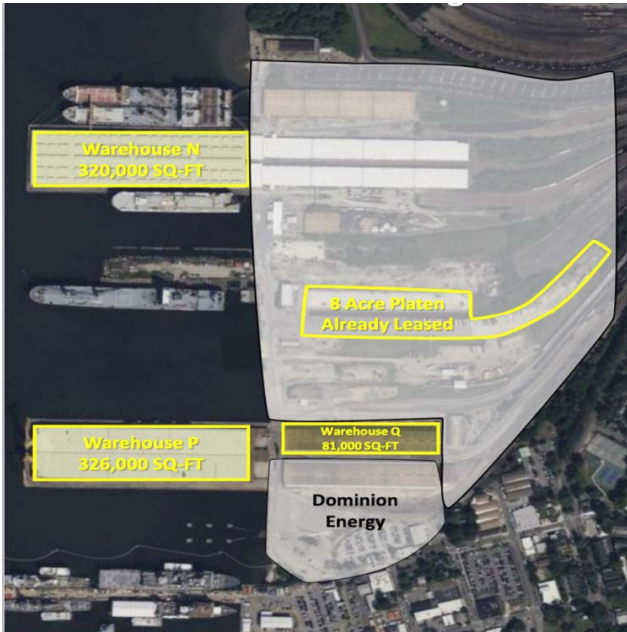
**Options:** Approve, Deny, or Defer

# Rail Industrial Access

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## Fairwinds Terminal Services, LLC Application

AMOUNT: \$750,000  
LOCALITY: City of Norfolk  
DISTRICT: Hampton Roads  
DATE: June 2026



Project area for the Fairwinds Norfolk site.



Fairwinds Norfolk site.

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# Project Background

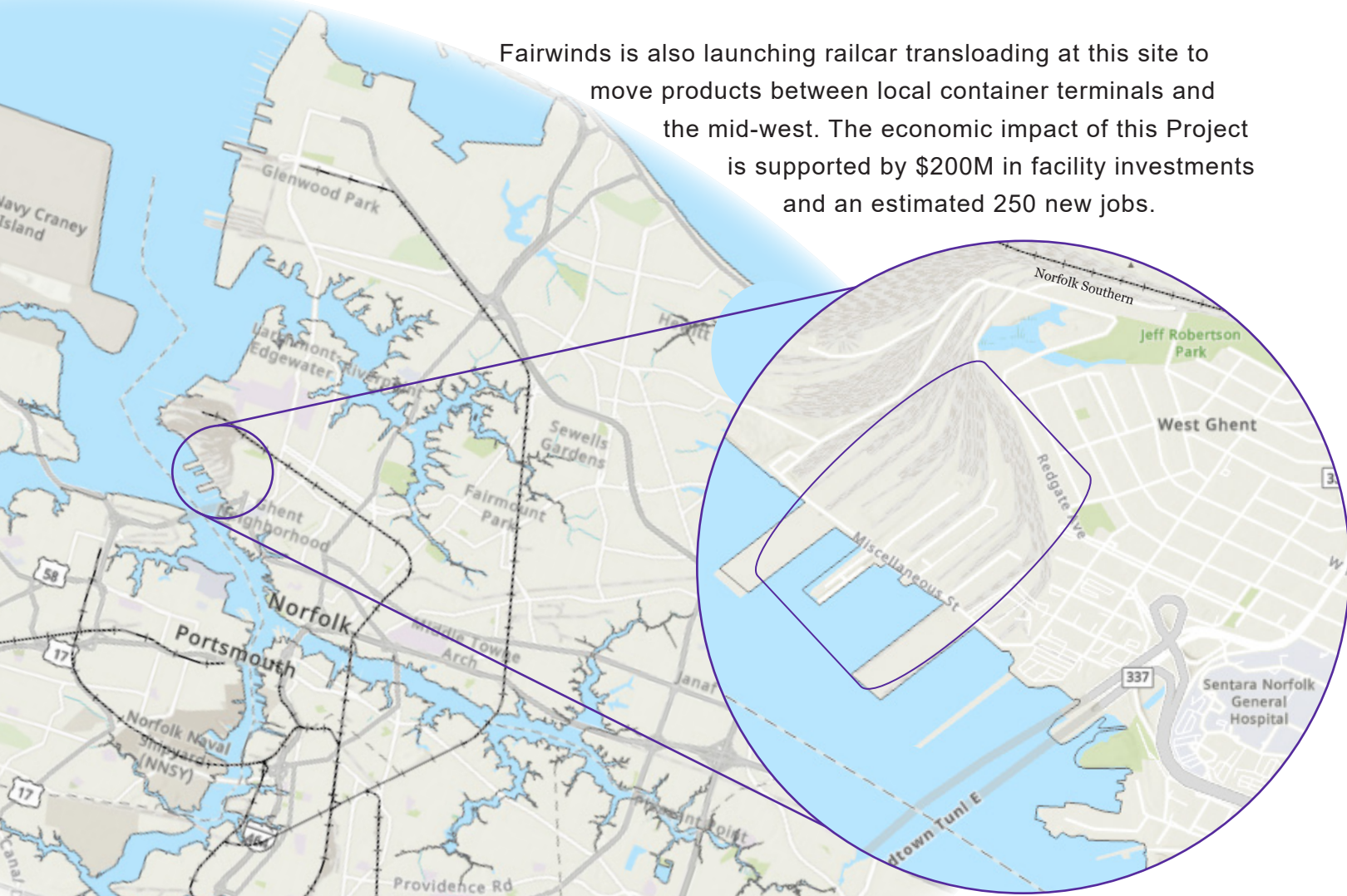
Fairwinds Terminal Services, LLC (Fairwinds) located in the City of Norfolk, in the Hampton Roads CTB district, has applied for Rail Industrial Access (RIA) grant funds in the amount of \$750,000 to rehabilitate 12,000 feet of track to serve its facility in the City of Norfolk, Virginia. The project will increase rail throughput and create jobs. These benefits, along with a significant private investment, contribute to an application score above 50 points. Based on RIA program guidance, this score warrants DRPT's recommendation for approval.

## Fairwinds Terminal Services LLC

Fairwinds is a veteran-owned, Virginia-based company that is revitalizing the 131-acre waterfront facility, formerly Lamberts Point Docks. The docks have been rebranded as Fairwinds Landing.

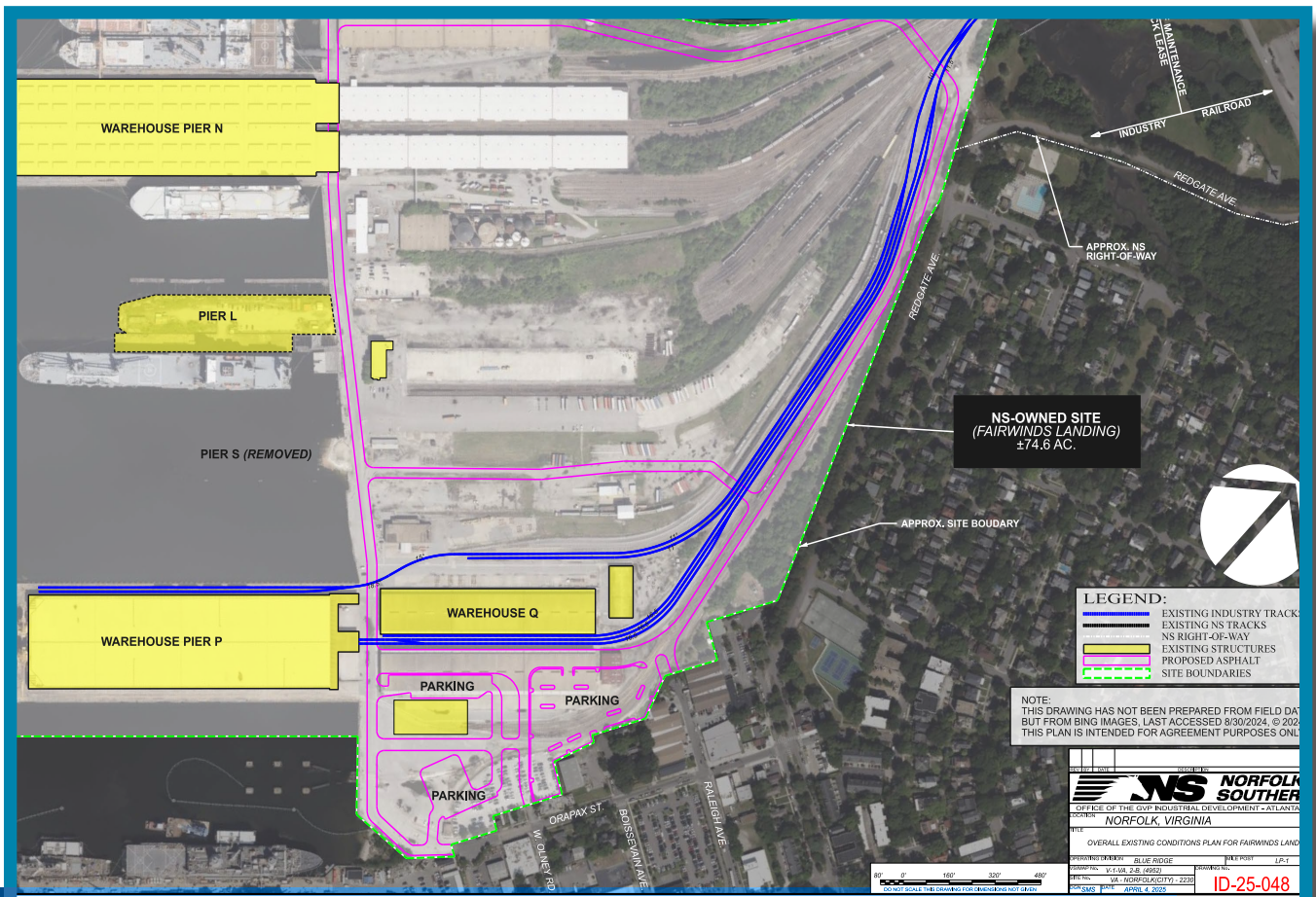
Their business targets defense, energy, and niche non-containerized dry cargo markets with a focus on operations that require moving big and heavy components for third parties on a water-to-rail or rail-to-water basis. Their primary imports are large electrical transformers which are shipped to domestic locations and primary exports are locomotives for international destinations.

Fairwinds is also launching railcar transloading at this site to move products between local container terminals and the mid-west. The economic impact of this Project is supported by \$200M in facility investments and an estimated 250 new jobs.



# Project Details

The modernization and upgrades to the Norfolk site allows the facility to serve as a multi-function, multi-tenant maritime logistics center. Rail access allows Fairwinds to expand their terminal capabilities and allow their import/export operation volumes to expand considerably.



Fairwinds is seeking \$750K from the Rail Industrial Access Program to support the \$1.1M rehabilitation of 12,000 feet of track (shown in blue above) to serve its facility in Norfolk, Virginia. Project benefits include:

- \$200M Total Investment in Virginia Economy
- 250 new jobs
- 310 New Rail Carload Throughput Annually
- Remove Approximately 1,054 Trucks from Virginia Highways Annually

# Application Scoring

The Commonwealth Transportation Board (CTB) has final funding decisions for all applications. DRPT evaluates and scores projects based on CTB approved program guidance and recommends any project that scores at least 50 points. The Fairwinds project will generate 310 new rail carloads, includes a high percentage of private investment for the overall expansion, and is located within an existing economic development area (which are areas with new or expanding qualifying businesses). DRPT recommends the project for approval.

OPERATIONS		
New Carloads:	310 Annually	14
Operated by a Shortline:	No	0
ECONOMY		
New Jobs:	250	20
Located in Designated EDA:	Yes	10
Local Unemployment Rate:	> State Rate	8
FINANCIAL		
Percent of Capital Investment Requested from RIA:	0.3%	10
Percent Match on Rail Construction:	31%	6
<b>Total Score</b>		<b>68</b>

## Next Steps



### JUNE 2026

DRPT staff present and recommend the application for funding approval by CTB as part of its Consent Agenda. A resolution, decision brief, and project report are included as part of the information packet.



### JULY 2026

If approved, DRPT staff will execute its standard grant agreement with the applicant, so that project work may commence. The agreement includes all terms and conditions, and the monitoring performance criteria.



### DECEMBER 2027

Expect construction complete by end of 2027. Grantee to complete all work and expenditures prior to invoicing. DRPT staff will conduct a site visit, review expenditures, and if reimbursement is approved, close the project. The 3-year performance monitoring begins.

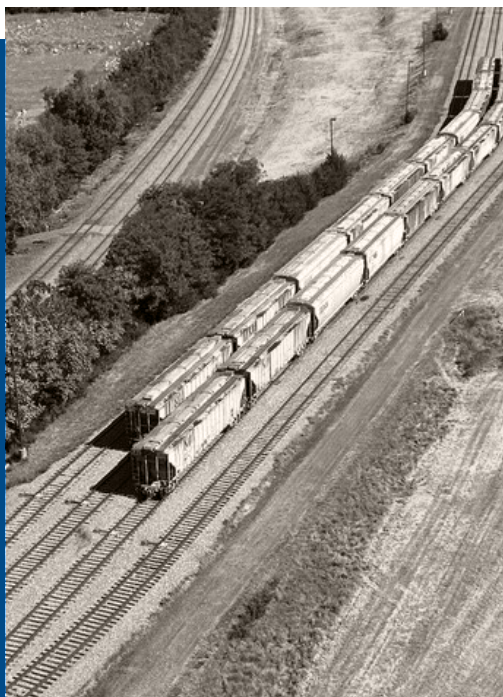
# Appendix

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## Rail Industrial Access Program Overview

# Program Overview

The Rail Industrial Access Program is established in Virginia Code § 33.2-1600, dedicating the Commonwealth to creating a competitive multimodal network that provides choices for transportation users; system redundancies to increase network resilience; opportunities for economic growth; and increased access for all users.



RIA is designed for new or expanding businesses that have the need to access the rail network by building their own industrial lead tracks.

Funds must be used to construct, reconstruct, or improve part or all the necessary tracks and related facilities. Facilities must be directly associated with revenue carloads.

Relocation of utilities, acquisition of right-of-way, operation and maintenance, storage tracks, rail less than 115 lbs or work begun prior to project execution are not eligible.

## 01. APPLICATION

Once submitted, DRPT staff evaluates application eligibility and determines the application score based on the objective, data-driven, scoring criteria.

All requirements and scoring are included in the grant guidelines, posted publicly.

## 02. PROJECT EXECUTION

DRPT recommends all projects that receive a score of at least 50 points for funding consideration by the CTB. If funding is approved by the Board, DRPT staff will execute the project agreement.

All terms and conditions are posted publicly.

## 03. PROJECT IMPLEMENTATION

RIA is a reimbursement based program, which requires the grantee to complete all construction and expenditures prior to receiving any Commonwealth funds. Once complete, DRPT staff conducts a site visit to ensure proper implementation.

This process is designed to safeguard public funds.

## 04. CLOSEOUT AND PERFORMANCE

Once the project is complete, the Commonwealth maintains a 15-year interest in the improvements to ensure they remain operable, and requires annual performance reporting by the grantee to ensure the application commitments have been realized.

If either term is not met, DRPT may reclaim funding.

# Application Process

DRPT staff reviews and scores each application using the same data-driven criteria. The scoring criteria was developed to evaluate diverse project needs across the diverse geography of the Commonwealth. The scoring criteria aims to award projects that maximize carload throughput, job creation, and maximum leverage of private investment. The scoring criteria is also tracked after project implementation to ensure project benefits are fully realized by the Commonwealth.



## New Rail Carloads

Annual revenue carloads as a result of investment; maximize the benefit to the VA highways by diverting trucks. Up to 20 points.



## Job Creation

New jobs created as a result of investment; maximize the benefit to the VA economy and quality of life. Up to 20 points.



## % of Capital Investment

Transportation portion of the overall investment; targets projects with higher % of private investment. Up to 10 Points.



## Private % of Track Construction

Measures % of private match for track construction only. Minimum 30% match required, up to 10 points.



## Local Unemployment

Local unemployment rate vs state average. Targets high unemployment areas to maximize job impact. Up to 10 points.



## Designated EDA / Shortline\*

Two different Yes / No measures. Is the project within a designated economic development area? Is it served by shortline? 10 points each.

\*An economic development area, for the purposes of the Rail Industrial Access Program, is an area with new or expanding qualifying businesses. The RIA project must be supported by state or local economic development officials to receive these points. A Shortline Railroad is a small-to-medium sized, independently operated railroad company that operates over shorter distances, usually acting as a feeder to larger Class 1 railroads and are typically classified as Class II or Class III carriers by the Surface Transportation Board.



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 2

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By: Seconded by:  
Action:

#### AUTHORIZING THE ONGOING ISSUANCE AND SALE OF REVENUE REFUNDING BONDS

**WHEREAS**, Section 33.2-1727 of the Code of Virginia of 1950, as amended (the "Virginia Code"), authorizes the Commonwealth Transportation Board (the "Board") to issue revenue refunding bonds to refund any revenue bonds issued pursuant to the State Revenue Bond Act, Sections 33.2-1700 et seq. of the Virginia Code (the "Act"); and

**WHEREAS**, the Board proposes to authorize the issuance of one or more series of revenue refunding bonds (the "Bonds") to refund, redeem and/or defease some or all of the revenue bonds, notes or other obligations previously issued by the Board (the "Outstanding Bonds");

**NOW THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH TRANSPORTATION BOARD:**

**1. Authorization of Bonds.** The Board determines that it is in the best interest of the Commonwealth to authorize the issuance of Bonds to refund, redeem and/or defease some or all of the Outstanding Bonds pursuant to the criteria set forth in this Paragraph 1 (the Outstanding Bonds to be refunded, redeemed and/or defeased shall be referred to as the "Refunded Bonds"). The Board authorizes the issuance and sale of the Bonds in one or more series from time to time, pursuant to the following terms and conditions: (a) the minimum debt service savings threshold for any series of Bonds shall be (i) no less than three percent (3%) savings on a present value basis compared to the existing debt service

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Authorizing the Issuance and Sale of  
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on the Refunded Bonds or (ii) such other threshold as may be approved by the Treasury Board of the Commonwealth (the "Treasury Board"); and (b) the fiscal year in which occurs the final maturity date of the Bonds of any series shall be no later than the fiscal year in which occurs the final maturity date of the respective Refunded Bonds. The Chairperson of the Board (the "Chairperson"), in collaboration with the Board's financial advisor (the "Financial Advisor"), is authorized from time to time to (a) review the terms of the Outstanding Bonds, (b) determine which Outstanding Bonds may be refunded under the criteria set forth in this Paragraph 1 and (c) select the Refunded Bonds. For each Refunded Bond so selected, the Chairperson shall prepare a memorandum identifying the Refunded Bonds and setting forth the proposed terms and structure of the Bonds, including details demonstrating that the Bonds are expected to satisfy the criteria set forth in this Paragraph 1. Such memorandum shall be submitted to the Board and to the Treasury Board. The submission of such memorandum plus a copy of this Resolution shall constitute notice to the Treasury Board of the Board's intention to issue such Bonds.

**2. Limited Obligations.** The Bonds shall be limited obligations of the Board, payable from and secured by such revenues and property as were pledged to the respective Refunded Bonds, plus such funds or accounts as may be established and pledged for such purpose pursuant to the respective indenture, trust agreement or other authorizing document. Nothing in this Resolution or the Bonds shall be deemed to create or constitute a debt or a pledge of the faith and credit of the Commonwealth or any political subdivision thereof.

**3. Determination of Details of Bonds.** The Board authorizes the Chairperson, subject to the criteria set forth in Paragraph 1, to determine the details of the Bonds, including without limitation the aggregate principal amount, the maturity schedule, the interest rates, the redemption provisions, the sale date, the sale price and the reoffering prices.

**4. Sale of Bonds.** The Board authorizes the Chairperson to solicit and consider proposals for a negotiated sale of any series of Bonds and to negotiate the terms of such sale. The Chairperson is authorized to execute and deliver a purchase contract or agreement reflecting such proposal; provided that no such purchase contract or agreement may be executed prior to approval of the particular series of Bonds by resolution of the Treasury Board. Alternatively, if determined by the Chairperson to be in the best interest of the Commonwealth, the Chairperson is also authorized to sell any series of Bonds pursuant to a competitive sale, private placement or direct bank placement and to prepare and to publish and/or distribute a Notice of Sale or Request for Proposals in connection therewith; provided, however that no Notice of Sale or Request for Proposals authorized hereunder may be distributed prior to the approval of the particular series of Bonds by resolution of the Treasury Board.

**5. Preliminary Official Statement.** The Board authorizes the Chairperson, in collaboration with the staff of the Virginia Department of Transportation (the "Department") and the Financial Advisor, to prepare a Preliminary Official Statement (a "POS") in connection with the offering of each series of Bonds authorized hereunder. The Board authorizes the Chairperson to deem the POS to be final for purposes of Securities and Exchange Commission Rule 15c2-12 (the "Rule") and to approve the distribution thereof; provided, however that no POS authorized hereunder may be distributed prior to approval of the particular series of Bonds by resolution of the Treasury Board.

**6. Official Statement.** The Board authorizes and directs the Chairperson, in collaboration with the Department staff, Bond Counsel and the Financial Advisor, to complete the POS as an official statement in final form (the "Official Statement") to reflect the provisions of the executed purchase contract or the winning bid, as appropriate, for the purchase and sale of each series of the Bonds. The Board authorizes the Chairperson to execute the Official Statement, which execution shall constitute conclusive evidence of approval of the Official Statement on behalf of the Board and that it has been deemed final within the meaning of the Rule. The Board authorizes and directs the Department staff to arrange for delivery to the underwriters or winning bidders, as appropriate, within seven business days after the date thereof, of a sufficient number of copies of the Official Statement, for the underwriters or winning bidders to distribute copies to each potential investor requesting a copy and to each person to whom the underwriters or winning bidders initially sell Bonds. The Board authorizes and approves the distribution by the underwriters or winning bidders of the Official Statement as executed.

**7. Financing Documents.** The Board authorizes and directs the Chairperson to prepare and execute any supplemental or amendatory indentures or trust agreements, escrow agreements and any other documents necessary or desirable to effect the issuance of the particular series of Bonds and the refunding of the particular Refunded Bonds.

**8. Execution and Delivery of Bonds.** The Board authorizes and directs the Chairperson and the Secretary of the Board to have the Bonds prepared and to execute the Bonds in accordance with the respective indenture, trust agreement or other authorizing document executed in connection with the Bonds and/or the Refunded Bonds, to deliver them to the trustee for authentication if required and to cause the Bonds so executed and authenticated to be delivered to or for the account of the underwriters, winning bidders or other purchasers upon payment of the purchase price therefore, all in accordance with the executed purchase contract or notice of sale, as appropriate.

**9. Continuing Disclosure.** The Board covenants to undertake ongoing disclosure and to provide "annual financial information" and "material event notices" for the benefit of holders of Bonds issued hereunder, to assist the underwriters or the winning bidders, as appropriate, in complying with the Rule, including executing and delivering a Continuing Disclosure Agreement in connection with each issuance of Bonds hereunder. The Board authorizes and directs the Chairperson to execute the Continuing Disclosure Agreement in substantially the form previously provided in similar financings, with such completions, omissions, insertions and changes as the Chairperson may approve, as appropriate. The Chief Financial Officer of the Department may be designated as the Dissemination Agent under any Continuing Disclosure Agreement executed hereunder.

**10. Authorization of Further Action.** The Board authorizes the Department staff (a) to request the Treasury Board to approve the terms and structure of the Bonds authorized hereunder in accordance with Section 2.2-2416(7) of the Virginia Code and the Act, (b) to request the Governor of the Commonwealth to approve issuance of the Bonds authorized hereunder in accordance with the Act, (c) if determined by Department staff to be cost beneficial, to procure and negotiate a commitment for a bond insurer to issue municipal bond insurance with respect of some or all of the Bonds, and to execute such commitment together with any other documents related to such insurance, and (d) to procure and/or negotiate investments and investment contracts for any of the proceeds of the Bonds or the Refunded Bonds. The Board further authorizes the Chairperson to execute and deliver all documents and certificates and to take all such further action as the Chairperson may consider necessary or desirable in connection with the issuance and sale of the Bonds authorized hereunder, including without limitation (a) the execution and delivery of a certificate setting forth the expected use and investment of the proceeds of the Bonds and Refunded Bonds to show that such expected use and investment will not violate the provisions of Section 148 of the Internal Revenue Code of 1986, as amended (the "Tax Code"), and the Treasury Regulations hereunder applicable to "arbitrage bonds" and (b) providing for the rebate of any "arbitrage rebate amounts" earned on investment of proceeds of the Bonds and Refunded Bonds to the United States. The Chairperson is further authorized to make on behalf of the Board such elections under the Tax Code and the applicable Treasury Regulations with respect to any series of the Bonds or any Refunded Bonds as the Chairperson may deem to be in the best interest of the Commonwealth in consultation with bond counsel to the Board and the Financial Advisor.

**11. Report of Chairperson.** Within sixty days following each date of issuance of Bonds, the Chairperson shall submit a written report to the Board (a) identifying the Refunded Bonds actually refunded, (b) describing the final terms and conditions of such Bonds and (c) demonstrating that each of the criteria set forth in Paragraph 1 above was satisfied with respect to such Bonds.

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**12. Authorizations and Directions to Certain Officers.** Any authorization or direction to the Chairperson or the Secretary under this Resolution shall also be deemed to be an authorization or a direction to the Vice-Chairperson or an Assistant Secretary, respectively, the Commissioner of Highways, and any officer or employee of the Board or the Department designated for such purpose by the Chairperson or Secretary.

**13. Effective Date. Termination.** This Resolution shall be effective July 1, 2026. The authority to issue Bonds pursuant to this Resolution shall terminate on June 30, 2028.

####



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 3

RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

MOTION

Made By: \_\_\_\_\_ Seconded By:

Action:

Title: FY2026-2031 Six-Year Improvement Program Transfers  
April 18, 2026 through May 15, 2026

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2026-2031 Program on June 24, 2025; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

**WHEREAS**, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

**WHEREAS**, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate; and

**WHEREAS**, in cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds the threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Prioritization Process, additional details are provided in Attachment B.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

#####

## CTB Decision Brief

### FY2026-2031 Six-Year Improvement Program Transfers

April 18, 2026 through May 15, 2026

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) in accordance with statutes and federal regulations. Throughout the year, it may become necessary to transfer funds between projects to have allocations available to continue and/or initiate projects and programs adopted in the Program.

**Facts:** On June 24, 2025, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

Total Cost Estimate	Threshold
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding the established thresholds to the CTB on a monthly basis for its approval prior to taking any action to record or award such action.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from April 18, 2026 through May 15, 2026 is attached.

**Recommendations:** VDOT recommends the approval of the transfers exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

**Result, if Approved:** If approved, the funds will be transferred from the donor projects to projects that meet the CTB's statutory requirements and policy goals.

Decision Brief

FY2026-2031 Six-Year Improvement Program Transfers for April 18, 2026 through May 15, 2026

June 16, 2026

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

**Public Comments/Reactions:** None.

#####

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	ST. PAUL-REPLACE AND CONSTRUCT NEW SIDEWALK VAR. ROUTES	113766	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 460,340	\$ 1,477,570	\$ 1,477,570	45.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
2	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Bristol	Kane St - Construct New Sidewalk, Curb & Gutter, ADA Ramps	121022	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$ 381,344	\$ 1,966,361	\$ 1,966,361	24.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a scheduled project.
<b>Subtotal Bristol District</b>								<b>\$ 841,684</b>				
3	Culpeper	CULPEPER DGP DEALLOCATION BALANCE ENTRY	T21761	Culpeper	#SMART24 RTE 229 & 621 JEFFERSONTON RD ROUNDABOUT	124017	DGP Supplemental (HB1414) - State (GS0000)	\$ 1,581,866	\$ 11,624,632	\$ 11,624,632	15.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
<b>Subtotal Culpeper District</b>								<b>\$ 1,581,866</b>				
4	Fredericksburg	FREDERICKSBURG DGP DEALLOCATION BALANCE ENTRY	T21762	Fredericksburg	#SMART20 - HARRISON RD & SALEM CHURCH	115764	DGP - State (GS0100)	\$ 415,763	\$ 11,819,898	\$ 11,819,898	3.6%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
<b>Subtotal Fredericksburg District</b>								<b>\$ 415,763</b>				
5	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART24 - RTE 623 - IMPROVE INTERSECTION	105733	DGP - State (GS0100)	\$ 2,804,395	\$ 20,366,477	\$ 20,366,477	16.0%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
6	Richmond	RICHMOND MPO REGIONAL STP (RSTP) BALANCE ENTRY	70721	Richmond	Early Settlers Rd Sidewalk: Robious Rd to Hospital/Park	113846	RSTP - Access : Richmond MPO (CNF273), State Match Off the Top (CNS273)	\$ 583,801	\$ 1,753,801	\$ 1,753,801	49.9%	Transfer of surplus funds recommended by District and MPO from the Richmond RSTP Balance Entry line item to fund a scheduled project.
<b>Subtotal Richmond District</b>								<b>\$ 3,388,196</b>				
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	TOWN OF NARROWS PEDESTRIAN IMPROVEMENTS	127896	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 263,602	\$ 569,468	\$ 569,468	86.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
<b>Subtotal Salem District</b>								<b>\$ 263,602</b>				

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
8	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Staunton	#ITTF23 INTERCHANGE LIGHTING AT EXIT 99	121648	ITTF (HS7100)	\$ 996,659	\$ 3,946,980	\$ 2,950,321	33.8%	Transfer of surplus funds recommended by District from the Statewide ITTF Balance Entry line item to fund an underway project.
<b>Subtotal Staunton District</b>								<b>\$ 996,659</b>				
<b>Grand Total</b>								<b>\$ 7,487,770</b>				

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Not Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	NEW SIDEWALK SW VA MUSEUM/SLEMP LIBRARY; TO BULLITT PARK	113764	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 171,302	\$ 1,382,116	\$ 1,382,116	14.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	US 23 Clear Zone Improvements	125211	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 80,868	\$ 1,656,299	\$ 1,575,431	5.1%	Transfer of surplus funds recommended by District and Traffic Operations Division the Statewide Highway Safety Balance Entry line item to fund an underway project.
C	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Bristol	#SS - BWMT - BLAND COUNTY WATERLINE EXTENSION	126062	Special Structures Fund - State (SSF000)	\$ 7,530	\$ 12,405,250	\$ 12,405,250	<1%	Transfer of surplus funds recommended by District and Asset Management Division rom the Statewide Special Structure Balance Entry line item to a scheduled project.
D	Bristol	#BF Bristol Interstate Rehab Bundle - Smyth	128609	Bristol	#BF Bristol Structure Recoating Contract - Bland/Wythe	128608	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 431,897	\$ 3,109,897	\$ 3,109,897	16.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a scheduled project to fund a scheduled project.
<b>Subtotal Bristol District</b>								<b>\$ 691,597</b>				
E	Fredericksburg	TRENCH WIDENING - DAWN BLVD (ROUTE 30), TRENCH WIDENING - OLD PLANK ROAD (RTE 610), TRENCH WIDENING - RIDGE ROAD (ROUTE 205)	T30496, T30497, T30498	Fredericksburg	FREDERICKSBURG DISTRICT - HSIP TRENCH WIDENING	129470	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 499,000	\$ 8,590,369	\$ 8,590,369	11.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from a cancelled projects to fund a scheduled project.
<b>Subtotal Fredericksburg District</b>								<b>\$ 499,000</b>				
F	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS - HRBT EB REVERSAL - LIGHTING, VENTILATION/SCADA	124351	Special Structures Fund - State (SSF000)	\$ 773,596	\$ 25,102,677	\$ 25,102,677	3.2%	Transfer of surplus funds recommended by District and Asset Management Division rom the Statewide Special Structure Balance Entry line item to an underway project.
G	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS -HIGH RISE BRIDGE BASCULE REPAIRS	127484	Special Structures Fund - State (SSF000)	\$ 274,924	\$ 2,949,924	\$ 2,949,924	10.3%	Transfer of surplus funds recommended by District and Asset Management Division rom the Statewide Special Structure Balance Entry line item to a scheduled project.
H	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY, WAT Project - Bus on chassis vehicles	70715, T1818,	Hampton Roads	WATA Facility Construction	T11932	A:Federal RSTP (CNF273), RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31), State Match Off the Top (CNS273)	\$ 263,000	\$ 13,054,721	\$ 13,421,721	2.1%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item and a completed project to fund an underway project.
<b>Subtotal Hampton District</b>								<b>\$ 1,311,520</b>				

**Attachment A - Six-Year Improvement Program Allocation Transfer Threshold Report  
Transfers Not Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
I	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART20 RTE 29 - CONSTRUCT RCUT AT INTERSECTION OF RTE 151	115492	DGP - State (GS0100)	\$ 329,062	\$ 3,659,427	\$ 3,659,427	9.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a completed project.
<b>Subtotal Lynchburg District</b>								<b>\$ 329,062</b>				
J	Northern Virginia, Statewide	FOREST HIGHWAY BALANCE ENTRY, POTOMAC HERITAGE TRAIL AT FEATHERSTONE WILDLIFE REFUGE	73245, 106490	Northern Virginia	POTOMAC HERITAGE TRAIL AT FEATHERSTONE WILDLIFE REFUGE	106490	Accounts Receivable - Access (NOP222), Federal Lands Access Program (CF7110), Local Project Contributions - Access (NOP023)	\$ 400,000	\$ 3,407,834	\$ 3,407,834	13.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Forest Highway Balance Entry and an underway project to fund an underway project.
K	Northern Virginia	RESTON METRORAIL ACCESS GROUP (RMAG) RECOMMENDATIONS	100470	Northern Virginia	WIEHLE AVENUE & W&OD TRAIL GRADE SEPARATED CROSSING	107439	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 871,565	\$ 14,411,565	\$ 14,413,471	6.4%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a completed project.
L	Northern Virginia	I66 OTB & I495 NB SIGN MODIFICATIONS	127476	Northern Virginia	TRANSFORM I-66 OVERSIGHT PROJECT	110496	Concession Funds (CSC210)	\$ 4,606,560	\$ 213,395,773	\$ 208,789,213	2.2%	Transfer of surplus funds recommended by District from an underway project to fund a completed project.
<b>Subtotal Northern Virginia District</b>								<b>\$ 5,878,125</b>				
M	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART18 - Rte 1 & Courthouse Rd. (Rte 627) Int. Realignment	111634	DGP - State (GS0100)	\$ 1,036	\$ 1,114,638	\$ 1,114,638	<1%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a completed project.
N	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Richmond	Sidewalk Improvement - Phase 2	113478	Local Funds for Enhancement Projects (NPL206), TAP & 5K (CF6700)	\$ 4,087	\$ 557,583	\$ 557,583	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a completed project.
O	Richmond	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-RICHMOND	113237	Richmond	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECT-RICHMOND	128281	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$ 10,000	\$ 447,270	\$ 447,270	2.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to fund an underway project.
<b>Subtotal Richmond District</b>								<b>\$ 15,123</b>				
P	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Statewide	Support for HSIP Program and Planning	117200	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 147,643	\$ 5,947,643	\$ 5,947,643	2.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a completed project.
Q	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Statewide	SHSP DEVELOPMENT AND IMPLEMENTATION	117201	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 149,881	\$ 6,049,881	\$ 6,049,881	2.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a completed project.
<b>Subtotal Statewide District</b>								<b>\$ 297,524</b>				
<b>Grand Total</b>								<b>\$ 9,021,951</b>				

**Attachment B**

**SMART SCALE Highway Construction District Grant Greater than Threshold Transfers**

**Line Item on Threshold Report: 3**

**CTB Member Concurrence:** Byers, Culpeper District

<b>Project Information</b>	<b>Original Application</b>	<b>Current</b>
District	Culpeper	
Project Description	UPC 124017 #SMART24 RTE 229 & 621 JEFFERSONTON RD ROUNDABOUT	
Organization	Culpeper County	
SMART SCALE Round	5	
Scope	Improve safety at the intersection of Route 229 and Route 621 (Jeffersonton Road / Colvin Road) by reconstructing the intersection as a single lane roundabout.	
Benefits	Safety and Economic Development	
Score	5.94	
Rank	8/13	
SMART SCALE Budget	\$10,042,766 (DGP)	\$10,042,766 (DGP)
Other Funds	\$0	\$0
Total Allocations	\$10,042,766	\$10,042,766
Total Cost	\$10,042,766	\$11,624,632
Shortfall		\$1,581,866

Project Information	Original Application	Current
Expenditures		\$43,642
Status		Project is VDOT administered. Project is part of a design-build bundle scheduled for request for qualifications (RFQ) in June 2026
Justification		Increased costs due to increased unit pricing and design refinement in preparation for design-build procurement
Proposed SMART SCALE Budget Increase		Increase of \$1,581,866 (DGP) for a total revised SMART SCALE budget of \$11,624,632. Revised score of 5.13 and a reduction in rank to 10/13.
Remaining Balance in DGP Deallocation BE		\$16,064,099 after proposed change.

**Line Item on Threshold Report: 4**

**CTB Member Concurrence:** Sellers, Fredericksburg District

Project Information	Original Application	Current
District	Fredericksburg	
Project Description	UPC 115764 #SMART20 - HARRISON RD & SALEM CHURCH	
Organization	Spotsylvania County	
SMART SCALE Round	3	
Scope	Intersection improvements to receive the dual straights on Harrison Road and to correct the alignment for future road widening.	
Benefits	Land Use, Safety, Environment, Congestion, Accessibility	
Score	1.71	
Rank	11/15	
SMART SCALE Budget	\$6,100,000 (HPP)	\$10,154,409 (HPP) (Greater than threshold increase approved in May 2023, \$4,054,409 (HPP))
Other Funds	\$0	\$187,226 (VA Safety Funds added based on previously approved transfer) \$1,062,500 (Highway Infrastructure Programs Earmark and local match, May 2026)

<b>Project Information</b>	<b>Original Application</b>	<b>Current</b>
Total Allocations	\$6,100,000	\$11,404,135
Total Cost	\$6,100,000	\$11,819,898
Shortfall		\$415,763
Expenditures		\$1,241,778
Status		Project is VDOT administered.
Justification		Project costs increases due to delays related to environmental review and mitigation efforts and increased unit pricing.
Proposed SMART SCALE Budget Increase		Increase of \$415,763 (DGP) for a total revised SMART SCALE budget of \$10,570,172 (\$10,154,409 HPP and \$415,763 DGP). Revised score of 0.98 and a reduction in rank to 13/15.
Remaining Balance in DGP Deallocation BE		\$3,525,565 after proposed change.

**SMART SCALE Round 3 Consensus Scenario**  
**Date as of June 2019**  
**Proposed Budget Change for Fredericksburg District UPC -23097 (115764)**

App ID	UPC	District	Organization	Description	Benefit	Project Total Cost	SMART SCALE REQUEST	SMART SCALE SCORE
3488	115116	Fredericksburg	King George County	Route 301 University Drive/Market Ctr Double RCUT	3.667	\$3,500,000	\$3,500,000	10.48
3685	115177	Fredericksburg	Fredericksburg Regional Transit	FRED Transit-Shelters and Benches	0.200	\$256,000	\$218,500	9.17
3620	115123	Fredericksburg	Fredericksburg City	Lafayette Blvd/Kenmore Ave/Charles St Roundabouts	1.167	\$5,800,000	\$1,978,826	5.90
3486	115120	Fredericksburg	King George County	Route 301 and Route 3 Median U-Turn Intersection	1.758	\$3,300,000	\$3,300,000	5.33
4555		Fredericksburg	Fredericksburg Regional Transit	New Commuter Parking Lot on Route 3	2.58	\$7,455,000	\$5,055,000	5.12
3580	115121	Fredericksburg	Gloucester County	Bicycle/Pedestrian Improvements on Rte 17B -Main St	2.906	\$7,300,000	\$7,300,000	3.98
3622	115119	Fredericksburg	Fredericksburg City	Dixon Street/Lansdowne Road Intersection Improvements	0.866	\$2,200,000	\$2,200,000	3.94
3878		Fredericksburg	George Washington Regional Commission	Route 3 STARS Study Improvements	1.72	\$7,420,000	\$6,374,139	2.70
3880	115124	Fredericksburg	George Washington Regional Commission	Rt 3 STARS Study and I-95 off-ramp imp.	2.474	\$11,500,000	\$9,454,139	2.62
3881		Fredericksburg	George Washington Regional Commission	US 17 Bus. STARS Study Improvements and New PNR Lot	5.27	\$21,835,000	\$21,835,000	2.42
3621	115117	Fredericksburg	Fredericksburg City	U.S. Route 1/Fall Hill Avenue Intersection Improvements	1.636	\$7,200,000	\$7,200,000	2.27
3651	115122	Fredericksburg	Stafford County	Stefaniga and Mountain View Road Intersection Improvement	0.560	\$3,700,000	\$2,700,000	2.07
3489	-23095	Fredericksburg	King George County	Route 206 and Route 218 Right Turn Lane	0.352	\$2,000,000	\$2,000,000	1.76
3816	-23097	Fredericksburg	Spotsylvania County	Harrison Rd & Salem Church	1.041	\$6,100,000	\$6,100,000	1.71
4630	-23099	Fredericksburg	Lancaster County	Kilmarnock Right Turn Lane	0.159	\$1,100,000	\$1,100,000	1.45
3824		Fredericksburg	Spotsylvania County	Rt 2 & 17 from Lansdowne Rd past Shannon Airport	2.550	\$19,500,000	\$19,500,000	1.31
3494	115632	Fredericksburg	Westmoreland County	Expanded Turn Lane for Flat Iron Road	0.117	\$1,000,000	\$1,000,000	1.17
3819		Fredericksburg	Spotsylvania County	Rt 1 and Rt 208/Lafayette Blvd	1.097	\$10,300,000	\$10,300,000	1.06
3851		Fredericksburg	Fredericksburg Area Metropolitan Planning Organization	I-95 Exit 126 STARS Study Improvements	2.896	\$28,320,000	\$28,320,000	1.02
3816	115764	Fredericksburg	Spotsylvania County	Harrison Rd & Salem Church*	1.041	\$11,819,898	\$10,570,172	0.98
3709		Fredericksburg	King George County	Route 301 and Route 206 Median U-Turn Intersection	0.664	\$6,800,000	\$6,800,000	0.98
3648	105722	Fredericksburg	Stafford County	1.Stafford - Route 1/Enon Road Intersection and Roadway IMP	0.394	\$10,600,000	\$4,452,461	0.89
3852		Fredericksburg	Fredericksburg Area Metropolitan Planning Organization	I-95 NB Widening & Exit 126 STARS Improvements	4.648	\$61,000,000	\$61,000,000	0.76
3927	-23096	Fredericksburg	Richmond County	SMART SCALE: Route 360/619 - Richmond County	0.091	\$1,300,000	\$1,300,000	0.70
3612		Fredericksburg	Fredericksburg Area Metropolitan Planning Organization	I-95 SB Widening: Exit 130 to Exit 126	2.386	\$34,320,000	\$34,320,000	0.70
5013		Fredericksburg	Fredericksburg Area Metropolitan Planning Organization	I-95 SB Widening with Exit 126 SB Aux. Deceleration Lane	2.454	\$35,820,000	\$35,820,000	0.69
4267		Fredericksburg	George Washington Regional Commission	I-95 Exit 136, Centreport Pkwy, US 1 & Enon Rd Improvements	0.660	\$22,015,000	\$17,417,461	0.38
3492		Fredericksburg	Westmoreland County	Passing Lanes on Route 3 near Lerty	0.489	\$15,300,000	\$15,300,000	0.32
3649		Fredericksburg	Stafford County	Winding Creek Road Widening	0.259	\$15,700,000	\$12,230,500	0.21
3813		Fredericksburg	Spotsylvania County	Germanna Point Dr & Spotsylvania Avenue	0.674	\$33,100,000	\$33,100,000	0.20
4080		Fredericksburg	Caroline County	I-95/207Safety Improvements	0.157	\$9,900,000	\$9,900,000	0.16
4081		Fredericksburg	Caroline County	Bowling Green Route 301 Corridor Safety Improvements	0.143	\$9,900,000	\$9,900,000	0.14
3650		Fredericksburg	Stafford County	Eskimo Hill Roadway Improvement	0.162	\$17,500,000	\$16,500,000	0.10

- Project funded with Construction District Grant Funds
- Project funded with High Priority Projects Funds
- Project funded with BOTH Construction District Grant and High Priority Projects Funds
- \* Rank based on proposed budget increase and revised score

**Line Item on Threshold Report: 5**

**CTB Member Concurrence:** Davis, Richmond District

<b>Project Information</b>	<b>Original Application</b>	<b>Current</b>
District	Richmond	
Project Description	UPC 105733 #SMART24 - RTE 623 - IMPROVE INTERSECTION	
Organization	Goochland County	
SMART SCALE Round	5	
Scope	Construction of new 2 lane connection between Hockett Rd and Broad St and single-lane roundabout at new connection and Hockett Rd.	
Benefits	Land Use, Safety, Economic Development, Accessibility, Environment, and Congestion	
Score	40.91	
Rank	2/20	
SMART SCALE Budget	\$1,041,897 (DGP)	\$1,041,897 (DGP)
Other Funds	\$15,745,325 (RSTP, Telecommunications)	\$16,520,185 (RSTP, Telecommunications, Local)
Total Allocations	\$16,787,222	\$17,562,082
Total Cost	\$16,787,222	\$20,366,477
Shortfall		\$2,804,395

Project Information	Original Application	Current
Expenditures		\$906,537
Status		Project is VDOT administered and is on schedule for authorizing right of way acquisition and utility relocations. CTB Location approval received on 4/22/26.
Justification		The increase is attributed to updated Right of way and utility relocation estimate.
Proposed SMART SCALE Budget Increase		Increase of \$2,804,395 (DGP) for a total revised SMART SCALE budget of \$3,846,292. Revised score of 11.08 and a reduction in rank to 8/20.)
Remaining Balance in DGP Deallocation BE		\$17,014,592 after proposed change.



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 4*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

#### Action:

**Title: SMART SCALE Project Budget Increase for Exit 317 Diverging Diamond  
Interchange  
(UPC 124012) in Frederick County**

**WHEREAS**, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

**WHEREAS**, the Board's SMART SCALE Project Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

**WHEREAS**, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, the Highway Construction District Grant Programs pursuant to section 33.2-371, the Interstate Operations and Enhancement Program pursuant to

Resolution of the Board

SMART SCALE Project Budget Increase for Exit 317 Diverging Diamond Interchange (UPC 124012) in Frederick County

June 16, 2026

Page 2 of 2

section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

**WHEREAS**, the Exit 317 Diverging Diamond Interchange (UPC 124012) project (the Project) was submitted for consideration by Win-Fred Metropolitan Planning Organization and selected for \$31,063,840 in funding through the High Priority Projects Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

**WHEREAS**, Frederick County committed \$6,525,894 in local funds as part of the application and to support delivery of the project; and

**WHEREAS**, at application, the Project had a total cost of \$37,589,734; and

**WHEREAS**, the Project demonstrated benefits related to safety, environmental, and economic development and received a score of 7.52 resulting in a rank of 12 out of 19 projects selected for funding in the Staunton District;

**WHEREAS**, the Project is being administered by the Virginia Department of Transportation (VDOT), has thus far incurred expenditures of approximately \$1,451,358 and is preparing for design-build procurement; and

**WHEREAS**, since the Project was selected for funding through SMART SCALE, estimated Project costs have increased due to completion of an interchange access report (IAR) as part of development wherein costs across all phases have increased primarily due to the operational refinements and extended termini required by the IAR; and

**WHEREAS**, the Project's cost estimate is currently \$46,980,883 resulting in a shortfall of \$9,391,149; and

**WHEREAS**, VDOT recommends Board approval of a SMART SCALE budget increase of \$9,391,149 using surplus High Priority Projects Program funds (UPC -21770); and

**WHEREAS**, taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 5.78 and a reduction in rank from 12/19 to 13/19.

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board, that the SMART SCALE budget increase for the Project of \$9,391,149 using surplus High Priority Projects Program funds (UPC -21770), is approved.

#####

**CTB Decision Brief**  
**SMART SCALE Project Budget Increase for the Exit 317 Diverging Diamond Interchange  
(UPC 124012) in Frederick County**

**Issue:** The Exit 317 Diverging Diamond Interchange (UPC 124012) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, the Department is recommending a budget increase pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

**Facts:** The Board’s SMART SCALE Prioritization Process, last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item VI.2 of the Board’s SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Project was submitted for consideration by Win-Fred MPO for \$31,063,840 in funding through the High Priority Projects Program in the fifth round of the Commonwealth Transportation Board’s (Board) SMART SCALE Prioritization Process. Frederick County committed local funds in the amount of \$6,525,894 as part of the application and to support delivery of the project.

The Project demonstrated benefits related to safety, economic development, and environment and received a score of 7.52 resulting in a rank of 12 out of 19 projects selected for funding in the Staunton District.

The Project is administered by the Virginia Department of Transportation (VDOT) and is ready for design-build procurement. Thus far, the Project has incurred an estimated \$1,451,358 in expenditures.

Since the Project was selected for funding through SMART SCALE, due to scope and location of the project, an interchange access report (IAR) was required to be completed concurrent with design as part of Federal Highway Administration (FHWA) requirements. Based on the IAR, operational issues were identified at two intersections adjacent to the new interchange and it was determined the termini needed to be extended to meet the operational and safety benefits assumed in the original SMART SCALE application.

The proposed park and ride lot included as part of the original scope was reduced to accommodate the extended termini.

Project has experienced increased costs across all phases to accommodate the revised design of the DDI and extended termini.

The Project's cost estimate is currently \$46,980,883, resulting in a shortfall of \$9,391,149.

Taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 5.78 and a reduction in rank from 12/19 to 13/19.

On May 19<sup>th</sup>, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of \$9,391,149 using surplus High Priority Projects Program funds (UPC -21770).

**Recommendation:** Approval of a SMART SCALE budget increase of \$9,391,149 using surplus High Priority Projects Program funds (UPC -21770).

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

**Result, if Approved:** If approved, funds will be transferred so that the project can advance.

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

**Public Comments/Reactions:** None



## COMMONWEALTH of VIRGINIA

### Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 5*

#### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By:            Seconded By:

#### Action:

**Title: Action on Fiscal Year 2027 Annual Budgets  
Commonwealth Transportation Fund, Department of Rail and Public Transportation and  
the Virginia Department of Transportation**

**WHEREAS**, the Commonwealth Transportation Board is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia (Code)* to administer and allocate funds in the Transportation Trust Fund, based on the most recent official Commonwealth Transportation Fund revenue forecast; and

**WHEREAS**, § 33.2-1524.1 of the *Code* requires a portion of the funds in the Transportation Trust Fund to be set aside and distributed to construction programs pursuant to § 33.2-358, the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, the Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund, the Priority Transportation Fund and a special fund within the Commonwealth Transportation Fund to be used to meet the necessary expenses of the Department of Motor Vehicles; and

Resolution of the Board

Action on the Action on Fiscal Year 2027 Annual Budgets

Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Virginia Department of Transportation

June 16, 2026

Page 2 of 2

**WHEREAS**, § 33.2-358 (A) of the *Code* requires the Board to allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate system of highways, the primary system of state highways, the secondary system of state highways and for city and town street maintenance payments made pursuant to § 33.2-319 and payments made to counties which have withdrawn or elect to withdraw from the secondary system of state highways pursuant to § 33.2-366; and

**WHEREAS**, §33.2-358 (B) of the *Code* requires the Board to allocate available funds for construction and other non-maintenance activities by formula; and

**WHEREAS**, other sections of the *Code of Virginia* and the current Appropriation Act require certain allocations; and

**WHEREAS**, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2027 through 2032 in the Six-Year Improvement Program; and

**WHEREAS**, § 2.2-2100 of the *Code* allows the Board to review and comment on budget items not specifically enumerated to the Board by statute.

**NOW, THEREFORE, BE IT RESOLVED** by the Commonwealth Transportation Board that the recommended allocations and expenditures required by the various statutes as contained in the budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation for Fiscal Year 2027 are approved.

#####

## CTB Decision Brief

### Fiscal Year 2027 Annual Budgets

#### Commonwealth Transportation Fund, Department of Rail and Public Transportation and the Department of Transportation

**Issue:** Each year, the Commonwealth Transportation Board (CTB or Board) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer, distribute and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; by § 33.2-1524.1, to provide the statutory funding to the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund the Priority Transportation Fund and a special fund in the Commonwealth Transportation Fund to meet the expenses of the Department of Motor Vehicles; and by § 33.2-358 (A) to allocate from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate, primary and secondary system of highways and for city and town street maintenance payments and payments to counties that have elected to withdraw from the secondary state highway system. Board approval and finalization of the FY 2027 budgets necessary to effectuate the lawful distribution of available Commonwealth Transportation Fund revenues is sought.

**Facts:** The CTB must adopt a budget that distributes the available revenues of the Commonwealth Transportation Fund to the statutorily defined funds and purposes. The budget shall be based on the most recent official revenue forecasts and debt policy. There are three separate budgets in addition to the Six-Year Improvement Program:

- 1) Commonwealth Transportation Board's Commonwealth Transportation Fund Budget which includes all transportation revenues, including those allocated to the construction program, Commonwealth Transit Fund, Commonwealth Rail Fund, Commonwealth Aviation Fund, Space Flight Fund, Commonwealth Port Fund, the Priority Transportation Fund and the special fund for the Department of Motor Vehicles. It is a summary level budget.
- 2) The Department of Rail and Public Transportation (DRPT) Annual Budget which provides details on estimated expenditures and the related revenues that support the estimated expenditures that are directly provided to the agency for its programs and activities.
- 3) The Department of Transportation (VDOT) Annual Budget which provides details on revenue and allocations that are directly provided to the agency for its programs and activities.

CTB Decision Brief  
Fiscal Year 2027 Annual Budgets  
June 16, 2026  
Page Two

**Recommendations:** VDOT and DRPT recommend the approval of the Fiscal Year 2027 Annual Budgets for the Commonwealth Transportation Fund, the Department of Transportation, and the Department of Rail and Public Transportation.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve the Fiscal Year 2027 Annual Budgets.

**Options:** Approve, Deny or Defer. If the CTB chooses not to approve a budget resolution, it will be in violation of state law.

**Public Comments/Reactions:** The public expects the CTB to utilize the funds dedicated to transportation to address transportation needs.

# FY 2027

## Commonwealth Transportation Fund Budget June 2026



**Virginia Department of Transportation**

Financial Planning Division


1221 E. Broad Street, 2nd Floor

Richmond, VA 23219

Internet Address: <https://www.vdot.virginia.gov/about/budget-finance/>

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During its 2020 session, the Virginia General Assembly enacted the Governor's Omnibus Transportation Bill, Chapter 1230 (House Bill 1414), which revised the composition of and increased available revenues for transportation funding in the Commonwealth. Under Chapter 1230, the Commonwealth Transportation Fund (CTF) serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds. These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

Chapter 1230 also amended the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund ("HMO Fund"), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020.

Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the Commonwealth Transportation Fund and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends, and appreciation accrued to the Transportation Trust Fund or the HMO Fund also would be allocated to the Commonwealth Transportation Fund and distributed two-thirds to the Virginia Transportation Infrastructure Bank and one-third to the Transportation Partnership Opportunity Fund.

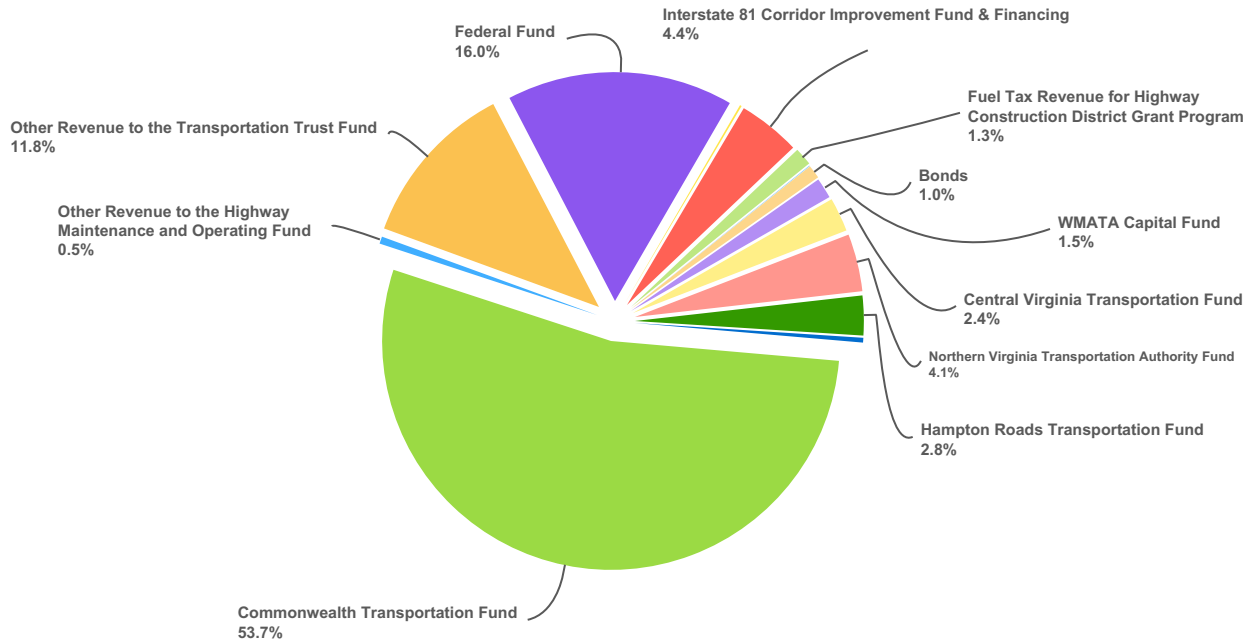
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The Fiscal Year 2027 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from December 2025 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2027 CTF Budget totals \$10,234,782,663.



The CTF receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation. The federal revenues from the Federal Highway Administration and the Federal Transit Administration are estimated by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). Revenues provided are also from funds collected for regional transportation improvements in Northern Virginia, Hampton Roads, and Central Virginia. These funds are dedicated to the efforts of the Northern Virginia Transportation Authority, Central Virginia Transportation Authority, and the Hampton Roads Transportation Accountability Commission.

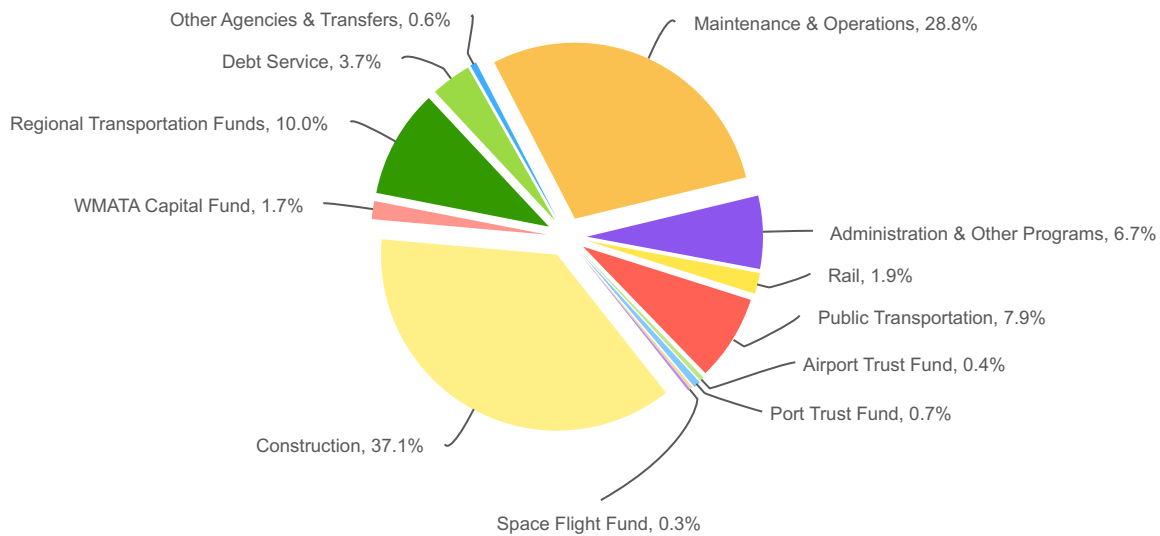
## Commonwealth Transportation Fund Total Revenues



Commonwealth Transportation Fund	\$5,492,350,000
Other Revenue to the Highway Maintenance and Operating Fund	53,678,105
Other Revenue to the Transportation Trust Fund	1,206,590,257
Federal Fund	1,638,927,391
Priority Transportation Fund	15,628,568
Interstate 81 Corridor Improvement Fund & Financing	452,092,464
Fuel Tax Revenue for Highway Construction District Grant Program	129,945,878
General Fund	7,000,000
Bonds	100,000,000
<b>Total Operating Revenues</b>	<b>\$9,096,212,663</b>
Pass Through Revenues	
WMATA Capital Fund	148,870,000
Central Virginia Transportation Fund	248,400,000
Northern Virginia Transportation Authority Fund	416,800,000
Hampton Roads Transportation Fund	287,400,000
Hampton Roads Regional Transit Fund	37,100,000
<b>Subtotal</b>	<b>1,138,570,000</b>
<b>TOTAL</b>	<b>\$10,234,782,663</b>

The revenues are dedicated to specific funds within the CTF. After certain distributions required by the Code of Virginia, the remaining funds in the CTF are allocated 51% to the Highway Maintenance and Operating Fund (HMOF) and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The revenues for the HMOF support highway maintenance, operations and administration. The Priority Transportation Fund (PTF) revenues are dedicated to debt service on the Commonwealth of Virginia Transportation Capital Projects Revenue Bonds. The Commonwealth Transportation Board can also use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth. Federal revenues are used for their defined purposes to support construction, maintenance or transit.



<b>Debt Service</b>	<b>\$378,491,273</b>
<b>Other Agencies &amp; Transfers</b>	<b>61,280,355</b>
<b>Maintenance &amp; Operations</b>	<b>2,919,443,361</b>
<b>Administration &amp; Other Programs</b>	<b>678,952,117</b>
<b>Toll Facility Operations</b>	<b>114,260,000</b>
<b>Public Transportation</b>	<b>800,097,253</b>
<b>Rail</b>	<b>194,839,997</b>
<b>Airport Trust Fund</b>	<b>40,536,000</b>
<b>Port Trust Fund</b>	<b>66,493,332</b>
<b>Department of Motor Vehicles</b>	<b>25,957,333</b>
<b>Space Flight Fund</b>	<b>25,977,333</b>
<b>Construction</b>	<b>3,749,884,309</b>
<b>Total Operating Programs</b>	<b>\$9,056,212,663</b>
<b>Pass Through Programs</b>	
<b>WMATA Capital Fund</b>	<b>168,870,000</b>
<b>Regional Transportation Funds</b>	<b>1,009,700,000</b>
<b>TOTAL RECOMMENDED DISTRIBUTIONS</b>	<b>\$10,234,782,663</b>

STATE REVENUE SOURCES	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)	
<b>Commonwealth Transportation Fund</b>	\$ 5,229,850,000	\$ 5,492,350,000	\$ 262,500,000	1
<b>Highway Maintenance &amp; Operating Fund (HMOF)</b>	92,294,823	53,678,105	(38,616,718)	2
<b>General Fund</b>	275,700,000	7,000,000	(268,700,000)	3
<b>Transportation Trust Fund (TTF) and Other State Revenue</b>				
Interest Earnings	121,230,000	121,310,496	80,496	
Toll Facilities	68,445,336	57,160,000	(11,285,336)	
Local Revenue Sources	480,076,262	478,492,150	(1,584,112)	4
Project Participation - Regional Entities	74,883,137	439,450,496	364,567,359	4
GARVEE Bonds/ Interest Earnings	—	100,000,000	100,000,000	5
Route 58 Bonds/ Interest Earnings	74,200,000	—	(74,200,000)	5
I-66 Outside the Beltway Concession Fee Payment/Interest	23,094,194	13,500,000	(9,594,194)	
Interstate 81 Corridor Improvement Fund	106,532,050	452,092,464	345,560,414	6
Special Fund Account for the Highway Construction District Grant Program	122,275,267	129,945,878	7,670,611	
Other Trust Fund Revenue	116,540,808	96,677,115	(19,863,693)	7
<b>Total TTF and Other Revenue</b>	<b>1,187,277,054</b>	<b>1,888,628,599</b>	<b>701,351,545</b>	
<b>Priority Transportation Fund (PTF)</b>				
State Revenue	132,519,688	15,628,568	(116,891,120)	8
<b>Total PTF</b>	<b>132,519,688</b>	<b>15,628,568</b>	<b>(116,891,120)</b>	
<b>Pass Through Revenues</b>				
Revenue Dedicated to WMATA Capital Fund	154,370,000	148,870,000	(5,500,000)	1
State Revenue for Regional Entities	986,500,000	989,700,000	3,200,000	1
<b>Total Pass Through Revenues</b>	<b>1,140,870,000</b>	<b>1,138,570,000</b>	<b>(2,300,000)</b>	
<b>TOTAL STATE REVENUES</b>	<b>8,058,511,565</b>	<b>8,595,855,272</b>	<b>537,343,707</b>	
<b>Federal Funding Sources</b>				
Federal Highway Administration (FHWA)	1,581,554,069	1,559,739,783	(21,814,286)	9
Federal Transit Administration (FTA)	75,600,423	79,187,608	3,587,185	
<b>Total Federal Funding</b>	<b>1,657,154,492</b>	<b>1,638,927,391</b>	<b>(18,227,101)</b>	
<b>TOTAL COMMONWEALTH TRANSPORTATION FUNDS</b>	<b>\$ 9,715,666,057</b>	<b>\$ 10,234,782,663</b>	<b>\$ 519,116,606</b>	



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>
<b>Debt Service</b>			
Northern Virginia Transportation District	\$ 7,565,400	\$ 3,953,650	\$ (3,611,750)
Route 28	8,105,000	8,105,000	—
Route 58	38,172,200	25,916,423	(12,255,777)
Interstate 81	12,728,104	10,617,750	(2,110,354)
GARVEE Bonds	143,036,800	144,836,525	1,799,725
CPR Bonds	196,188,225	185,061,925	(11,126,300)
<b>Total Debt Service</b>	<b>405,795,729</b>	<b>378,491,273</b>	<b>(27,304,456)</b>
<b>Other Agencies &amp; Transfers</b>			
Trust Fund Management	3,161,015	3,111,940	(49,075)
Support to Other State Agencies (excludes DRPT)	44,483,012	51,706,091	7,223,079
Indirect Costs	6,462,324	6,462,324	—
<b>Total State Agencies</b>	<b>54,106,351</b>	<b>61,280,355</b>	<b>7,174,004</b> <sup>10</sup>
<b>Maintenance &amp; Operations</b>			
Highway System Maintenance	2,554,201,619	2,306,650,090	(247,551,529)
Financial Assist. to Localities for Ground Transportation - Cities	543,678,359	522,246,062	(21,432,297)
Financial Assist. to Localities for Ground Transportation - Counties	94,400,819	90,547,209	(3,853,610)
<b>Total Maintenance &amp; Operations</b>	<b>3,192,280,797</b>	<b>2,919,443,361</b>	<b>(272,837,436)</b> <sup>11</sup>
<b>Tolls, Administration &amp; Other Programs</b>			
Ground Transportation System Planning and Research	96,662,456	121,799,169	25,136,713 <sup>12</sup>
Environmental Monitoring & Compliance	30,955,630	26,035,378	(4,920,252) <sup>12</sup>
Administrative and Support Services	377,571,072	417,848,503	40,277,431 <sup>12</sup>
Program Management and Direction	64,550,898	70,769,067	6,218,169 <sup>12</sup>
Toll Facilities Operations	68,445,336	57,160,000	(11,285,336)
Toll Facility Revolving Account	81,100,000	57,100,000	(24,000,000) <sup>13</sup>
Capital Outlay	40,000,000	42,500,000	2,500,000
<b>Total Tolls, Administration &amp; Other Programs</b>	<b>759,285,392</b>	<b>793,212,117</b>	<b>33,926,725</b>

<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>
<b>Transit and Rail Funds</b>			
Share of TTF Distribution for Transit	\$ 568,458,144	\$ 597,734,406	\$ 29,276,262 <sup>1</sup>
Transit - Share of administrative costs	(727,033)	(715,746)	11,287
Other Revenue dedicated to Transit	17,395,401	17,830,286	434,885
Share of TTF Distribution for Rail	185,366,786	194,913,393	9,546,607 <sup>1</sup>
Rail - Share of administrative costs	(237,076)	(233,396)	3,680
Federal Transit Authority (FTA)	75,417,800	78,773,409	3,355,609
CMAQ (without State Match)	31,906,021	13,493,547	(18,412,474) <sup>14</sup>
Carbon (without State Match)	182,623	414,199	231,576 <sup>14</sup>
STP Regional (without State Match)	8,703,226	6,799,509	(1,903,717) <sup>14</sup>
Interest Earnings	3,160,000	3,160,000	—
Mass Transit Fund-Support from Construction	10,152,312	5,073,265	(5,079,047)
Rail Fund - Support from Construction	4,000,000	4,000,000	—
Priority Transportation	82,000,000	57,500,000	(24,500,000)
General Fund for WMATA	76,700,000	—	(76,700,000)
Other	11,936,000	16,194,378	4,258,378
<b>Subtotal Transit and Rail Funds</b>	<b>1,074,414,204</b>	<b>994,937,250</b>	<b>(79,476,954)</b>
<b>Pass Through Revenue for WMATA Capital</b>			
Dedicated Revenue for WMATA Capital Fund	154,370,000	148,870,000	(5,500,000) <sup>1</sup>
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
<b>Subtotal WMATA Capital Fund</b>	<b>174,370,000</b>	<b>168,870,000</b>	<b>(5,500,000)</b>
Airports - Share of TTF Distribution	37,073,357	38,982,679	1,909,322 <sup>1</sup>
Airports - Share of administrative costs	(47,415)	(46,679)	736
Airports - Interest Earnings	1,600,000	1,600,000	—
<b>Total Airport Trust Fund</b>	<b>38,625,942</b>	<b>40,536,000</b>	<b>1,910,058</b>
Ports - Share of TTF Distribution	61,788,929	64,971,131	3,182,202 <sup>1</sup>
Ports - Share of administrative costs	(79,026)	(77,799)	1,227
Ports - Interest Earnings	2,300,000	1,600,000	(700,000)
<b>Total Port Trust Fund</b>	<b>64,009,903</b>	<b>66,493,332</b>	<b>2,483,429</b>
Department of Motor Vehicles - Share of TTF Distribution	24,715,571	25,988,452	1,272,881 <sup>1</sup>
DMV - Share of administrative costs	(31,610)	(31,119)	491
<b>Total DMV</b>	<b>24,683,961</b>	<b>25,957,333</b>	<b>1,273,372</b>
Virginia Commercial Space Flight Authority - Share of TTF Distribution	24,715,571	25,988,452	1,272,881 <sup>1</sup>
Space Flight Authority - Share of administrative costs	(31,610)	(31,119)	491
Space - Interest Earnings	20,000	20,000	—
<b>Total Space Flight Authority</b>	<b>24,703,961</b>	<b>25,977,333</b>	<b>1,273,372</b>



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>	
<b>Pass Through Revenue Allocations</b>				
Central Virginia Transportation Authority Fund	\$ 245,400,000	\$ 248,400,000	\$ 3,000,000	
Northern Virginia Transportation Authority Fund	463,304,784	459,747,612	(3,557,172)	
Hampton Roads Transportation Fund	281,000,000	287,400,000	6,400,000	
Hampton Roads Regional Transit Fund	33,700,000	37,100,000	3,400,000	
<b>Total Regional Transportation Programs</b>	<b>1,023,404,784</b>	<b>1,032,647,612</b>	<b>9,242,828</b>	<b>1</b>
<b>Construction</b>				
Financial Assistance to Localities for Ground Transportation	18,526,939	20,142,528	1,615,589	
State of Good Repair Program	300,980,223	412,278,839	111,298,616	14
High Priority Projects Program	194,307,865	269,971,902	75,664,037	14
Construction District Grant Programs	316,583,132	399,917,780	83,334,648	14
Specialized State and Federal Programs	1,416,270,093	1,710,331,511	294,061,418	15
Virginia Highway Safety Improvement Program	97,153,932	134,985,951	37,832,019	14
Interstate Operations and Enhancement Program	446,207,027	686,653,689	240,446,662	16
<b>Total Construction</b>	<b>2,790,029,211</b>	<b>3,634,282,200</b>	<b>844,252,989</b>	
<b>Special Structures</b>	<b>89,955,822</b>	<b>92,654,497</b>	<b>2,698,675</b>	
<b>DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS</b>				
	<b>\$ 9,715,666,057</b>	<b>\$10,234,782,663</b>	<b>\$ 519,116,606</b>	
<b>Agency Funding Summary:</b>				
<b>VDOT</b>	<b>\$ 8,431,010,398</b>	<b>\$ 8,998,584,680</b>	<b>\$ 567,574,282</b>	
<b>Less Support to DRPT/VPRA</b>	<b>(116,152,312)</b>	<b>(86,573,265)</b>	<b>29,579,047</b>	
<b>VDOT (Net)</b>	<b>8,314,858,086</b>	<b>8,912,011,415</b>	<b>597,153,329</b>	
<b>DRPT/VPRA</b>	<b>1,248,784,204</b>	<b>1,163,807,250</b>	<b>(84,976,954)</b>	
<b>Ports</b>	<b>64,009,903</b>	<b>66,493,332</b>	<b>2,483,429</b>	
<b>Aviation</b>	<b>38,625,942</b>	<b>40,536,000</b>	<b>1,910,058</b>	
<b>DMV</b>	<b>24,683,961</b>	<b>25,957,333</b>	<b>1,273,372</b>	
<b>Space Flight Authority</b>	<b>24,703,961</b>	<b>25,977,333</b>	<b>1,273,372</b>	
<b>Grand Total</b>	<b>\$ 9,715,666,057</b>	<b>\$10,234,782,663</b>	<b>\$ 519,116,606</b>	

# CTF State Revenue Details

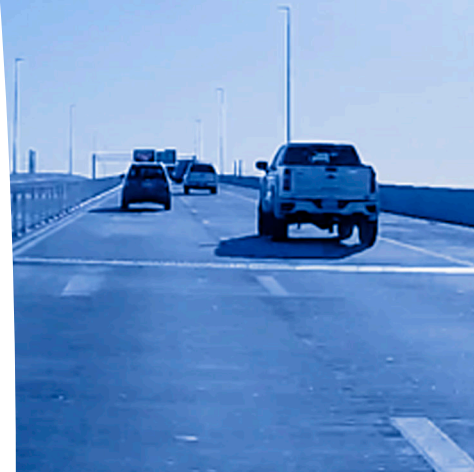
<b>STATE REVENUE SOURCES</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>
State Tax on Motor Fuels	\$1,555,900,000	\$1,639,400,000	\$83,500,000
Road Tax	82,300,000	84,500,000	2,200,000
Retail Sales & Use Tax	1,477,000,000	1,490,100,000	13,100,000
Motor Vehicle Sales and Use Tax	1,240,200,000	1,361,200,000	121,000,000
International Registration Plan	115,900,000	117,800,000	1,900,000
Motor Vehicle Licenses	222,400,000	232,500,000	10,100,000
Miscellaneous Revenues	18,900,000	20,100,000	1,200,000
Motor Vehicle Rental Tax	43,500,000	43,900,000	400,000
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	104,700,000	103,400,000	(1,300,000)
Insurance Premium	240,400,000	264,500,000	24,100,000
Recordation Tax	63,600,000	67,100,000	3,500,000
<b>Total</b>	<b>\$5,166,800,000</b>	<b>\$5,426,500,000</b>	<b>\$259,700,000</b>

# Endnotes

Endnote Number	Description
1	Revenue changes reflect impact of updated state revenue forecast.
2	Decrease represents the unallocated Highway Maintenance and Operating Fund balance from prior year and decreased estimates for miscellaneous revenues.
3	Decrease represents reduction in General Fund dollars made available in Fiscal Year 2027. Amount will be updated pending final 2027 Appropriation Act.
4	Revenue and allocations represent funding from regional entities or localities for projects.
5	Revenue and allocations reflected planned use of bond proceeds for priority projects and the Route 58 Corridor Program.
6	Increase reflects planned use of debt to support the I-81 Corridor Program.
7	Updates reflect interest earnings expectations and unallocated balances.
8	Revenues reflect reduction in PTF excess revenue.
9	Federal revenues reflect updated apportionment details from FHWA. Net changes reflect discontinuation of certain IJJA funding programs and inclusion of Congressionally Directed Spending earmarks.
10	Increase reflects one-time increase in support to DMV for weight station maintenance.
11	Allocation adjustment reflects reduction in supplemental funding for the VDOT Maintenance and Operations Program and Financial Assistance to Localities.
12	Changes reflect one-time adjustments in the prior fiscal year to address emergency response spending and employee bonuses.
13	Allocation adjustment reflects updated assumptions for toll facilities. In addition, General Fund dollars were provided for toll relief on Elizabeth River Crossings, \$24 million in FY 2026, which is not assumed in FY 2027. Amount will be updated pending final 2027 Appropriation Act.
14	Allocation changes based on the Six-Year Improvement Program. Updates based on funds available for Construction Formula Distribution.
15	Allocations reflect funding from programs outside of the Construction Formula Distribution.
16	Allocation changes based on funds available for Construction Formula Distribution and planned TIFIA loans in FY 2027. The previous fiscal year included \$175 million in General Fund dollars for the Interstate 81 Improvement Program.

# FY 2027

VDOT Annual Budget  
June 2026



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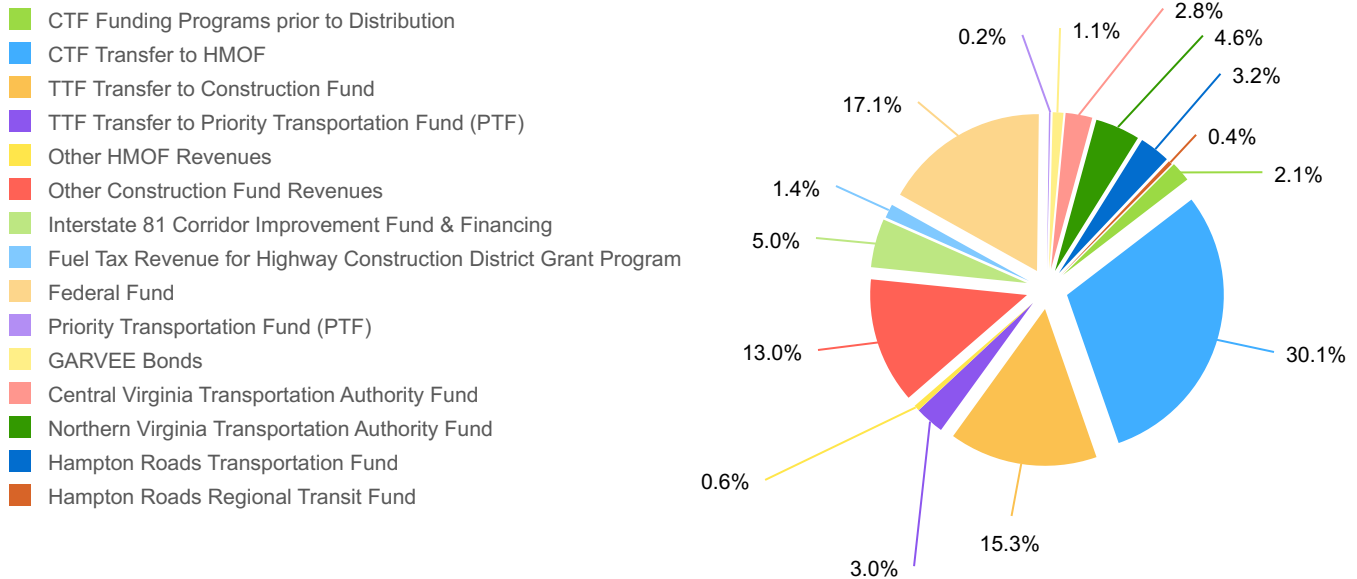
# Overview

The Fiscal Year 2027 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2025 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The VDOT Budget for FY 2027 totals \$8,998,584,680.46 a 6.3% increase over the FY 2026 2nd Revised Budget of \$8,431,010,398.

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

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

## Source of Transportation Funds



## Detailed Sources of Transportation Funds

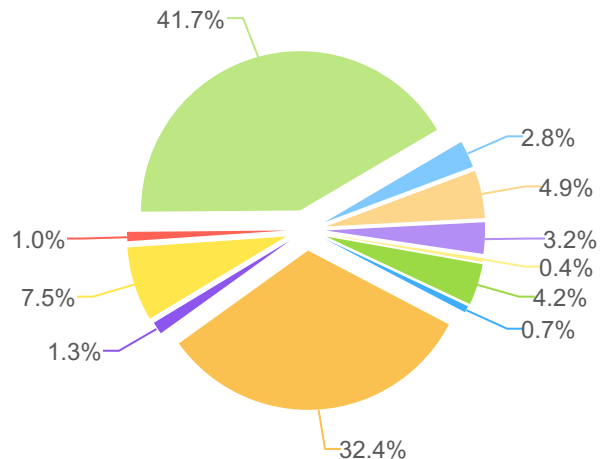
CTF Funding Programs prior to Distribution	\$ 187,654,497
CTF Transfer to HMOF	2,704,920,560
TTF Transfer to Construction Fund	1,377,387,979
TTF Transfer to Priority Transportation Fund (PTF)	272,878,751
Other HMOF Revenues	53,678,105
Other Construction Fund Revenues	1,168,251,151
Interstate 81 Corridor Improvement Fund & Financing	452,092,464
Fuel Tax Revenue for Highway Construction District Grant Program	129,945,878
Federal Fund	1,539,446,727
Priority Transportation Fund (PTF)	15,628,568
General Funds	7,000,000
GARVEE Bonds	100,000,000
<b>Subtotal</b>	<b>\$ 8,008,884,680</b>
<b>Pass Through Revenues</b>	
Central Virginia Transportation Authority Fund	248,400,000
Northern Virginia Transportation Authority Fund	416,800,000
Hampton Roads Transportation Fund	287,400,000
Hampton Roads Regional Transit Fund	37,100,000
<b>TOTAL</b>	<b>\$ 8,998,584,680</b>

# Overview

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

Allocations	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Debt Service	\$ 405,795,729	\$ 378,491,273	\$ (27,304,456)
Other Agencies and Transfers	54,106,351	61,280,355	7,174,004
Maintenance & Operations	3,192,280,797	2,919,443,361	(272,837,436)
Toll Facility Operations	149,545,336	114,260,000	(35,285,336)
Administration & Other Programs	609,740,056	678,952,117	69,212,061
Public Transportation & Rail	116,152,312	86,573,265	(29,579,047)
Construction Program	2,896,889,817	3,749,884,309	852,994,492.46
<b>Subtotal</b>	<b>\$7,424,510,398</b>	<b>\$7,988,884,680</b>	<b>\$564,374,282</b>
<b>Pass Through Revenues</b>			
Central Virginia Transportation Authority Fund	245,400,000	248,400,000	3,000,000
Northern Virginia Transportation Authority Fund	446,400,000	436,800,000	(9,600,000)
Hampton Roads Transportation Fund	281,000,000	287,400,000	6,400,000
Hampton Roads Regional Transit Fund	33,700,000	37,100,000	3,400,000
<b>TOTAL</b>	<b>\$8,431,010,398</b>	<b>\$8,998,584,680</b>	<b>\$ 567,574,282.46</b>

- Debt Service
- Other Agencies and Transfers
- Maintenance & Operations
- Toll Facility Operations
- Administration & Other Programs
- Public Transportation & Rail
- Construction Program
- Central Virginia Transportation Authority Fund
- Northern Virginia Transportation Authority Fund
- Hampton Roads Transportation Fund
- Hampton Roads Regional Transit Fund



# Highway Maintenance & Operating Fund

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

HMOF Revenue Sources	FY 2026 2nd Revised	FY 2027	Difference
CTF Transfer to HMOF	\$ 2,572,437,031	\$ 2,704,920,560	\$ 132,483,529 <sup>1</sup>
Miscellaneous Revenues	18,900,000	20,100,000	1,200,000
Other Revenue	73,394,823	33,578,105	(39,816,718) <sup>2</sup>
<b>Subtotal</b>	<b>\$ 2,664,731,854</b>	<b>\$ 2,758,598,665</b>	<b>\$ 93,866,811</b>
Transfer from Construction	668,430,842	366,749,075	(301,681,767)
<b>Total</b>	<b>\$ 3,333,162,696</b>	<b>\$ 3,125,347,740</b>	<b>\$ (207,814,956)</b>

# Commonwealth Transportation Fund & Transportation Trust Fund

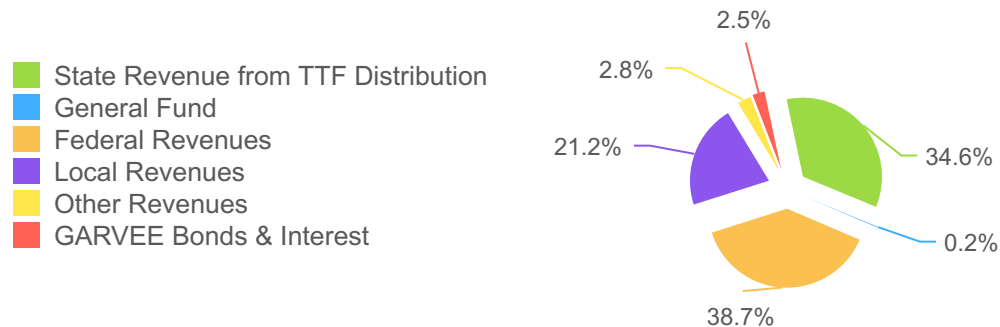
Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. The following table provides details on revised distributions for Fiscal Year 2027.

Construction Fund Revenue Sources	FY 2026 2nd Revised	FY 2027	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to TTF for Support	900,000	929,700	29,700
Distributed to Special Structures	89,955,822	92,654,497	2,698,675
<b>Total</b>	<b>\$ 170,855,822</b>	<b>\$ 173,584,197</b>	<b>\$ 2,728,375</b>

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

Construction Fund Revenue Sources	FY 2026 2nd Revised	FY 2027	Difference
State Revenue from TTF Distribution	\$ 1,309,925,289	\$ 1,377,387,979	\$ 67,462,690
General Fund	199,000,000	7,000,000	(192,000,000)
Federal Revenues	1,540,944,822	1,539,446,727	(1,498,095)
Local Revenues	476,166,088	845,254,874	369,088,786
Other Revenues	134,503,199	112,391,874	(22,111,325)
GARVEE Bonds & Interest	—	100,000,000	100,000,000
<b>Total</b>	<b>\$ 3,660,539,398</b>	<b>\$ 3,981,481,454</b>	<b>\$ 320,942,056</b>

**Construction Fund Revenue by Source**



# Other Fund Revenues

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

Other Fund Revenues	FY 2026 2nd Revised	FY 2027	Difference
Regional Transportation Funds	\$ 986,500,000	\$ 989,700,000	\$ 3,200,000
Interstate 81 Corridor Improvement Fund	106,532,050	452,092,464	345,560,414
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	122,275,267	129,945,878	7,670,611
Powhite Parkway Extension Toll Revenue	11,675,600	6,000,000	(5,675,600)
Coleman Bridge Toll Revenue	3,155,990	60,000	(3,095,990)
I-66 Inside the Beltway Toll Revenue	45,113,746	36,100,000	(9,013,746)
I-64 Express Lanes Toll Revenue	8,500,000	15,000,000	6,500,000
Northern VA Transportation District (NVTD)	5,689,920	4,885,009	(804,911)
Priority Transportation Fund (PTF)	333,033,188	272,878,751	(60,154,437)
Transportation Partnership Opportunity Fund	36,660,000	38,402,487	1,742,487
Route 58	74,200,000	—	(74,200,000)
Route 28	8,105,000	8,105,000	—
Other	134,590,000	133,628,009	(961,991)
<b>Total</b>	<b>\$ 1,876,030,761</b>	<b>\$ 2,086,797,598</b>	<b>\$ 210,766,837</b>
<b>Total Construction Major Sources (page 7)</b>	<b>3,660,539,398</b>	<b>3,981,481,454</b>	<b>320,942,056</b>
<b>Transfer to HMOF</b>	<b>(668,430,842)</b>	<b>(366,749,075)</b>	<b>301,681,767</b>
<b>Total Construction Fund</b>	<b>\$ 4,868,139,317</b>	<b>\$ 5,701,529,977</b>	<b>\$ 833,390,660</b>

# VDOT Program Descriptions and Allocations

# Summary of Allocations by Program

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

	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 30,955,630	\$ 26,035,378	\$ (4,920,252)
Ground Transportation Planning and Research (602)	96,662,456	121,799,169	25,136,713
Highway Construction Programs (603)	2,836,053,170	3,684,908,739	848,855,569
Highway System Maintenance (604)	2,554,201,619	2,306,650,090	(247,551,529)
Commonwealth Toll Facilities (606)	149,545,336	114,260,000	(35,285,336)
Financial Assistance to Localities (607)	1,680,010,901	1,665,583,411	(14,427,490)
Non-Toll Supported Transportation Debt Service (612)	405,795,729	378,491,273	(27,304,456)
Special Structures (614)	89,955,822	92,654,497	2,698,675
Administrative and Support Services (699)	377,571,072	417,848,503	40,277,431
VDOT Capital Outlay (998)	40,000,000	42,500,000	2,500,000
Support to Other State Agencies	54,106,351	61,280,355	7,174,004
Support to DRPT/VPRA Programs	116,152,312	86,573,265	(29,579,047)
<b>Total</b>	<b>\$ 8,431,010,398</b>	<b>\$ 8,998,584,680</b>	<b>\$ 567,574,282</b>

# Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 17,819,110	\$ 16,461,926	\$ (1,357,184)
Environmental Monitoring Program Management (514009)	4,781,184	5,001,360	220,176
Municipal Separate Storm Sewer System Compliance Activities (514010)	8,355,336	4,572,092	(3,783,244)
<b>TOTAL ENVIRONMENTAL MONITORING &amp; EVALUATION</b>	<b>\$ 30,955,630</b>	<b>\$ 26,035,378</b>	<b>\$ (4,920,252)</b>
TTF	30,955,630	26,035,378	(4,920,252)

# Ground Transportation Planning & Research (602)

**Ground Transportation Planning and Research is comprised of:**

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

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

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

<b>PLANNING &amp; RESEARCH (602)</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>
Ground Transportation System Planning (602001)	\$ 83,543,886	\$ 99,631,720	\$ 16,087,834
Ground Transportation System Research (602002)	7,918,353	14,659,781	6,741,428
Ground Transportation Program Management (602004)	5,200,217	7,507,668	2,307,451
<b>TOTAL PLANNING &amp; RESEARCH</b>	<b>\$ 96,662,456</b>	<b>\$ 121,799,169</b>	<b>\$ 25,136,713</b>
HMOF	12,321,349	19,280,680	6,959,331
CONSTRUCTION	58,384,632	74,200,788	15,816,156
FEDERAL	25,956,475	28,317,701	2,361,226

# Highway Construction Programs (603)

For Fiscal Year 2027, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. The following table provides details on distributions for Fiscal Year 2027.

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

<b>CONSTRUCTION (603)</b>	<b>FY 2026 2nd Revised</b>	<b>FY 2027</b>	<b>INCREASE (DECREASE)</b>
State of Good Repair Program (603020)	\$ 300,980,223	\$ 412,278,839	\$ 111,298,616
High Priority Projects Program(603021)	194,307,865	269,971,902	75,664,037
Construction District Grant Programs (603022)	316,583,132	399,917,780	83,334,648
Specialized State and Federal Programs (603023)	1,418,090,787	1,710,331,511	292,240,724
Virginia Highway Safety Improvement Program (603017)	134,783,478	134,985,951	37,832,019
Interstate Operations and Enhancement Program (603018)	274,702,353	686,653,689	242,267,356
Construction Management (603015)	64,550,898	70,769,067	6,218,169
<b>TOTAL CONSTRUCTION</b>	<b>\$2,836,053,170</b>	<b>\$3,684,908,739</b>	<b>\$ 848,855,569</b>
CONSTRUCTION	1,030,137,503	1,727,839,235	697,701,732
FEDERAL	1,064,077,253	1,068,110,688	4,033,435
I-81 CORRIDOR IMPROVEMENT FUND	93,803,946	441,474,714	347,670,768
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	122,275,267	129,945,878	7,670,611
PTF	113,513,056	45,618,641	(67,894,415)
TPOF	51,634,151	53,376,638	1,742,487
VTIB	77,490,000	76,528,009	(961,991)
NVTD	—	931,359	931,359
CONCESSION FEE FUND	12,094,194	—	(12,094,194)
GENERAL FUND	175,000,000	7,000,000	(168,000,000)
GARVEE BONDS PROCEEDS	—	100,000,000	100,000,000
ROUTE 58	96,027,800	34,083,577	(61,944,223)

# Highway Construction Programs (603)

## STATE OF GOOD REPAIR PROGRAM (603020)

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

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL STATE OF GOOD REPAIR</b>	<b>\$ 300,980,223</b>	<b>\$ 412,278,839</b>	<b>\$ 111,298,616</b>
CONSTRUCTION	101,161,929	211,833,070	110,671,141
FEDERAL	199,818,294	200,445,769	627,475

## HIGH PRIORITY PROJECTS PROGRAM (603021)

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

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL HIGH PRIORITY PROJECTS</b>	<b>\$ 194,307,865</b>	<b>\$ 269,971,902</b>	<b>\$ 75,664,037</b>
CONSTRUCTION	61,095,668	112,019,241	50,923,573
FEDERAL	133,212,197	157,952,661	24,740,464
GARVEE	—	—	—

## CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION DISTRICT GRANT</b>	<b>\$ 316,583,132</b>	<b>\$ 399,917,780</b>	<b>\$ 83,334,648</b>
CONSTRUCTION	61,095,668	163,613,278	102,517,610
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	122,275,267	129,945,878	7,670,611
FEDERAL	133,212,197	106,358,624	(26,853,573)
GARVEE	—	—	—

# Highway Construction Programs (603)

## SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

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

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)	
CMAQ & State Match	\$ 35,424,518	\$ 64,724,055	\$ 29,299,537	
Participating Project Costs	60,000,000	60,000,000	—	
Project Participation from CVTA	22,305,893	18,176,916	(4,128,977)	12
Project Participation from HRTAC	330,984,748	337,045,030	6,060,282	12
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	—	—	—	12
Project Participation from NVRTA	14,883,137	379,450,496	364,567,359	12
Revenue Sharing	200,000,000	203,204,658	3,204,658	
STP Set-aside	35,272,146	30,227,295	(5,044,851)	4
STP Regional & State Match	121,218,145	138,367,198	17,149,053	4
Tele Fees	7,291,310	8,279,103	987,793	
PTF for Multimodal Improvements	—	—	—	
PTF for Construction Projects	29,935,368	45,618,641	15,683,273	13
Carbon Reduction Program and State Match	32,545,509	35,374,037	2,828,528	4
PROTECT	37,214,231	40,599,597	3,385,366	4
Bridge	98,252,567	—	(98,252,567)	4
Bridge - Off System	17,338,688	—	(17,338,688)	4
Electric Vehicles	22,657,935	—	(22,657,935)	4
Route 58 Bonds	74,200,000	—	(74,200,000)	7
HIP - Community Project Grants	10,058,000	56,454,000	46,396,000	4
Garvee Bond Proceeds	—	100,000,000	100,000,000	
Nimmo Parkway	—	—	—	
PTF Excess Revenue Allocation	73,519,688	—	(73,519,688)	
Other	182,894,710	192,810,485	9,915,775	
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)</b>	<b>\$ 1,418,090,787</b>	<b>\$ 1,710,331,511</b>	<b>\$ 292,240,724</b>	

# Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
CONSTRUCTION	667,494,622	1,047,475,455	379,980,833
FEDERAL	398,016,270	343,472,517	(54,543,753)
GENERAL FUND	—	7,000,000	7,000,000
PTF	113,513,056	45,618,641	(67,894,415)
CONCESSION FEE FUND	12,094,194	—	(12,094,194)
I-81 CORRIDOR IMPROVEMENT FUND	1,820,694	1,845,315	24,621
OTHER BOND PROGRAMS/FUNDS	96,027,800	34,083,577	(61,944,223)
NVTD	—	931,359	931,359
VTIB	77,490,000	76,528,009	(961,991)
GARVEE BOND PROCEEDS	—	100,000,000	100,000,000
TPOF	51,634,151	53,376,638	1,742,487
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)</b>	<b>\$ 1,418,090,787</b>	<b>\$ 1,710,331,511</b>	<b>\$ 292,240,724</b>

# Highway Construction Programs (603)

## VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)

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

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL VHSIP</b>	<b>\$ 97,153,932</b>	<b>\$134,985,951</b>	<b>\$ 37,832,019</b>
TTF	30,547,834	26,569,355	(3,978,479)
FEDERAL	66,606,098	108,416,596	41,810,498

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## INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)

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

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL IOEP</b>	<b>\$ 444,386,333</b>	<b>\$ 686,653,689</b>	<b>\$ 242,267,356</b>
TTF	44,190,884	95,559,769	51,368,885
FEDERAL	133,212,197	151,464,521	18,252,324
General Fund	175,000,000	0	(175,000,000)
I-81	91,983,252	439,629,399	347,646,147

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## CONSTRUCTION MANAGEMENT (603015)

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

CONSTRUCTION MANAGEMENT (603015)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION MANAGEMENT</b>	<b>\$ 64,550,898</b>	<b>\$ 70,769,067</b>	<b>\$ 6,218,169</b>
TTF	64,550,898	70,769,067	6,218,169

# Highway System Maintenance (604)

The maintenance program consists of:

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

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

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

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

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

HIGHWAY SYSTEM MAINTENANCE (604)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 580,955,676	\$ 528,046,415	\$ (52,909,261)
Primary Maintenance (604002)	754,467,408	687,729,643	(66,737,765)
Secondary Maintenance (604003)	730,638,627	630,715,238	(99,923,389)
Transportation Operations Services (604004)	383,962,759	360,088,197	(23,874,562)
Highway Maintenance Program Management & Direction (604005)	104,177,149	100,070,597	(4,106,552)
<b>TOTAL HIGHWAY SYSTEM MAINTENANCE</b>	<b>\$2,554,201,619</b>	<b>\$2,306,650,090</b>	<b>\$ (247,551,529)</b>
HMOF	2,256,623,493	2,019,696,536	(236,926,957)
FEDERAL	297,578,126	286,953,554	(10,624,572)

# Commonwealth Toll Facilities (606)

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

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

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

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

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

COMMONWEALTH TOLL FACILITIES (606)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	68,445,336	57,160,000	(11,285,336) <sup>16</sup>
Toll Facilities Revolving (606004)	81,100,000	57,100,000	(24,000,000) <sup>17</sup>
<b>TOTAL TOLL FACILITIES</b>	<b>\$ 149,545,336</b>	<b>\$ 114,260,000</b>	<b>\$ (35,285,336)</b>
POWHITE	11,675,600	6,000,000	(5,675,600)
COLEMAN	3,155,990	60,000	(3,095,990)
I-66 INSIDE THE BELTWAY	45,113,746	36,100,000	(9,013,746)
I-64 EXPRESS LANES	8,500,000	15,000,000	6,500,000
GENERAL FUND	24,000,000	—	(24,000,000)
TOLL FACILITIES REVOLVING	57,100,000	57,100,000	—

# Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)	
Financial Assistance for City Road Maintenance (607001)	\$ 543,678,359	\$ 522,246,062	\$ (21,432,297)	15
Financial Assistance for County Road Maintenance (607002)	94,400,819	90,547,209	(3,853,610)	15
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	18,526,939	20,142,528	1,615,589	
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	463,304,784	459,747,612	(3,557,172)	1
Distribution of Hampton Roads Transportation Fund Revenues (607007)	314,700,000	324,500,000	9,800,000	1
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	245,400,000	248,400,000	3,000,000	1

**TOTAL FINANCIAL ASSISTANCE TO LOCALITIES** **\$1,680,010,901** **\$1,665,583,411** **\$ (14,427,490)**

HMOF	638,079,178	612,793,271	(25,285,907)
CONSTRUCTION	25,185,555	31,911,881	6,726,326
FEDERAL	10,246,168	11,178,259	932,091
CENTRAL VIRGINIA TRANSPORTATION FUND	245,400,000	248,400,000	3,000,000
NORTHERN VIRGINIA TRANSPORTATION FUND	446,400,000	436,800,000	(9,600,000)
HAMPTON ROADS TRANSPORTATION FUND	281,000,000	287,400,000	6,400,000
HAMPTON ROADS REGIONAL TRANSIT FUND	33,700,000	37,100,000	3,400,000

# Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

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

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

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

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

Non-Toll Supported Transportation Debt Service (612)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,105,000	\$ 8,105,000	\$ —
Designated Highway Corridor Debt Service (612002)	45,737,600	29,870,073	(15,867,527)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	196,188,225	185,061,925	(11,126,300)
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	143,036,800	144,836,525	1,799,725
Interstate 81 Corridor Improvement Program Debt Service (612006)	12,728,104	10,617,750	(2,110,354)
<b>TOTAL NON-TOLL SUPPORTED DEBT SERVICE</b>	<b>\$ 405,795,729</b>	<b>\$ 378,491,273</b>	<b>\$ (25,194,102)</b>
NVTD	7,565,400	3,953,650	(3,611,750)
ROUTE 28	8,105,000	8,105,000	—
CPR BONDS	196,188,225	185,061,925	(11,126,300)
ROUTE 58	38,172,200	25,916,423	(12,255,777)
I-81	12,728,104	10,617,750	(2,110,354)
FEDERAL	143,036,800	144,836,525	1,799,725

# Special Structures (614)

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

VDOT SPECIAL STRUCTURES	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL VDOT SPECIAL STRUCTURES</b>	<b>\$ 89,955,822</b>	<b>\$ 92,654,497</b>	<b>\$ 2,698,675</b>
SPECIAL STRUCTURES	89,955,822	92,654,497	2,698,675

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# Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 203,048,479	\$ 219,226,748	\$ 16,178,269
Information Technology Services (699002)	138,440,880	158,840,512	20,399,632
Facilities and Grounds Management Services (699015)	25,256,024	25,737,649	481,625
Employee Training & Development (699024)	10,825,689	14,043,594	3,217,905
<b>TOTAL ADMINISTRATIVE &amp; SUPPORT SERVICES</b>	<b>\$ 377,571,072</b>	<b>\$ 417,848,503</b>	<b>\$ 40,277,431</b>
HMOF	379,124,749	416,918,803	37,794,054
CTF	900,000	929,700	29,700

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# VDOT Capital Outlay (998)

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

VDOT CAPITAL OUTLAY (998)	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>TOTAL VDOT CAPITAL OUTLAY</b>	<b>\$ 40,000,000</b>	<b>\$ 42,500,000</b>	<b>\$ 2,500,000</b>
CONSTRUCTION	40,000,000	42,500,000	2,500,000

# Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES	FY 2026 2nd Revised	FY 2027	INCREASE (DECREASE)
<b>Transportation Appropriation to Other Agencies</b>			
Department of Education	\$ 301,676	\$ 315,842	\$ 14,166
Marine Resources Commission	313,768	363,743	49,975
Secretary of Transportation	1,068,986	1,120,845	51,859
Department of State Police	9,179,045	9,205,530	26,485
Department of Minority Business Enterprise	1,800,567	1,792,855	(7,712)
Department of Historic Resources	226,807	226,807	—
Department of Emergency Management	1,360,549	1,411,102	50,553
Department of Motor Vehicles	15,791,689	22,635,463	6,843,774
Department of Treasury	185,187	195,518	10,331
Virginia Liaison Office	199,891	232,124	32,233
Office of the State Inspector General	2,254,194	2,254,194	—
SUBTOTAL	32,682,359	39,754,023	7,071,664
<b>Transfers to the General Fund</b>			
Department of General Services	388,254	550,000	161,746
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	6,462,324	6,462,324	—
Department of Taxation	2,975,828	2,916,422	(59,406)
SUBTOTAL	19,923,992	20,026,332	102,340
<b>Transfers to Other Agencies</b>			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
<b>TOTAL SUPPORT TO OTHER STATE AGENCIES</b>			
	<b>\$ 54,106,351</b>	<b>\$ 61,280,355</b>	<b>\$ 7,174,004</b>
HMOF	49,517,604	56,708,450	7,190,846
CONSTRUCTION	3,077,221	3,083,445	6,224
TPOF	25,849	25,849	—
DMV	31,610	31,119	(491)
RAIL	237,076	233,396	(3,680)
PTF	331,907	326,753	(5,154)
PORTS	79,026	77,799	(1,227)
AIRPORTS	47,415	46,679	(736)
DRPT	727,033	715,746	(11,287)
SPACE	31,610	31,119	(491)

# Program Allocations by Fund

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

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 26,035,378	\$ —	\$ —	\$ —	\$ 26,035,378
Ground Transportation Planning & Research (602)	19,280,680	74,200,788	28,317,701	—	—	121,799,169
Highway Construction Programs (603)	—	1,784,293,235	1,011,656,688	—	888,958,816	3,684,908,739
Highway System Maintenance (604)	2,019,696,536	—	286,953,554	—	—	2,306,650,090
Commonwealth Toll Facilities (606)	—	—	—	—	114,260,000	114,260,000
Financial Assistance to Localities (607)	612,793,271	8,964,269	11,178,259	—	1,032,647,612	1,665,583,411
Non-Toll Supported Transportation Debt Service (612)	—	—	144,836,525	—	233,654,748	378,491,273
Special Structures (614)	—	92,654,497	—	—	—	92,654,497
Administrative and Support Services (699)	416,918,803	—	—	—	929,700	417,848,503
VDOT Capital Outlay (998)	—	42,500,000	—	—	—	42,500,000
Support to Other State Agencies	56,708,450	3,083,445	—	—	1,488,460	61,280,355
Support to DRPT Programs	—	9,073,265	—	—	77,500,000	86,573,265
<b>TOTAL</b>	<b>\$3,125,397,740</b>	<b>\$ 2,040,804,877</b>	<b>\$ 1,482,942,727</b>	<b>\$ —</b>	<b>\$2,349,439,336</b>	<b>\$8,998,584,680</b>

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

# Budget Comparison Schedule for FY 2027

## Revenues

Revenue provided by the General Fund of the Commonwealth	\$ 7,000,000
Taxes	1,215,045,878
Rights and privileges	24,136,128
Sale of property and commodities	—
Interest, dividends, and rents	168,962,467
Fines, forfeitures, court fees	—
Penalties and escheats	17,100,000
Receipts from localities and private sector	905,921,771
Federal grants and contracts	1,539,446,727
Toll revenues	97,160,000
Other	49,845,098
<b>Total Revenues</b>	<b><u>4,024,618,069</u></b>

## Other Financing Sources

Other financing sources	(3,334,442)
Bond proceeds	434,459,266
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	4,542,841,787
<b>Total Other Financing Sources</b>	<b><u>4,973,966,611</u></b>

**Total Revenues and Other Sources** **\$8,998,584,680**

# Budget Comparison Schedule for FY 2027

## Expenditures

Administrative and support services	\$ 417,848,503
Ground transportation system planning and research	121,799,169
Highway system acquisition and construction	3,684,908,739
Highway system maintenance	2,306,650,090
Financial assistance to localities	1,665,583,411
Environmental monitoring and compliance	26,035,378
Toll facility operations and construction	114,260,000
Special Structures	92,654,497
Capital Outlay	42,500,000
Debt Service	378,491,273
<b>Total Expenditures</b>	<b><u>8,850,731,060</u></b>

## Other Financing Uses

Other financing uses	—
Transfers to other state agencies and General Fund	147,853,620
Transfers out	—
<b>Total Other Financing Uses</b>	<b><u>147,853,620</u></b>

**Total Expenditures and Other Uses** **\$8,998,584,680**

**Revenues and Other Sources Over (Under) Expenditures and Other Uses** **\$ —**

# Appendix I - Powhite Parkway Extension (0436) FY 2027

## FY 2027 ESTIMATED REVENUE

Toll Revenues	\$ 6,000,000
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$ 6,000,000</b>
Toll Facility Revolving Account Loan Repayment	2,481,091
<b>TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES</b>	<b>\$ 3,518,909</b>

## FY 2027 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,518,909
Maintenance Replacement Fund	—
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 3,518,909</b>

Details of Operating Expenditures	ALLOCATION FY 2026	RECOMMENDED FY 2027	INCREASE (DECREASE)
Personal Services	1,534,229	970,199	-564,030
Contractual Services	2,097,300	1,203,050	(894,250)
Supplies and Materials	46,550	16,830	(29,720)
Transfer Payments	2,438,372	1,252,910	(1,185,462)
Continuous Charges	153,229	71,600	(81,629)
Property and Improvements	—	—	—
Equipment	28,200	4,320	(23,880)
Obligations			—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 6,297,880</b>	<b>\$ 3,518,909</b>	<b>\$ (2,778,971)</b>

# Appendix I - Coleman Bridge (0437) FY 2027

**FY 2027 ESTIMATED REVENUE**

Final Toll Violation Payments \$ 60,000

**TOTAL ESTIMATED REVENUE AVAILABLE** \$ 60,000

Toll Facility Revolving Account Loan Repayment —

**TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES** \$ 60,000

**FY 2027 EXPENDITURE BUDGET**

Revenue Fund

Operations 60,000

Maintenance Replacement Fund —

**TOTAL ESTIMATED EXPENDITURES** \$ 60,000

<b>Details of Operating Expenditures</b>	<b>ALLOCATION FY 2026</b>	<b>RECOMMENDED FY 2027</b>	<b>INCREASE (DECREASE)</b>
Personal Services	383,701	—	(383,701)
Contractual Services	2,698,764	—	(2,698,764)
Supplies and Materials	8,694	—	(8,694)
Transfer Payments	55,000	60,000	5,000
Continuous Charges	9,832	—	(9,832)
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<u><u>\$ 3,155,990</u></u>	<u><u>\$ 60,000</u></u>	<u><u>\$ (3,095,990)</u></u>

# Appendix I - I-66 Inside the Beltway (0446) FY 2027

## FY 2027 ESTIMATED REVENUE

Toll Revenues	\$	35,900,000
Court Payments		200,000
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$</b>	<b><u>36,100,000</u></b>

## FY 2027 EXPENDITURE BUDGET

Revenue Fund		
Operations	\$	33,000,000
Maintenance Replacement Fund		3,100,000
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$</b>	<b><u>36,100,000</u></b>

Details of Operating Expenditures	ALLOCATION FY 2026	RECOMMENDED FY 2027	INCREASE (DECREASE)
Personal Services	\$637,661	\$ 670,819	\$33,158
Contractual Services	7,883,300	13,694,995	5,811,695
Supplies and Materials	5,800	5,800	—
Transfer Payments	33,474,973	18,616,374	(14,858,599)
Continuous Charges	7,012	7,012	—
Property and Improvements	—	—	—
Equipment	5,000	5,000	—
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>42,013,746</b>	<b><u>\$ 33,000,000</u></b>	<b>\$ (9,013,746)</b>

## Memorandum of Agreement Waterfall Budget

Tolling Operation and Maintenance	\$	17,483,626
Debt Service on Rail Component Debt		—
NVTC Payment		11,596,934
Pay go for Rail Components		7,019,440
Toll Facilities Revolving Account (TFRA) Repayment		—
Debt Service on NVTC Debt		—
Additional Repayments to TFRA		—
Remaining to Components selected by NVTC/ Approved by CTB		—
	<b>\$</b>	<b><u>36,100,000</u></b>
 NVTC Carryover Balance	 \$	 9,964,943
<b>Total</b>	<b>\$</b>	<b><u>46,064,943</u></b>

# Appendix I - I-64 Express Lanes (0447) FY 2027

## FY 2027 ESTIMATED REVENUE

Toll Revenues	\$ 15,000,000
<b>TOTAL ESTIMATED REVENUES FOR EXPENDITURES</b>	<b>\$ 15,000,000</b>
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 15,000,000</b>

## FY 2027 EXPENDITURE BUDGET

Revenue Fund	
Operations	11,427,000
HREL Operations	2,215,000
Reserve Funding	1,358,000
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 15,000,000</b>

Details of Operating Expenditures	ALLOCATION FY 2026	RECOMMENDED FY 2027	INCREASE (DECREASE)
Personal Services	509,578	583,542	73,964
Contractual Services	3,659,864	10,072,000	6,412,136
Supplies and Materials	258	2,500	2,242
Transfer Payments	220,000	760,000	540,000
Continuous Charges	300	8,958	8,658
Property and Improvements	—	—	—
Equipment	10,000	—	(10,000)
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 4,400,000</b>	<b>\$ 11,427,000</b>	<b>\$ 7,027,000</b>

## Details of HREL Operating Expenditures

Routine Maintenance Costs	—	746,000	—
Operations Costs	—	395,000	—
Major (Life Cycle) Maintenance Costs	—	593,000	—
Master Tolling Agreement Costs	<b>\$ —</b>	<b>\$ 481,000</b>	<b>\$ —</b>
<b>TOTAL - HREL Expenditures</b>	<b>\$ —</b>	<b>\$ 2,215,000</b>	<b>\$ —</b>

# Index: Acronyms and Terminology

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

# Endnotes

Endnote Number	Description
1	Revenue changes reflect impact of updated state revenue forecast.
2	Decrease represents the unallocated Highway Maintenance and Operating Fund balance from prior years and decreased estimates for miscellaneous revenues.
3	Decrease represents reduction in General Fund dollars made available in Fiscal Year 2027. Amount will be updated pending final 2027 Appropriation Act.
4	Federal revenues reflect updated apportionment details from FHWA. Net changes reflect discontinuation of certain IJA funding programs and inclusion of Congressionally Directed Spending earmarks.
5	Revenue and allocations represent funding from regional entities or localities for projects.
6	Updates reflect interest earnings expectations and unallocated balances.
7	Revenue and allocations reflected planned use of bond proceeds for Route 58 Corridor Program.
8	Allocations in previous fiscal year include a one-time adjustment for wetlands credits and municipal separate storm sewer system compliance activities.
9	Allocations adjustments reflect program growth.
10	Allocation change based on the Six-Year Improvement Program. Updates based on funds available for Construction Formula Distribution.
11	Includes updated revenue estimate for the Fuel Tax dedicated to the Special Fund Account for the Construction District Grant Program.
12	Revenue and allocations represent funding from regional entities or localities for projects.
13	Allocation change reflects updated interest earnings estimate for the Priority Transportation Fund. PTF allocations for rail improvements are provided as support to Rail/Virginia Passenger Rail Authority as well as priority projects.
14	Includes updated revenue estimate for Fuel Tax dedicated to the Interstate 81 Corridor Improvements Program as well as planned TIFIA loans in FY 2027.
15	Allocation adjustment reflects reduction in supplemental funding for the VDOT Maintenance and Operations Program and Financial Assistance to Localities and one-time adjustments in the prior fiscal year to address emergency response spending and employee bonuses.
16	Allocation adjustments reflect updated assumptions for toll facilities.
17	General Fund dollars were provided for toll relief on Elizabeth River Crossings, \$24 million in FY 2026, which is not assumed in FY 2027. Amount will be updated pending final 2027 Appropriation Act.
18	Update reflects prescribed change in Special Structures funding.
19	Allocation adjustment reflects program growth for personnel services as well as supplemental IT funding. Amount will be updated pending final 2027 Appropriation Act.
20	Amounts for FY 2027 include anticipated interest earnings for the Transportation Partnership Opportunity Fund (TPOF) and the Virginia Transportation Infrastructure Bank (VTIB).



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2027 – 2032**

**WHEREAS**, Section 33.2-214 (B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs and that the Program shall be based on the most recent official revenue forecasts and a debt management policy; and

**WHEREAS**, each Appropriation Act authorizes the Secretary and all agencies within the Transportation Secretariat to take all actions necessary to ensure that federal transportation funds are allocated and utilized for the maximum benefit of the Commonwealth; and

**WHEREAS**, the Board is required by Section 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; and

**WHEREAS**, the Board is required by Section 33.2-221 (C) of the *Code of Virginia* to ensure that total funds allocated to any highway construction project are equal to total project expenditures within 12 months following completion of the project; and

**WHEREAS**, Sections 33.2-1526 and 33.2-1526.1 of the *Code of Virginia* authorize the Board to allocate funds for mass transit in accordance with the statutory formula set forth therein; and

**WHEREAS**, Section 58.1-1741 of the *Code of Virginia* sets aside funds for the Transportation Trust Fund and for the Washington Metropolitan Area Transit Authority; and

**WHEREAS**, Section 33.2-1526.4 of the *Code of Virginia* establishes the Commonwealth Rail Fund, providing that 93 percent of the Fund shall be distributed to the Virginia Passenger Rail Authority and the remaining 7 percent shall remain in the Fund for the Department of Rail and Public Transportation for planning purposes and for grants for rail projects not administered by the Virginia Passenger Rail Authority (VPRA); and the Department of Rail and Public Transportation may transfer up to fifty percent (50%) of the balance in the Commonwealth Rail Fund to the Shortline Railway Preservation and Development Fund pursuant to Section 33.2-1602 effective July 1, 2025 (Acts of Assembly 2025, Chapters 4 and 24); and

**WHEREAS**, Section 33.2-1602 of the *Code of Virginia* authorizes the Board to allocate funds from the Shortline Railway Preservation and Development Fund in accordance with Board established policies and procedures; and

**WHEREAS**, Section 33.2-1600 of the *Code of Virginia* requires the Board to administer and spend or commit such funds necessary for constructing, reconstructing, or improving industrial access railroad tracks and related facilities; and

**WHEREAS**, Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds for maintenance on the Interstate, Primary, Urban and Secondary Highway Systems; and

**WHEREAS**, Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds on and after July 1 of each year for state of good repair purposes as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

**WHEREAS**, the 2025 Appropriation Act (Item 438 M of Chapter 725 of the 2025 Acts of the Assembly Reconvened Session) provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner; and

**WHEREAS**, Section 33.2-1527 of the *Code of Virginia* governs the allocation of funds in the Priority Transportation Fund; the moneys in this fund shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required to make debt service payments, to the extent needed; it is the desire of the Board that priority in the planned allocation of any remaining funds after meeting debt service requirements and then after existing

project commitments, be provided to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4; and

**WHEREAS**, the Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board’s Policy for the Implementation of Performance Based State Transit Operating Allocation; and

**WHEREAS**, the Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 accounts for and includes allocations to projects selected through the Project Prioritization Process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board’s Policy for the Implementation of State Transit Capital Prioritization (MERIT Prioritization Process); and

**WHEREAS**, the Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371, the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373; and

**WHEREAS**, Section 33.2-202 of the *Code of Virginia* states that for a transportation project valued in excess of \$25 million that is located wholly within a single highway construction district, the Board shall hold at least one hearing in the highway construction district where such project being considered is located to discuss such project prior to a meeting at which a vote to program funds will be taken; and

**WHEREAS**, at its April 21, 2026 Workshop, the Board was presented the Draft FY 2027 – 2032 Six-Year Improvement; and

**WHEREAS**, the Draft Six-Year Improvement Program for Fiscal Years 2027 – 2032 was made available for review and comment; and

**WHEREAS**, nine public meetings were held, April 20, 2026 for Fredericksburg, April 28, 2026 for Staunton, April 30, 2026 for Hampton Roads, May 5, 2026 for Culpeper, May 7, 2026 for Bristol, May 11, 2026 for Richmond, May 13, 2026 for Salem, May 19, 2026 for Northern Virginia, and May 26, 2026 for Lynchburg; and

**WHEREAS**, the Board recognizes that all projects, whether public transportation, rail or highway, are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth; and

**WHEREAS**, after due consideration the Board has now developed a Final Fiscal Years 2027 – 2032 Six-Year Improvement Program; and

**WHEREAS**, pursuant to the Board’s Systematic Review of Funding Policy, as amended on February 18, 2015, the Chief Financial Officers of VDOT and DRPT must annually certify that unused funds are timely reallocated and said certifications have been provided to the Board for FY 2026, attached hereto as Attachment A.

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board that the allocations of construction funds provided by Section 33.2-358, Maintenance and Operations funds, and Rail and Public Transportation funds in the Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 as amended herein are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 – 2032 as amended herein for Interstate, Primary and Urban Highway Systems, and Rail and Public Transportation are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that, if Hampton Roads Transit (HRT) no longer operates and manages a vanpool program as of July 1, 2026, then the DRPT FY2027 Temporary Application ID 44662/Vanpool Assistance – Hampton Roads for \$100,000 (\$80,000 state, and \$20,000 local match) submitted by the Transportation District Commission of Hampton Roads (TDCHR) is removed from the FY2027-2032 SYIP.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2027 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the transfers of previous allocations necessary to maximize the use of federal transportation funds as

reflected in the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 – 2032, are approved.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board that the Commissioner, or his designee, is granted the authority to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2027 – 2032 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2027 – 2032 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

**BE IT FURTHER RESOLVED**, that the Director of the Department of Rail and Public Transportation, is authorized up to \$200,000 to reallocate funds among existing grants, to allocate additional funds to existing projects up to \$200,000 per grant, and to award additional federal and state funds for rail and public transportation projects up to \$200,000, and to de-obligate funds from projects, as may be necessary to meet the goals of the Board; further, the Director is authorized to make changes to the scope of a Board approved grant as needed in order to accomplish the intended project and/or outcome; and

**BE IT FURTHER RESOLVED**, that the Commissioner and Director shall notify the Board on a monthly basis should such transfers or allocations be made.

**BE IT FURTHER RESOLVED**, that if such request for transfer of allocation exceeds the thresholds established herein, the Commissioner and Director shall bring such request to the Board on a monthly basis for their approval prior to taking any action to record or award such action.

###

## ATTACHMENT A



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

#### MEMORANDUM

**June 1, 2026**

**TO:** The Honorable Nicholas M. Donohue  
Chairperson, Commonwealth Transportation Board

**FROM:** Kimberly Pryor  
Chief Financial Officer 

**SUBJECT:** Annual Certification - Reallocation of Unused Funds

In accordance with the Systematic Review of Funding Policy approved by the Commonwealth Transportation Board (CTB) as amended on February 18, 2015, I hereby certify that, to the best of my knowledge, construction project funding balances for the Virginia Department of Transportation (VDOT) have been reviewed, and that allocations no longer needed for projects were reallocated as appropriate. Such reallocations were completed through the monthly transfers approved by the CTB during the year and through the annual update of the SYIP to be presented to the CTB in June 2026.

Project expenditures and allocations are reviewed throughout the year as part of ongoing processes, including VDOT's Project Closeout process, VDOT's Quarterly Financial Certification of projects, and the Federal Highway Administration's (FHWA) Financial Integrity Review and Evaluation process. We continue to take a proactive approach to ensure full utilization of available funds.

C: Members, Commonwealth Transportation Board

WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA  
*Department of Rail and Public Transportation*

Mariia Zimmerman  
Director

600 East Main St., Suite 2102  
Richmond, VA 23219

(804) 786-4440  
Fax (804) 225-3752  
[www.drpt.virginia.gov](http://www.drpt.virginia.gov)

DATE: May 29, 2026  
TO: Commonwealth Transportation Board Members  
FROM: Deanna J. Oware, Chief Financial Officer  
Department of Rail and Public Transportation  
SUBJECT: Annual Certification for Systematic Review of Funding Policy

The Department of Rail and Public Transportation (DRPT) conducts a monthly reconciliation process and provides quarterly reports to the Commonwealth Transportation Board (CTB), detailing all unobligated funds by funding source type. DRPT administers projects in accordance with departmental policies that require project-based budgeting, project end dates tied to the financial expenditure process, reporting for projects with no activity, and mandatory linkage of project budgets to revenue sources within the financial system. Additionally, DRPT is required to annually submit and certify the financial activity for each federal award through Federal Financial Reports to the Federal Transit Administration and the Federal Railroad Administration.

I certify that adequate controls are in place to ensure systematic project closeout and timely reconciliation of unused funds.

*Deanna J. Oware*

Deanna J. Oware

Cc: Mariia Zimmerman, Director  
Allan Fye, Deputy Director  
Ashley Nusbaum, Controller

## CTB Decision Brief

### Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2027 – 2032

**Issue:** Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program or SYIP) and allocations for anticipated projects and programs based on the most recent official revenue forecasts and debt management policy, and other funds available as set forth in the Final Fiscal Years 2027 – 2032 Six-Year Improvement Program in accordance with policy or statutory formula.

The Appropriations Act authorizes the Secretary and all agencies within the Transportation Secretariat to take all actions necessary to ensure that federal transportation funds are allocated and utilized for the maximum benefit of the Commonwealth. The Board is required to administer and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast.

CTB approval is sought for the Resolution setting out the Six-Year Improvement Program and Rail and Public Transportation Allocations for Fiscal Years 2027 – 2032 and related matters.

#### **Facts:**

The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with Section 33.2-214 (B). The Program shall be based on the most recent official revenue forecasts and debt policy.

Section 33.2-358 of the *Code of Virginia* requires the Board to allocate funds on and after July 1 of each year for state of good repair purposes as set forth in Section 33.2-369, the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373.

Item 438 M of Chapter 725 of the 2025 Acts of the Assembly provides that the Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board provided that the anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program and provided that the Department of Transportation shall report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner.

The Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 accounts for and includes allocations to projects selected for funding through the project selection processes developed in accordance with the State of Good Repair Program as set forth in Section 33.2-369,

Decision Brief

Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2027 – 2032

June 16, 2026

Page 2 of 3

the High-Priority Projects Program established pursuant to Section 33.2-370, the Highway Construction District Grant Program established pursuant to Section 33.2-371; the Interstate Operations and Enhancement Program established pursuant to Section 33.2-372, and the Virginia Highway Safety Improvement Program established pursuant to Section 33.2-373.

The Final Six-Year Improvement Program for Fiscal Years 2027 – 2032 accounts for and includes allocations to projects selected through the project prioritization process in accordance with the requirements of Section 33.2-214.4, and the Commonwealth Transportation Board’s Policy for the Implementation of Performance Based State Transit Operating Allocation and the Board’s Policy for the Implementation of State Transit Capital Prioritization (MERIT Prioritization Process).

Nine public meetings were held, April 20, 2026 for Fredericksburg, April 28, 2026 for Staunton, April 30, 2026 for Hampton Roads, May 5, 2026 for Culpeper, May 7, 2026 for Bristol, May 11, 2026 for Richmond, May 13, 2026 for Salem, May 19, 2026 for Northern Virginia, and May 26, 2026 for Lynchburg to receive public comments prior to the Board’s adoption of a Final Six-Year Improvement Program.

Pursuant to the Board’s Systematic Review of Funding Policy, as amended on February 18, 2015, the Chief Financial Officers of VDOT and DRPT must annually certify that unused funds are timely reallocated and said certifications are attached hereto as Attachment A.

**Recommendations:** VDOT and DRPT recommend the adoption of the Program and that authority be granted to the Commissioner and Director, or their designees, (i) to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects and (ii) to make transfers of allocations programmed to projects in the approved Program to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

<b>Total Cost Estimate</b>	<b>Threshold</b>
<\$5 million	up to a 20% increase in total allocations
\$5 million to \$10 million	up to a \$1 million increase in total allocations
>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations

The CTB shall receive a report on a monthly basis regarding any such transfers.

If a request for a transfer of allocation exceeds the thresholds above, the Commissioner and Director shall bring such request to the Board on a monthly basis for their approval prior to taking any action to record or award such action.

Priority Transportation Funds shall first be used for making debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed. It is recommended that the Board give priority in the allocation of any remaining funds after meeting debt service requirements and then after existing project commitments to Transforming Rail in Virginia Initiative to expedite the completion of that effort through Phase 4.

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt the Six-Year Improvement Program of Construction funds, Maintenance and Operations funds, and Rail and Public Transportation funds for Fiscal Years 2027 – 2032, including approval of the transfers of previous allocations completed as part of the update. The resolution will include authorization for the Commissioner and Director or their designees (i) to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 – 2032 necessary to release funds no longer needed for the delivery of the projects and to apply said funds to projects in the approved program needing funds, consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the thresholds identified above and (ii) authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

The resolution will also express the Board's intent to allocate any remaining Priority Transportation Funds remaining after debt service requirements and existing project commitments to the completion of the Transforming Rail in Virginia Initiative through Phase 4.

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

**Public Comments/Reactions:** Given the need to have allocations available to continue and/or initiate projects and programs in the Program and Rail and Public Transportation allocations, the public expects the CTB to fulfill its statutory duty by approving the Six-Year Improvement Program and Rail and Public Transportation allocations for Fiscal Years 2027 – 2032.



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

#### Title: Approval of Federal Safety Performance Targets for Calendar Year 2027

**WHEREAS**, pursuant to §2.2-229 of the *Code of Virginia*, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (Board) approval, including any performance measurement required by Title 23 or 49 of the United States Code; and

**WHEREAS**, Public Law 112-141, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) amended 23 USC 150, providing that, "performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming." Pursuant to 23 USC 150, the Federal-aid highway program is to be focused on national transportation goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays; and

**WHEREAS**, MAP-21 also amended 23 USC 150 to direct the United States Secretary of Transportation, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders, to promulgate a rulemaking that establishes performance measures and standards relating to the national transportation goals and for each state to set

anticipated performance targets that reflect the performance measures established in said rule(s); and

**WHEREAS**, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set anticipated performance targets for five safety related performance measures (Federal Safety Performance Targets); and

**WHEREAS**, 23 CFR §§490.207 and 490.209 require the state to set Federal Safety Performance Targets, which apply to all public roads, for the following five measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, 23 CFR §490.209(a)(1) requires the anticipated performance targets established by the state Department of Transportation to be identical to the those established by the State Highway Safety Office (represented by the Department of Motor Vehicles) and reported in the State's Highway Safety Plan for three common safety performance measures, namely number of fatalities, rate of fatalities per 100 million VMT, and number of serious injuries; and

**WHEREAS**, 23 CFR §490.209(a)(1) is subject to the requirements of 23 USC 402(k)(4) providing that the three common safety performance measures be identical and are quantifiable performance targets that demonstrate constant or improved performance for each performance measures based on the most recent five-year averages; and

**WHEREAS**, in July 2018, the Board directed the Office of Intermodal Planning and Investment (OIPI), in consultation with the Virginia Department of Transportation (VDOT) and Department of Motor Vehicles (DMV), to develop a more rigorous data-driven methodology that will be used to establish performance targets for the Federal Safety Performance Targets; and

**WHEREAS**, VDOT, working collaboratively with OIPI, has conducted a data-driven analysis, established Federal Safety Performance Targets and, where applicable, has coordinated with DMV and agreed on methodologies to establish the Federal Safety Performance Targets set out in Table A below, having complied with the requirements set forth in 23 CFR §§ 490.207, 490.209, 490.213, 924.15 and 1300.11 ensuring annual safety performance targets support constant or improving performance of the five-year average targets; and

**WHEREAS**, in accordance with 23 CFR §§ 490.207, 490.209, 490.213, 924.15, and 1300.11 Federal Safety Performance Targets for the MAP-21 performance measures relating to safety were to be established and first reported in August 2017 and must be established and reported by June 30 by DMV and August 31 by VDOT for each subsequent year; and

**WHEREAS**, in May 2026, the Board was presented with Calendar Year 2027 performance targets set forth in Table A below, and

**WHEREAS**, OIPI, in consultation with VDOT and DMV, recommends adoption of the Calendar Year 2027 performance targets set forth in Table A below:

**Table A**

<b>Federal Safety Performance Measures</b>	<b>2027 Targets</b>
Number of Fatalities	765
Rate of Fatalities per 100 million VMT	0.841
Number of Serious Injuries	6,285
Rate of Serious Injuries per 100 million VMT	6.910
Number of Non-Motorized Fatalities and Serious Injuries	682

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby approves, for each of the safety performance measures referenced therein, the annual federal performance targets set forth in Table A for calendar year 2027 for submittal to the National Highway Transportation Safety Administration and the Federal Highway Administration.

#####

## CTB Decision Brief

### Approval of Annual Federal Safety Performance Targets for Calendar Year 2027

**Issue:** In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth's surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. In accordance with 23 CFR §§490.207, 490.209, 490.213 and 924.15, targets for five federally mandated safety performance measures (Federal Safety Performance Targets) must be established annually and reported every year. CTB approval of the Office of Intermodal Planning and Investment (OIPI) with Virginia Department of Transportation's (VDOT) and Department of Motor Vehicle's (DMV) proposed Federal Safety Performance Targets is requested.

**Facts:** In 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and, in 2015, the Fixing America's Surface Transportation (FAST) Act that mandated, and continued the mandate, respectively, for the establishment of performance management to transform the Federal-aid highway program by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. One such national transportation goal focuses on safety and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all roads. The remaining national transportation goals focus on infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Pursuant to MAP-21 and the FAST Act, various federal regulations were promulgated to address and set forth the requirements for, among other things, safety performance measures and targets relating to the Highway Safety Improvement Program (Safety Performance Regulations), including 23 CFR §§490.207 and 490.209, which require State Departments of Transportation and Metropolitan Planning Organizations to set Federal Safety Performance Targets for five measures. Additionally, the Safety Performance Regulations require the State DOT and the State Highway Safety Office (represented in Virginia by the DMV) to establish identical targets for three of the five measures (common safety performance measures). Pursuant to the Infrastructure Investment and Jobs Act (IIJA), 23 CFR §490.209 was amended providing that the three common safety performance measures have identical performance targets that are "quantifiable performance targets that demonstrate constant or improved performance for each performance measures based on the most recent five-year averages." Federal Safety Performance Targets were first established and reported in August 2017, and as of July 1, 2018, CTB approval is required as well. Federal Safety Performance targets must be established and reported by June 30 by DMV and August 31 by VDOT for each subsequent year.

OIPI has coordinated and worked collaboratively with VDOT and DMV and agreed on target setting methodologies and proposed targets for Calendar Year 2027 in accordance with the reporting requirements and pursuant to development and publication of the Virginia Strategic Highway Safety Plan. The proposed annual targets for the five safety performance measures (Federal Safety Performance Targets) are set forth below in Table A:

**Table A**

<b>Annual Safety Performance Measures</b>	<b>2027 Target</b>
Number of Fatalities <sup>1</sup>	765
Rate of Fatalities per 100 million VMT <sup>1</sup>	0.841
Number of Serious Injuries <sup>1</sup>	6,285
Rate of Serious Injuries per 100 million VMT	6.910
Number of Non-Motorized Fatalities and Serious Injuries	682

The target setting methodology for Calendar Year 2027 meets the July 2018 CTB directive for OIPI, in consultation with VDOT and DMV, to develop a more rigorous data-driven methodology to establish targets for the Federal Safety Performance Measures. Statistical models were developed to predict future performance based on a number of data variables and expected crash reductions from completed projects. The models were calibrated against past annual performance, or actual annual numbers of fatalities, serious injuries, and non-motorized fatalities and serious injuries. The rate measures are determined based on the predicted vehicle miles traveled in the performance year. Due to the requirement that targets must “demonstrate constant or improved performance”, the target setting methodology was examined to ensure annual safety performance targets support constant or improving performance of the five-year average target. A second approach utilizing projected values based on recent trends also results in annual targets that support constant or improving performance of the five-year average target. However, it was determined that recent trends are unlikely to persist over the performance period. As such, the proposed target setting approach was to utilize the statistical model outputs resulting in a 2027 five-year average that is improving for fatalities, serious injuries, and the number of non-motorized fatalities and serious injuries. The rate measures were then calculated from those values assuming a vehicle miles traveled (VMT) growth of 1% from 2025.

**Recommendations:** OIPI in consultation with VDOT and DMV recommends the approval of the proposed Federal Safety Performance Targets.

**Action Required by CTB:** In accordance with §2.2-229 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) must approve measures and targets related to the performance of the Commonwealth’s surface transportation network, including any performance measurement required by Title 23 or 49 of the United States Code. The CTB will be presented with a resolution for a formal vote to approve the proposed Federal Safety Performance Targets for Calendar Year 2027.

**Result, if Approved:** If approved, targets will be reported prior to the June 30 and August 31 deadlines.

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

**Public Comments/Reactions:** None

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<sup>1</sup> Federal Safety Performance Targets common to both VDOT and DMV



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

**Made By: \_\_\_\_\_ Seconded By:**

#### **Action:**

#### **Title: Arlington and Henrico Counties Maintenance Payments FY2027**

**WHEREAS**, § 33.2-366 of the *Code of Virginia* provides for calculating annual maintenance payments to counties which have withdrawn from the secondary system of state highways and the method by which payment of these allocations are to be made; and

**WHEREAS**, Arlington and Henrico Counties have withdrawn from the secondary system of state highways; and

**WHEREAS**, one of the factors on which maintenance payments shall be based is the number of lane miles of such roads or streets accepted for maintenance by the local governing body; and

**WHEREAS**, the rate of payment for these lane miles is set forth in § 33.2-366 of the *Code of Virginia*; and

**WHEREAS**, §§ 46.2-1140.1, 46.1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* provides that a percentage of collected overweight permit fees are to be paid to localities based on the lane miles in the locality eligible for maintenance payments; and

**WHEREAS**, no payment shall be made without the approval of the Commonwealth Transportation Board.

**NOW, THEREFORE, BE IT RESOLVED**, that total payment and quarterly maintenance payments for Fiscal Year 2027 to Arlington and Henrico Counties are established as stated on Attachments A-1 and A-2.

**BE IT FURTHER RESOLVED**, that the quarterly amounts for each locality pursuant to § 33.2-366 are hereby approved for payment as indicated on Attachments A-1 and A-2.

**BE IT FURTHER RESOLVED**, that the distribution of the overweight permit fees for each locality are hereby approved as indicated on Attachment B, subject to provisions of §§ 46.2-1140.1, 46.1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia*.

#####

## **Commonwealth Transportation Board (CTB) Decision Brief**

### **Arlington and Henrico Counties Maintenance Payments FY 2027**

**Issue:** Section 33.2-366 of the Code of Virginia directs the Commonwealth Transportation Board (CTB) to make payments to counties that have withdrawn or elect to withdraw from the secondary state highway system under the provisions of § 11 of Chapter 415 of the Acts of Assembly of 1932 and that have not elected to return. Each year the Virginia Department of Transportation (VDOT) distributes maintenance payments to Arlington and Henrico Counties, each of which meets the forgoing criteria. In addition, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is being distributed to localities for maintenance along with VDOT's quarterly maintenance payments to the localities. CTB approval of the payments to Arlington and Henrico Counties calculated and proposed by VDOT for FY 2027 is sought.

#### **Facts:**

- Maintenance payments to Arlington and Henrico Counties are based upon lane-miles of qualifying roads and streets
- Per § 33.2-366 base rates of \$17,218 per lane-mile for Arlington and \$12,529 per lane-mile for Henrico are established for fiscal year 2014 with payment rates to be adjusted annually by the CTB in accordance with procedures established for adjusting payments to cities and towns under § 33.2-319
- Based on the additional mileage submitted by both counties, VDOT has included the mileage in the calculation of the per lane mile rates in accordance with §§ 33.2-366 and 33.2-319
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the Code of Virginia overweight permit fee revenue will be distributed on the basis of lane mileage to localities along with their quarterly maintenance payments

**Recommendations:** VDOT recommends that the payments as shown on the attached schedules, Attachments A-1/A-2 and Attachment B relating to maintenance payments and overweight permit fee revenues, respectively, be approved by the CTB.

**Action Required by CTB:** The *Code of Virginia* §33.2-366, requires the majority vote of the CTB to make these payments. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** Approval will authorize VDOT to make fiscal year 2027 quarterly maintenance payments to specified localities and to also make distributions of overweight permit fee revenues to the counties, taking into consideration the newly adjusted street/mileage inventories for the counties.

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

**Public Comments/ Reaction:**

ATTACHMENT A-1  
ARLINGTON COUNTY  
FY 2027  
**CONSTRUCTION AND MAINTENANCE ALLOCATION**

**MAINTENANCE PAYMENT**

<u>LANE MILES</u>	<u>RATE</u>	
1055.41	\$	24,325.301213

TOTAL MAINTENANCE PAYMENT	<u>\$25,673,166.15</u>
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QUARTERLY PAYMENT	<b>\$6,418,291.54</b>
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ATTACHMENT A-2  
HENRICO COUNTY  
FY 2027  
**CONSTRUCTION AND MAINTENANCE ALLOCATION**

**MAINTENANCE PAYMENT**

<u>LANE MILES</u>	<u>RATE</u>	
3663.54	\$	17,700.397934

TOTAL MAINTENANCE PAYMENT	<u>\$64,846,115.85</u>
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QUARTERLY PAYMENT	<u><u>\$16,211,528.96</u></u>
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**ATTACHMENT B - FY27  
 PERMIT FEE REVENUES - ARLINGTON/HENRICO COUNTIES**

<b>DISTRICT</b>	<b>LOCALITY</b>	<b>TOTAL LANE MILEAGE</b>	<b>PERMIT REVENUE</b>	<b>QUARTERLY PAYMENT</b>
	Arlington County	1055.41	\$ 6,245.97	\$ 1,561.49
	Henrico County	3663.54	\$ 21,681.03	\$ 5,420.26
<b>County Total</b>		<b>4,718.95</b>	<b>\$ 27,927.00</b>	<b>\$ 6,981.75</b>



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 9*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

**Title: Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets – FY 2027**

**WHEREAS**, the Commonwealth Transportation Board (CTB) is authorized under § 33.2-319 of the *Code of Virginia* to approve payments to cities and certain towns for street maintenance, construction and reconstruction purposes; and

**WHEREAS**, § 33.2-319 of the *Code of Virginia* provides that for the purpose of calculating street allocations to the eligible cities and towns, and for making street payments, the Department of Transportation shall divide affected roads and streets into two categories: 1) Principal and Minor Arterial Roads, and 2) Collector Roads and Local Streets; and

**WHEREAS**, the Department has established a state functional classification system and an urban street inventory depicting those roads and streets eligible to receive subject street payments; and

**WHEREAS**, such street payments shall be based on the number of moving-lane miles of such roads and streets available to peak-hour traffic in each category in each locality; and

**WHEREAS** §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* provide that a percentage of collected overweight permit fees are to be paid to localities based on the moving-lane miles in the locality eligible for maintenance payments; and

Resolution of the Board

Payments to Cities, Certain Towns, and Warren County for Maintenance to Certain Roads and Streets – FY 2027

June 16, 2026

Page 2 of 2

**WHEREAS**, the City of Chesapeake is the only locality that maintains moveable structures in Virginia, a set aside amount of \$1M prior to the distribution of Maintenance Payments to Cities, and Certain Towns should be paid to the City of Chesapeake; and

**WHEREAS**, The Appropriations Act includes a provision (Item 442 E) authorizing the Commonwealth Transportation Board to make payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other Commonwealth Transportation Board payments to localities for highway maintenance; and (iii) requiring such payments to be made on a pro rata basis in accord with § 58.1-3403 (D); and

**WHEREAS**, funds allocated by the CTB for the above referenced street payments shall be paid in equal sums for each quarter of the fiscal year; and

**WHEREAS**, no payment shall be made without the approval of the Board.

**NOW, THEREFORE BE IT RESOLVED**, that the road/street mileage eligible for quarterly payments to the Cities and Certain Towns for Principal/Minor Arterial Roads and Collector Roads and Local Streets listed in Attachment A be increased by 13.7 centerline miles. This increase is the net result of additions/deletions of Principal/Minor Arterial Roads and Collector Roads and Local Streets as functionally classified by the Transportation and Mobility Planning Division and effective for payment beginning July 1, 2026, as indicated on Attachment A.

**BE IT FURTHER RESOLVED**, that the mileage for the calculations of street payments and the yearly and quarterly payments for FY 2027 for each locality pursuant to § 33.2-319 are hereby approved as indicated on Attachment B, which includes payments pursuant to the provisions of the Appropriations Act relating to payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate and the set-aside amount for the City of Chesapeake's moveable structures.

**BE IT FURTHER RESOLVED**, that the distribution of the overweight permit fees for each locality are hereby approved as indicated on Attachment C, subject to provisions of §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia*.

#####

## Commonwealth Transportation Board (CTB) Decision Brief

### Payments to Cities, Certain Towns, and Warren County for Maintenance of Certain Roads and Streets FY 2027

**Issue:** Each quarter, pursuant to Commonwealth Transportation Board (CTB) approval, the Virginia Department of Transportation (VDOT) distributes street payments for highway maintenance, construction and reconstruction to cities and towns qualifying for these payments under § 33.2-319 of the *Code of Virginia*. In addition, language in the Appropriations Act provides for assistance payments for roadway maintenance activities to localities in which the Virginia Port Authority owns tax-exempt real estate, (Appropriations Act Provision) with such payments to be treated by the CTB in the same manner as other payments to localities for highway maintenance. Finally, pursuant to overweight vehicle permit statutes set forth in Title 46.2 of the Code of Virginia, certain overweight permit fee revenue collected by the Department of Motor Vehicles (DMV) is to be distributed to localities for maintenance along with VDOT's quarterly maintenance payments to localities. CTB approval of the allocations/payments to localities calculated and proposed by VDOT for FY 2027 pursuant to the above-referenced laws is sought.

#### **Facts:**

- Pursuant to § 33.2-319, for the purpose of calculating allocations, VDOT is required to divide affected roads and streets into two categories: 1) Principal and Minor Arterial Roads and 2) Collector Roads and Local Streets.
  - Payments are to be based on the number of moving-lane miles of roads and streets available to peak-hour traffic in each category in each locality.
  - By statute, these payments which take into account locality system changes, will become effective on July 1, 2026.
  - Pursuant to this statute, VDOT is to recommend to the CTB an annual rate per category to be computed using the base rate of growth planned for the Department's Highway Maintenance and Operations program and the CTB is to establish the annual rates of such payments as part of its allocation for such purpose.
  - In accordance with § 33.2-319, VDOT proposes an FY 2027 payment rate for principal and minor arterials of \$28,796 per moving-lane mile available to peak hour traffic.
  - For collectors and locals, the proposed FY 2027 rate is \$16,907 per moving-lane mile.
- The Appropriations Act includes a provision (Item 442 E) appropriating funds for, and authorizing the Commonwealth Transportation Board to make payments to, jurisdictions in which the Virginia Port Authority owns tax-exempt real estate; (ii) stating that such payments shall be treated as other CTB payments to localities for highway maintenance and (iii) requiring such payments to be made on a pro rata basis in accordance with § 58.1-3403 (D).

- The following localities qualify for payments pursuant to this item: Warren County and the cities of Norfolk, Portsmouth, and Newport News.
- Per §§ 46.2-1140.1, 46.2-1143, 46.2-1148, and 46.2-1149.1 of the *Code of Virginia* overweight permit fee revenue will be distributed on the basis of moving-lane mileage to localities along with their quarterly maintenance payments.
- The City of Chesapeake is the only locality that maintains moveable structures in Virginia. Moveable structures cost considerably more to maintain than stationary structures. To assist the City of Chesapeake with the costs associated with maintenance of its moveable structures, in June of 2004, the CTB approved an additional \$1M allocation to the City of Chesapeake starting in FY 2005 for these moveable structures after a review of actual cost data provided by the City. Since that approval, \$1M has been allocated off the top of the Urban Maintenance Payments prior to the distribution of funds and \$250,000 has been added to the City of Chesapeake's quarterly maintenance payment distribution. VDOT is recommending that the Commonwealth Transportation Board continue allocating the additional supplemental funds of \$1M to the City of Chesapeake for its moveable structures.

**Recommendations:** VDOT recommends that the street mileage adjustments shown in Attachment A be approved. VDOT also recommends that the calculations and payments as shown on Attachment B be approved, and a \$1M set-aside for the City of Chesapeake's moveable structure maintenance, and payments for the Virginia Port Authority tax exempt real estate pursuant to the Appropriations Act Provision. VDOT recommends that the distribution of the annual overweight permit fee revenue as shown on Attachment C also be approved.

**Action Required by CTB:** The *Code of Virginia* §33.2-319 requires the majority vote of the CTB to approve these actions. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** Approval will authorize VDOT to make payments to the specified localities for highway maintenance, construction, and reconstruction commensurate with the additional mileage and new payment rates, along with distributions of the additional revenues attributable to the overweight permit fees based on lane miles, and will authorize payments to jurisdictions eligible for payments pursuant to the Appropriations Act Provision addressing payments to jurisdictions in which the Virginia Port Authority owns tax-exempt real estate.

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

**Public Comments/ Reaction:**

**Attachment A**  
**Modifications to the Urban System**  
**FY 27**

<b>Locality Name</b>	<b>State Arterials (Centerline Miles)</b>	<b>Collector/Local (Centerline Miles)</b>	<b>Total (Centerline Miles)</b>	<b>Total (Lane Miles)</b>
Abingdon	0	0.11	0.11	0.22
Big Stone Gap	0	0	0	0
Bluefield	0	0	0	0
Bristol	0	0	0	0
Lebanon	0	0	0	0
Marion	0	0	0	0
Norton	0	0	0	0
Richlands	0	0	0	0
Saltville	0	0	0	0
Tazewell	0	0	0	0
Wise	0	0	0	0
Wytheville	0	0	0	0
Bedford	0	0	0	0
Blacksburg	0	0	0	0
Christiansburg	0	0	0	0
Dublin	0	0	0	0
Galax	0	0	0	0
Martinsville	0	0	0	0
Narrows	0	0	0	0
Pearisburg	0	0	0	0
Pulaski	0	0	0	0
Radford	0	0	0	0
Roanoke	0	0	0	0
Rocky Mount	0	0	0	0
Salem	0	0	0	0
Vinton	0	0	0	0
Altavista	0	0	0	0
Danville	0	0	0	0
Farmville	0	0	0	0
Lynchburg	0	0.1	0.1	0.2
South Boston	0	0	0	0
Ashland	0	0	0	0
Blackstone	0	0	0	0
Chase City	0	0	0	0
Colonial Heights	0	0	0	0
Hopewell	0	0	0	0
Petersburg	0	0	0	0
Richmond	0	0.63	0.63	1.26
South Hill	0	0	0	0
Chesapeake	0	0.43	0.43	0.86
Chincoteague	0	0	0	0

Emporia	0	0	0	0
Franklin	0	0	0	0
Hampton	0	0.77	0.77	1.92
Newport News	0	0	0	0
Norfolk	0.05	0.07	0.12	3.42
Poquoson	0	0	0	0
Portsmouth	0	0	0	0
Smithfield	0	1.29	1.29	2.58
Suffolk	0.19	1.25	1.44	10.18
Virginia Beach	0	0.46	0.46	0.51
Williamsburg	0	0	0	0
Colonial Beach	0	0	0	0
Fredericksburg	0	0	0	0
Charlottesville	0	0	0	0
Culpeper	0	0	0	0
Orange	0	0	0	0
Warrenton	0	0	0	0
Berryville	0	0	0	0
Bridgewater	0	0.17	0.17	0.51
Broadway	0	0	0	0
Buena Vista	0	0	0	0
Clifton Forge	0	0	0	0
Covington	0	0	0	0
Elkton	0	0	0	0
Front Royal	0	0	0	0
Grottoes	0	0	0	0
Harrisonburg	0	1.13	1.13	1.96
Lexington	0	0	0	0
Luray	0	0	0	0
Staunton	0	0.21	0.21	0.42
Strasburg	0	0.61	0.61	1.22
Waynesboro	0	0.53	0.53	1.06
Winchester	0	0	0	0
Woodstock	0	0	0	0
Alexandria	0	5.7	5.7	14.1
Dumfries	0	0	0	0
Fairfax	0	0	0	0
Falls Church	0	0	0	0
Herdon	0	0	0	0
Leesburg	0	0	0	0
Manassas	0	0	0	0
Manassas Park	0	0	0	0
Purcellville	0	0	0	0
Vienna	0	0	0	0
<b>Total</b>	<b>0.24</b>	<b>13.46</b>	<b>13.7</b>	<b>40.42</b>

## Attachment B - FY27

Municipality	DISTRICT	CENTERLINE MILEAGE	LANE MILEAGE	RATE PER L/M	QUARTERLY PAYMENT	ANNUAL PAYMENT
BRISTOL DISTRICT						
Abingdon						
	Principal Arterials	1.94	6.68	\$ 28,796.48	\$48,090.12	\$192,360.47
	Minor Arterials	5.60	16.23	\$ 28,796.48	\$116,841.71	\$467,366.84
	Collectors	6.89	14.24	\$ 16,907.35	\$60,190.15	\$240,760.59
	Locals	42.21	84.79	\$ 16,907.35	\$358,393.45	\$1,433,573.80
	Totals:	56.64	121.94		\$583,515.42	\$2,334,061.70
	Comb PA/MA	7.54	22.91	\$ 28,796.48	\$164,931.83	\$659,727.31
	Comb COL/LOC	49.10	99.03	\$ 16,907.35	\$418,583.60	\$1,674,334.39
	Totals:	56.64	121.94		\$583,515.42	\$2,334,061.70
Big Stone Gap						
	Principal Arterials	0.00	0.00	\$ 28,796.48	\$0.00	\$0.00
	Minor Arterials	5.02	10.04	\$ 28,796.48	\$72,279.16	\$289,116.64
	Collectors	1.85	3.66	\$ 16,907.35	\$15,470.22	\$61,880.88
	Locals	23.93	49.09	\$ 16,907.35	\$207,495.39	\$829,981.57
	Totals:	30.80	62.79		\$295,244.77	\$1,180,979.09
	Comb PA/MA	5.02	10.04	\$ 28,796.48	\$72,279.16	\$289,116.64
	Comb COL/LOC	25.78	52.75	\$ 16,907.35	\$222,965.61	\$891,862.46
	Totals:	30.80	62.79		\$295,244.77	\$1,180,979.09

Bluefield

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	4.51	10.14	\$	28,796.48	\$72,999.07	\$291,996.29
Collectors	9.04	18.48	\$	16,907.35	\$78,111.93	\$312,447.74
Locals	24.87	49.88	\$	16,907.35	\$210,834.59	\$843,338.38
Totals:	38.42	78.50			\$361,945.60	\$1,447,782.40
Comb PA/MA	4.51	10.14	\$	28,796.48	\$72,999.07	\$291,996.29
Comb COL/LOC	33.91	68.36	\$	16,907.35	\$288,946.53	\$1,155,786.11
Totals:	38.42	78.50			\$361,945.60	\$1,447,782.40

Bristol

Principal Arterials	6.43	23.63	\$	28,796.48	\$170,115.19	\$680,460.77
Minor Arterials	13.61	32.39	\$	28,796.48	\$233,179.48	\$932,717.92
Collectors	13.45	27.74	\$	16,907.35	\$117,252.44	\$469,009.75
Locals	95.64	191.28	\$	16,907.35	\$808,509.25	\$3,234,036.98
Totals:	129.13	275.04			\$1,329,056.36	\$5,316,225.42
Comb PA/MA	20.04	56.02	\$	28,796.48	\$403,294.67	\$1,613,178.69
Comb COL/LOC	109.09	219.02	\$	16,907.35	\$925,761.68	\$3,703,046.73
Totals:	129.13	275.04			\$1,329,056.36	\$5,316,225.42

Lebanon

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	6.30	14.14	\$	28,796.48	\$101,795.55	\$407,182.20
Collectors	2.47	4.94	\$	16,907.35	\$20,880.57	\$83,522.29
Locals	22.04	42.88	\$	16,907.35	\$181,246.74	\$724,986.96
Totals:	30.81	61.96			\$303,922.86	\$1,215,691.44
Comb PA/MA	6.30	14.14	\$	28,796.48	\$101,795.55	\$407,182.20
Comb COL/LOC	24.51	47.82	\$	16,907.35	\$202,127.31	\$808,509.25
Totals:	30.81	61.96			\$303,922.86	\$1,215,691.44

Marion

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	4.58	16.04	\$	28,796.48	\$115,473.88	\$461,895.50
Collectors	9.89	19.78	\$	16,907.35	\$83,606.82	\$334,427.29
Locals	27.84	55.68	\$	16,907.35	\$235,350.24	\$941,400.98
Totals:	42.31	91.50			\$434,430.94	\$1,737,723.77
Comb PA/MA	4.58	16.04	\$	28,796.48	\$115,473.88	\$461,895.50
Comb COL/LOC	37.73	75.46	\$	16,907.35	\$318,957.07	\$1,275,828.26
Totals:	42.31	91.50			\$434,430.94	\$1,737,723.77

Norton

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.56	8.46	\$	28,796.48	\$60,904.55	\$243,618.20
Collectors	8.53	17.65	\$	16,907.35	\$74,603.66	\$298,414.64
Locals	18.49	37.29	\$	16,907.35	\$157,618.73	\$630,474.90
Totals:	30.58	63.40			\$293,126.94	\$1,172,507.74
Comb PA/MA	3.56	8.46	\$	28,796.48	\$60,904.55	\$243,618.20
Comb COL/LOC	27.02	54.94	\$	16,907.35	\$232,222.39	\$928,889.54
Totals:	30.58	63.40			\$293,126.94	\$1,172,507.74

Richlands

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.80	7.88	\$	28,796.48	\$56,729.06	\$226,916.25
Collectors	3.76	7.82	\$	16,907.35	\$33,053.86	\$132,215.44
Locals	28.08	54.78	\$	16,907.35	\$231,546.09	\$926,184.37
Totals:	35.64	70.48			\$321,329.01	\$1,285,316.05
Comb PA/MA	3.80	7.88	\$	28,796.48	\$56,729.06	\$226,916.25
Comb COL/LOC	31.84	62.60	\$	16,907.35	\$264,599.95	\$1,058,399.81
Totals:	35.64	70.48			\$321,329.01	\$1,285,316.05

Saltville

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.33	6.66	\$	28,796.48	\$47,946.14	\$191,784.54
Collectors	0.00	0.00	\$	16,907.35	\$0.00	\$0.00
Locals	13.00	24.36	\$	16,907.35	\$102,965.73	\$411,862.93
Totals:	16.33	31.02			\$150,911.87	\$603,647.47
Comb PA/MA	3.33	6.66	\$	28,796.48	\$47,946.14	\$191,784.54
Comb COL/LOC	13.00	24.36	\$	16,907.35	\$102,965.73	\$411,862.93
Totals:	16.33	31.02			\$150,911.87	\$603,647.47

Tazewell

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	11.01	23.24	\$	28,796.48	\$167,307.54	\$669,230.14
Collectors	3.44	6.88	\$	16,907.35	\$29,080.63	\$116,322.53
Locals	20.60	39.81	\$	16,907.35	\$168,270.35	\$673,081.41
Totals:	35.05	69.93			\$364,658.52	\$1,458,634.09

Comb PA/MA	11.01	23.24	\$	28,796.48	\$167,307.54	\$669,230.14
Comb COL/LOC	24.04	46.69	\$	16,907.35	\$197,350.99	\$789,403.95
Totals:	35.05	69.93			\$364,658.52	\$1,458,634.09

Wise

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	5.51	12.91	\$	28,796.48	\$92,940.63	\$371,762.53
Collectors	1.36	2.72	\$	16,907.35	\$11,496.99	\$45,987.98
Locals	10.42	19.94	\$	16,907.35	\$84,283.12	\$337,132.46
Totals:	17.29	35.57			\$188,720.74	\$754,882.97
Comb PA/MA	5.51	12.91	\$	28,796.48	\$92,940.63	\$371,762.53
Comb COL/LOC	11.78	22.66	\$	16,907.35	\$95,780.11	\$383,120.44
Totals:	17.29	35.57			\$188,720.74	\$754,882.97

Wytheville

Principal Arterials	3.06	11.18	\$	28,796.48	\$80,486.16	\$321,944.62
Minor Arterials	6.11	19.57	\$	28,796.48	\$140,886.77	\$563,547.07
Collectors	23.35	47.68	\$	16,907.35	\$201,535.55	\$806,142.22
Locals	57.10	113.69	\$	16,907.35	\$480,549.02	\$1,922,196.07
Totals:	89.62	192.12			\$903,457.50	\$3,613,829.98
Comb PA/MA	9.17	30.75	\$	28,796.48	\$221,372.92	\$885,491.69
Comb COL/LOC	80.45	161.37	\$	16,907.35	\$682,084.57	\$2,728,338.29
Totals:	89.62	192.12			\$903,457.50	\$3,613,829.98

BRISTOL DISTRICT TOTALS

Principal Arterials	11.43	41.49	\$	28,796.48	\$298,691.47	\$1,194,765.87
Minor Arterials	72.94	177.70	\$	28,796.48	\$1,279,283.53	\$5,117,134.11
Collectors	84.03	171.59	\$	16,907.35	\$725,282.84	\$2,901,131.35
Locals	384.22	763.47	\$	16,907.35	\$3,227,062.70	\$12,908,250.80
Totals:	552.62	1154.25			\$5,530,320.53	\$22,121,282.13
Comb PA/MA	84.37	219.19	\$	28,796.48	\$1,577,974.99	\$6,311,899.98
Comb COL/LOC	468.25	935.06	\$	16,907.35	\$3,952,345.54	\$15,809,382.16
Totals:	552.62	1154.25			\$5,530,320.53	\$22,121,282.13

SALEM DISTRICT

Bedford

Principal Arterials	2.16	6.40	\$	28,796.48	\$46,074.36	\$184,297.46
Minor Arterials	7.61	17.88	\$	28,796.48	\$128,720.26	\$514,881.02
Collectors	9.33	18.66	\$	16,907.35	\$78,872.77	\$315,491.06
Locals	37.59	74.39	\$	16,907.35	\$314,434.35	\$1,257,737.41
Totals:	56.69	117.33			\$568,101.74	\$2,272,406.95
Comb PA/MA	9.77	24.28	\$	28,796.48	\$174,794.62	\$699,178.48
Comb COL/LOC	46.92	93.05	\$	16,907.35	\$393,307.12	\$1,573,228.47
Totals:	56.69	117.33			\$568,101.74	\$2,272,406.95

Blacksburg

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	8.32	28.55	\$	28,796.48	\$205,534.86	\$822,139.44
Collectors	19.02	44.06	\$	16,907.35	\$186,234.41	\$744,937.63
Locals	88.43	177.43	\$	16,907.35	\$749,967.56	\$2,999,870.25
Totals:	115.77	250.04			\$1,141,736.83	\$4,566,947.32
Comb PA/MA	8.32	28.55	\$	28,796.48	\$205,534.86	\$822,139.44
Comb COL/LOC	107.45	221.49	\$	16,907.35	\$936,201.97	\$3,744,807.88
Totals:	115.77	250.04			\$1,141,736.83	\$4,566,947.32

Christiansburg

Principal Arterials	5.66	17.43	\$	28,796.48	\$125,480.65	\$501,922.61
Minor Arterials	9.75	29.22	\$	28,796.48	\$210,358.27	\$841,433.08
Collectors	5.10	11.16	\$	16,907.35	\$47,171.49	\$188,685.97
Locals	105.50	210.37	\$	16,907.35	\$889,199.55	\$3,556,798.20
Totals:	126.01	268.18			\$1,272,209.97	\$5,088,839.86
Comb PA/MA	15.41	46.65	\$	28,796.48	\$335,838.92	\$1,343,355.69
Comb COL/LOC	110.60	221.53	\$	16,907.35	\$936,371.04	\$3,745,484.17
Totals:	126.01	268.18			\$1,272,209.97	\$5,088,839.86

Dublin

Principal Arterials	1.11	3.61	\$	28,796.48	\$25,988.82	\$103,955.28
Minor Arterials	1.22	4.88	\$	28,796.48	\$35,131.70	\$140,526.81
Collectors	2.77	5.54	\$	16,907.35	\$23,416.67	\$93,666.69
Locals	15.41	30.82	\$	16,907.35	\$130,271.09	\$521,084.38
Totals:	20.51	44.85			\$214,808.29	\$859,233.17
Comb PA/MA	2.33	8.49	\$	28,796.48	\$61,120.52	\$244,482.10
Comb COL/LOC	18.18	36.36	\$	16,907.35	\$153,687.77	\$614,751.07
Totals:	20.51	44.85			\$214,808.29	\$859,233.17

Galax

Principal Arterials	5.04	20.16	\$	28,796.48	\$145,134.25	\$580,536.99
Minor Arterials	7.67	15.34	\$	28,796.48	\$110,434.49	\$441,737.97
Collectors	9.38	18.76	\$	16,907.35	\$79,295.45	\$317,181.79
Locals	38.15	75.82	\$	16,907.35	\$320,478.73	\$1,281,914.91
Totals:	60.24	130.08			\$655,342.92	\$2,621,371.67
Comb PA/MA	12.71	35.50	\$	28,796.48	\$255,568.74	\$1,022,274.96
Comb COL/LOC	47.53	94.58	\$	16,907.35	\$399,774.18	\$1,599,096.70
Totals:	60.24	130.08			\$655,342.92	\$2,621,371.67

Martinsville

Principal Arterials	5.04	17.90	\$	28,796.48	\$128,864.24	\$515,456.95
Minor Arterials	16.77	48.21	\$	28,796.48	\$347,069.55	\$1,388,278.20
Collectors	9.43	20.11	\$	16,907.35	\$85,001.68	\$340,006.71
Locals	68.37	137.52	\$	16,907.35	\$581,274.53	\$2,325,098.10
Totals:	99.61	223.74			\$1,142,209.99	\$4,568,839.97

Comb PA/MA	21.81	66.11	\$	28,796.48	\$475,933.79	\$1,903,735.15
Comb COL/LOC	77.80	157.63	\$	16,907.35	\$666,276.20	\$2,665,104.82
Totals:	99.61	223.74			\$1,142,209.99	\$4,568,839.97

Narrows

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.12	0.24	\$	28,796.48	\$1,727.79	\$6,911.15
Collectors	1.42	2.84	\$	16,907.35	\$12,004.22	\$48,016.86
Locals	14.53	28.11	\$	16,907.35	\$118,816.37	\$475,265.47
Totals:	16.07	31.19			\$132,548.37	\$530,193.49
Comb PA/MA	0.12	0.24	\$	28,796.48	\$1,727.79	\$6,911.15
Comb COL/LOC	15.95	30.95	\$	16,907.35	\$130,820.58	\$523,282.33
Totals:	16.07	31.19			\$132,548.37	\$530,193.49

Pearisburg

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.83	1.66	\$	28,796.48	\$11,950.54	\$47,802.15
Collectors	1.38	2.76	\$	16,907.35	\$11,666.07	\$46,664.27
Locals	17.96	35.72	\$	16,907.35	\$150,982.59	\$603,930.37
Totals:	20.17	40.14			\$174,599.20	\$698,396.79
Comb PA/MA	0.83	1.66	\$	28,796.48	\$11,950.54	\$47,802.15
Comb COL/LOC	19.34	38.48	\$	16,907.35	\$162,648.66	\$650,594.64
Totals:	20.17	40.14			\$174,599.20	\$698,396.79

Pulaski

Principal Arterials	3.85	12.08	\$	28,796.48	\$86,965.36	\$347,861.45
Minor Arterials	6.46	17.54	\$	28,796.48	\$126,272.56	\$505,090.22
Collectors	12.18	24.36	\$	16,907.35	\$102,965.73	\$411,862.93
Locals	43.42	86.42	\$	16,907.35	\$365,283.19	\$1,461,132.77
Totals:	65.91	140.40			\$681,486.84	\$2,725,947.37
Comb PA/MA	10.31	29.62	\$	28,796.48	\$213,237.92	\$852,951.67
Comb COL/LOC	55.60	110.78	\$	16,907.35	\$468,248.92	\$1,872,995.70
Totals:	65.91	140.40			\$681,486.84	\$2,725,947.37

Radford

Principal Arterials	9.58	27.69	\$	28,796.48	\$199,343.62	\$797,374.47
Minor Arterials	3.56	7.12	\$	28,796.48	\$51,257.73	\$205,030.92
Collectors	11.60	22.76	\$	16,907.35	\$96,202.79	\$384,811.18
Locals	47.89	96.17	\$	16,907.35	\$406,494.85	\$1,625,979.38
Totals:	72.63	153.74			\$753,298.99	\$3,013,195.95
Comb PA/MA	13.14	34.81	\$	28,796.48	\$250,601.35	\$1,002,405.39
Comb COL/LOC	59.49	118.93	\$	16,907.35	\$502,697.64	\$2,010,790.56
Totals:	72.63	153.74			\$753,298.99	\$3,013,195.95

Roanoke

Principal Arterials	18.77	72.65	\$	28,796.48	\$523,016.03	\$2,092,064.11
Minor Arterials	50.17	140.86	\$	28,796.48	\$1,014,067.97	\$4,056,271.87
Collectors	54.36	117.81	\$	16,907.35	\$497,963.58	\$1,991,854.33
Locals	367.38	735.12	\$	16,907.35	\$3,107,231.89	\$12,428,927.57
Totals:	490.68	1066.44			\$5,142,279.47	\$20,569,117.88

Comb PA/MA	68.94	213.51	\$	28,796.48	\$1,537,084.00	\$6,148,335.98
Comb COL/LOC	421.74	852.93	\$	16,907.35	\$3,605,195.47	\$14,420,781.90
Totals:	490.68	1066.44			\$5,142,279.47	\$20,569,117.88

Rocky Mount

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	10.31	29.13	\$	28,796.48	\$209,710.35	\$838,841.40
Collectors	6.99	13.98	\$	16,907.35	\$59,091.17	\$236,364.69
Locals	25.42	50.75	\$	16,907.35	\$214,511.94	\$858,047.77
Totals:	42.72	93.86			\$483,313.46	\$1,933,253.85
Comb PA/MA	10.31	29.13	\$	28,796.48	\$209,710.35	\$838,841.40
Comb COL/LOC	32.41	64.73	\$	16,907.35	\$273,603.11	\$1,094,412.45
Totals:	42.72	93.86			\$483,313.46	\$1,933,253.85

Salem

Principal Arterials	11.57	37.88	\$	28,796.48	\$272,702.65	\$1,090,810.58
Minor Arterials	9.04	25.59	\$	28,796.48	\$184,225.47	\$736,901.87
Collectors	16.01	32.63	\$	16,907.35	\$137,921.67	\$551,686.67
Locals	98.97	195.70	\$	16,907.35	\$827,191.86	\$3,308,767.45
Totals:	135.59	291.80			\$1,422,041.64	\$5,688,166.57
Comb PA/MA	20.61	63.47	\$	28,796.48	\$456,928.11	\$1,827,712.45
Comb COL/LOC	114.98	228.33	\$	16,907.35	\$965,113.53	\$3,860,454.12
Totals:	135.59	291.80			\$1,422,041.64	\$5,688,166.57

Vinton

Principal Arterials	0.00	0.00	\$ 28,796.48	\$0.00	\$0.00
Minor Arterials	3.32	12.30	\$ 28,796.48	\$88,549.17	\$354,196.68
Collectors	6.37	15.26	\$ 16,907.35	\$64,501.52	\$258,006.09
Locals	30.47	60.49	\$ 16,907.35	\$255,681.33	\$1,022,725.31
Totals:	40.16	88.05		\$408,732.02	\$1,634,928.07
Comb PA/MA	3.32	12.30	\$ 28,796.48	\$88,549.17	\$354,196.68
Comb COL/LOC	36.84	75.75	\$ 16,907.35	\$320,182.85	\$1,280,731.40
Totals:	40.16	88.05		\$408,732.02	\$1,634,928.07

SALEM DISTRICT TOTALS

Principal Arterials	62.78	215.80	\$ 28,796.48	\$1,553,569.98	\$6,214,279.92
Minor Arterials	135.15	378.52	\$ 28,796.48	\$2,725,010.70	\$10,900,042.79
Collectors	165.34	350.69	\$ 16,907.35	\$1,482,309.22	\$5,929,236.87
Locals	999.49	1994.83	\$ 16,907.35	\$8,431,819.83	\$33,727,279.32
Totals:	1362.76	2939.84		\$14,192,709.73	\$56,770,838.90
Comb PA/MA	197.93	594.32	\$ 28,796.48	\$4,278,580.68	\$17,114,322.71
Comb COL/LOC	1164.83	2345.52	\$ 16,907.35	\$9,914,129.05	\$39,656,516.19
Totals:	1362.76	2939.84		\$14,192,709.73	\$56,770,838.90

LYNCHBURG DISTRICT

Altavista

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.64	7.28	\$	28,796.48	\$52,409.59	\$209,638.36
Collectors	2.88	5.76	\$	16,907.35	\$24,346.58	\$97,386.31
Locals	20.17	39.87	\$	16,907.35	\$168,523.96	\$674,095.85
Totals:	26.69	52.91			\$245,280.13	\$981,120.52
Comb PA/MA	3.64	7.28	\$	28,796.48	\$52,409.59	\$209,638.36
Comb COL/LOC	23.05	45.63	\$	16,907.35	\$192,870.54	\$771,482.16
Totals:	26.69	52.91			\$245,280.13	\$981,120.52

Danville

Principal Arterials	25.60	105.79	\$	28,796.48	\$761,594.85	\$3,046,379.39
Minor Arterials	33.09	99.08	\$	28,796.48	\$713,288.76	\$2,853,155.02
Collectors	44.21	93.06	\$	16,907.35	\$393,349.38	\$1,573,397.54
Locals	214.23	428.11	\$	16,907.35	\$1,809,550.88	\$7,238,203.53
Totals:	317.13	726.04			\$3,677,783.87	\$14,711,135.49
Comb PA/MA	58.69	204.87	\$	28,796.48	\$1,474,883.60	\$5,899,534.41
Comb COL/LOC	258.44	521.17	\$	16,907.35	\$2,202,900.27	\$8,811,601.07
Totals:	317.13	726.04			\$3,677,783.87	\$14,711,135.49

Farmville

Principal Arterials	2.39	8.18	\$	28,796.48	\$58,888.80	\$235,555.19
Minor Arterials	7.07	22.18	\$	28,796.48	\$159,676.47	\$638,705.88
Collectors	9.47	19.21	\$	16,907.35	\$81,197.53	\$324,790.10
Locals	31.87	62.79	\$	16,907.35	\$265,403.05	\$1,061,612.20
Totals:	50.80	112.36			\$565,165.84	\$2,260,663.37
Comb PA/MA	9.46	30.36	\$	28,796.48	\$218,565.27	\$874,261.07
Comb COL/LOC	41.34	82.00	\$	16,907.35	\$346,600.58	\$1,386,402.30
Totals:	50.80	112.36			\$565,165.84	\$2,260,663.37

Lynchburg

Principal Arterials	29.88	76.66	\$	28,796.48	\$551,884.50	\$2,207,537.99
Minor Arterials	49.94	130.90	\$	28,796.48	\$942,364.74	\$3,769,458.95
Collectors	48.29	99.81	\$	16,907.35	\$421,880.53	\$1,687,522.12
Locals	260.11	515.14	\$	16,907.35	\$2,177,412.45	\$8,709,649.78
Totals:	388.22	822.51			\$4,093,542.21	\$16,374,168.84
Comb PA/MA	79.82	207.56	\$	28,796.48	\$1,494,249.24	\$5,976,996.94
Comb COL/LOC	308.40	614.95	\$	16,907.35	\$2,599,292.97	\$10,397,171.90
Totals:	388.22	822.51			\$4,093,542.21	\$16,374,168.84

South Boston

Principal Arterials	1.12	4.48	\$	28,796.48	\$32,252.06	\$129,008.22
Minor Arterials	16.80	43.19	\$	28,796.48	\$310,929.97	\$1,243,719.88
Collectors	4.05	8.10	\$	16,907.35	\$34,237.37	\$136,949.50
Locals	42.36	84.48	\$	16,907.35	\$357,083.13	\$1,428,332.52
Totals:	64.33	140.25			\$734,502.53	\$2,938,010.11

Comb PA/MA	17.92	47.67	\$ 28,796.48	\$343,182.02	\$1,372,728.10
Comb COL/LOC	46.41	92.58	\$ 16,907.35	\$391,320.50	\$1,565,282.01
Totals:	64.33	140.25		\$734,502.53	\$2,938,010.11

LYNCHBURG DISTRICT TOTALS

Principal Arterials	58.99	195.11	\$ 28,796.48	\$1,404,620.20	\$5,618,480.79
Minor Arterials	110.54	302.63	\$ 28,796.48	\$2,178,669.52	\$8,714,678.09
Collectors	108.90	225.94	\$ 16,907.35	\$955,011.39	\$3,820,045.56
Locals	568.74	1130.39	\$ 16,907.35	\$4,777,973.47	\$19,111,893.88
Totals:	847.17	1854.07		\$9,316,274.58	\$37,265,098.33
Comb PA/MA	169.53	497.74	\$ 28,796.48	\$3,583,289.72	\$14,333,158.88
Comb COL/LOC	677.64	1356.33	\$ 16,907.35	\$5,732,984.86	\$22,931,939.45
Totals:	847.17	1854.07		\$9,316,274.58	\$37,265,098.33

RICHMOND DISTRICT

Ashland

Principal Arterials	0.00	0.00	\$ 28,796.48	\$0.00	\$0.00
Minor Arterials	9.35	30.56	\$ 28,796.48	\$220,005.09	\$880,020.36
Collectors	7.46	17.53	\$ 16,907.35	\$74,096.44	\$296,385.76
Locals	32.91	67.07	\$ 16,907.35	\$283,493.91	\$1,133,975.64
Totals:	49.72	115.16		\$577,595.44	\$2,310,381.76
Comb PA/MA	9.35	30.56	\$ 28,796.48	\$220,005.09	\$880,020.36
Comb COL/LOC	40.37	84.60	\$ 16,907.35	\$357,590.35	\$1,430,361.40
Totals:	49.72	115.16		\$577,595.44	\$2,310,381.76

Blackstone

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	8.96	19.58	\$	28,796.48	\$140,958.76	\$563,835.04
Collectors	1.73	3.46	\$	16,907.35	\$14,624.85	\$58,499.41
Locals	25.98	51.06	\$	16,907.35	\$215,822.26	\$863,289.04
Totals:	36.67	74.10			\$371,405.87	\$1,485,623.49
Comb PA/MA	8.96	19.58	\$	28,796.48	\$140,958.76	\$563,835.04
Comb COL/LOC	27.71	54.52	\$	16,907.35	\$230,447.11	\$921,788.46
Totals:	36.67	74.10			\$371,405.87	\$1,485,623.49

Chase City

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.88	1.76	\$	28,796.48	\$12,670.45	\$50,681.80
Collectors	2.79	5.58	\$	16,907.35	\$23,585.75	\$94,342.99
Locals	13.78	27.43	\$	16,907.35	\$115,942.12	\$463,768.48
Totals:	17.45	34.77			\$152,198.32	\$608,793.26
Comb PA/MA	0.88	1.76	\$	28,796.48	\$12,670.45	\$50,681.80
Comb COL/LOC	16.57	33.01	\$	16,907.35	\$139,527.87	\$558,111.46
Totals:	17.45	34.77			\$152,198.32	\$608,793.26

Colonial Heights

Principal Arterials	5.16	19.97	\$	28,796.48	\$143,766.42	\$575,065.66
Minor Arterials	3.24	10.76	\$	28,796.48	\$77,462.53	\$309,850.10
Collectors	9.28	23.13	\$	16,907.35	\$97,766.72	\$391,066.89
Locals	70.66	141.29	\$	16,907.35	\$597,209.70	\$2,388,838.80
Totals:	88.34	195.15			\$916,205.36	\$3,664,821.45

Comb PA/MA	8.40	30.73	\$	28,796.48	\$221,228.94	\$884,915.76
Comb COL/LOC	79.94	164.42	\$	16,907.35	\$694,976.42	\$2,779,905.69
Totals:	88.34	195.15			\$916,205.36	\$3,664,821.45

Hopewell

Principal Arterials	6.42	24.40	\$	28,796.48	\$175,658.51	\$702,634.06
Minor Arterials	11.30	33.59	\$	28,796.48	\$241,818.42	\$967,273.69
Collectors	10.14	21.16	\$	16,907.35	\$89,439.86	\$357,759.42
Locals	98.94	197.50	\$	16,907.35	\$834,800.17	\$3,339,200.67
Totals:	126.80	276.65			\$1,341,716.96	\$5,366,867.84
Comb PA/MA	17.72	57.99	\$	28,796.48	\$417,476.94	\$1,669,907.75
Comb COL/LOC	109.08	218.66	\$	16,907.35	\$924,240.02	\$3,696,960.09
Totals:	126.80	276.65			\$1,341,716.96	\$5,366,867.84

Petersburg

Principal Arterials	17.00	59.56	\$	28,796.48	\$428,779.56	\$1,715,118.22
Minor Arterials	21.43	47.39	\$	28,796.48	\$341,166.27	\$1,364,665.08
Collectors	25.92	52.20	\$	16,907.35	\$220,640.85	\$882,563.42
Locals	120.39	237.21	\$	16,907.35	\$1,002,647.84	\$4,010,591.34
Totals:	184.74	396.36			\$1,993,234.52	\$7,972,938.06
Comb PA/MA	38.43	106.95	\$	28,796.48	\$769,945.83	\$3,079,783.30
Comb COL/LOC	146.31	289.41	\$	16,907.35	\$1,223,288.69	\$4,893,154.76
Totals:	184.74	396.36			\$1,993,234.52	\$7,972,938.06

Richmond

Principal Arterials	58.00	245.01	\$	28,796.48	\$1,763,856.26	\$7,055,425.04
Minor Arterials	88.73	270.96	\$	28,796.48	\$1,950,673.41	\$7,802,693.63
Collectors	88.41	185.71	\$	16,907.35	\$784,965.77	\$3,139,863.07
Locals	590.13	1137.79	\$	16,907.35	\$4,809,252.06	\$19,237,008.24
Totals:	825.27	1839.47			\$9,308,747.49	\$37,234,989.97
Comb PA/MA	146.73	515.97	\$	28,796.48	\$3,714,529.67	\$14,858,118.67
Comb COL/LOC	678.54	1323.50	\$	16,907.35	\$5,594,217.83	\$22,376,871.30
Totals:	825.27	1839.47			\$9,308,747.49	\$37,234,989.97

South Hill

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	13.09	27.27	\$	28,796.48	\$196,319.99	\$785,279.95
Collectors	5.74	11.48	\$	16,907.35	\$48,524.08	\$194,096.32
Locals	32.21	64.34	\$	16,907.35	\$271,954.65	\$1,087,818.59
Totals:	51.04	103.09			\$516,798.71	\$2,067,194.86
Comb PA/MA	13.09	27.27	\$	28,796.48	\$196,319.99	\$785,279.95
Comb COL/LOC	37.95	75.82	\$	16,907.35	\$320,478.73	\$1,281,914.91
Totals:	51.04	103.09			\$516,798.71	\$2,067,194.86

RICHMOND DISTRICT TOTALS

Principal Arterials	86.58	348.94	\$	28,796.48	\$2,512,060.74	\$10,048,242.98
Minor Arterials	156.98	441.87	\$	28,796.48	\$3,181,074.92	\$12,724,299.66
Collectors	151.47	320.25	\$	16,907.35	\$1,353,644.32	\$5,414,577.28
Locals	985.00	1923.69	\$	16,907.35	\$8,131,122.70	\$32,524,490.79
Totals:	1380.03	3034.75			\$15,177,902.68	\$60,711,610.71

Comb PA/MA	243.56	790.81	\$	28,796.48	\$5,693,135.66	\$22,772,542.64
Comb COL/LOC	1136.47	2243.94	\$	16,907.35	\$9,484,767.02	\$37,939,068.07
Totals:	1380.03	3034.75			\$15,177,902.68	\$60,711,610.71

HAMPTON ROADS DISTRICT

Chesapeake

Principal Arterials	57.20	228.70	\$	28,796.48	\$1,646,438.62	\$6,585,754.48
Minor Arterials	96.10	293.07	\$	28,796.48	\$2,109,845.94	\$8,439,383.76
Collectors	144.74	312.16	\$	16,907.35	\$1,319,449.22	\$5,277,796.86
Locals	788.99	1589.86	\$	16,907.35	\$6,720,077.94	\$26,880,311.76
Totals:	1087.03	2423.79			\$11,795,811.72	\$47,183,246.86
Comb PA/MA	153.30	521.77	\$	28,796.48	\$3,756,284.56	\$15,025,138.24
Comb COL/LOC	933.73	1902.02	\$	16,907.35	\$8,039,527.16	\$32,158,108.62
Totals:	1087.03	2423.79			\$11,795,811.72	\$47,183,246.86

Chincoteague

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.36	6.72	\$	28,796.48	\$48,378.08	\$193,512.33
Collectors	7.99	15.98	\$	16,907.35	\$67,544.84	\$270,179.38
Locals	14.27	27.13	\$	16,907.35	\$114,674.07	\$458,696.27
Totals:	25.62	49.83			\$230,597.00	\$922,387.98
Comb PA/MA	3.36	6.72	\$	28,796.48	\$48,378.08	\$193,512.33
Comb COL/LOC	22.26	43.11	\$	16,907.35	\$182,218.91	\$728,875.65
Totals:	25.62	49.83			\$230,597.00	\$922,387.98

Emporia

Principal Arterials	0.00	0.00	\$ 28,796.48	\$0.00	\$0.00
Minor Arterials	5.51	15.40	\$ 28,796.48	\$110,866.44	\$443,465.76
Collectors	9.77	21.84	\$ 16,907.35	\$92,314.10	\$369,256.42
Locals	25.51	50.80	\$ 16,907.35	\$214,723.28	\$858,893.13
Totals:	40.79	88.04		\$417,903.83	\$1,671,615.31
Comb PA/MA	5.51	15.40	\$ 28,796.48	\$110,866.44	\$443,465.76
Comb COL/LOC	35.28	72.64	\$ 16,907.35	\$307,037.39	\$1,228,149.55
Totals:	40.79	88.04		\$417,903.83	\$1,671,615.31

Franklin

Principal Arterials	0.00	0.00	\$ 28,796.48	\$0.00	\$0.00
Minor Arterials	7.70	23.37	\$ 28,796.48	\$168,243.42	\$672,973.69
Collectors	10.58	22.90	\$ 16,907.35	\$96,794.55	\$387,178.20
Locals	32.22	64.22	\$ 16,907.35	\$271,447.43	\$1,085,789.71
Totals:	50.50	110.49		\$536,485.40	\$2,145,941.60
Comb PA/MA	7.70	23.37	\$ 28,796.48	\$168,243.42	\$672,973.69
Comb COL/LOC	42.80	87.12	\$ 16,907.35	\$368,241.98	\$1,472,967.91
Totals:	50.50	110.49		\$536,485.40	\$2,145,941.60

Hampton

Principal Arterials	17.57	90.19	\$ 28,796.48	\$649,288.58	\$2,597,154.34
Minor Arterials	48.84	184.38	\$ 28,796.48	\$1,327,373.65	\$5,309,494.58
Collectors	44.13	121.28	\$ 16,907.35	\$512,630.70	\$2,050,522.82
Locals	364.07	739.26	\$ 16,907.35	\$3,124,730.99	\$12,498,923.97
Totals:	474.61	1135.11		\$5,614,023.93	\$22,456,095.71

Comb PA/MA	66.41	274.57	\$	28,796.48	\$1,976,662.23	\$7,906,648.92
Comb COL/LOC	408.20	860.54	\$	16,907.35	\$3,637,361.70	\$14,549,446.79
Totals:	474.61	1135.11			\$5,614,023.93	\$22,456,095.71

#### Newport News

Principal Arterials	50.37	231.77	\$	28,796.48	\$1,668,539.92	\$6,674,159.67
Minor Arterials	9.38	31.02	\$	28,796.48	\$223,316.69	\$893,266.74
Collectors	66.26	158.46	\$	16,907.35	\$669,784.48	\$2,679,137.91
Locals	382.82	776.94	\$	16,907.35	\$3,283,998.19	\$13,135,992.74
Totals:	508.83	1198.19			\$5,845,639.27	\$23,382,557.06

Comb PA/MA	59.75	262.79	\$	28,796.48	\$1,891,856.60	\$7,567,426.41
Comb COL/LOC	449.08	935.40	\$	16,907.35	\$3,953,782.66	\$15,815,130.65
Totals:	508.83	1198.19			\$5,845,639.27	\$23,382,557.06

#### Norfolk

Principal Arterials	47.31	235.90	\$	28,796.48	\$1,698,272.28	\$6,793,089.12
Minor Arterials	58.89	212.27	\$	28,796.48	\$1,528,157.09	\$6,112,628.35
Collectors	70.46	157.27	\$	16,907.35	\$664,754.54	\$2,659,018.17
Locals	543.08	1065.46	\$	16,907.35	\$4,503,524.99	\$18,014,099.96
Totals:	719.74	1670.90			\$8,394,708.90	\$33,578,835.61

Comb PA/MA	106.20	448.17	\$	28,796.48	\$3,226,429.37	\$12,905,717.47
Comb COL/LOC	613.54	1222.73	\$	16,907.35	\$5,168,279.53	\$20,673,118.13
Totals:	719.74	1670.90			\$8,394,708.90	\$33,578,835.61

Poquoson

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	1.89	4.58	\$	28,796.48	\$32,971.97	\$131,887.87
Collectors	10.36	22.16	\$	16,907.35	\$93,666.69	\$374,666.77
Locals	43.32	86.11	\$	16,907.35	\$363,972.87	\$1,455,891.49
Totals:	55.57	112.85			\$490,611.53	\$1,962,446.13
Comb PA/MA	1.89	4.58	\$	28,796.48	\$32,971.97	\$131,887.87
Comb COL/LOC	53.68	108.27	\$	16,907.35	\$457,639.56	\$1,830,558.26
Totals:	55.57	112.85			\$490,611.53	\$1,962,446.13

Portsmouth

Principal Arterials	10.62	45.40	\$	28,796.48	\$326,840.02	\$1,307,360.09
Minor Arterials	32.73	115.66	\$	28,796.48	\$832,650.16	\$3,330,600.63
Collectors	40.93	96.55	\$	16,907.35	\$408,101.04	\$1,632,404.17
Locals	315.60	626.78	\$	16,907.35	\$2,649,296.45	\$10,597,185.79
Totals:	399.88	884.39			\$4,216,887.67	\$16,867,550.69
Comb PA/MA	43.35	161.06	\$	28,796.48	\$1,159,490.18	\$4,637,960.72
Comb COL/LOC	356.53	723.33	\$	16,907.35	\$3,057,397.49	\$12,229,589.97
Totals:	399.88	884.39			\$4,216,887.67	\$16,867,550.69

Smithfield

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.44	0.88	\$	28,796.48	\$6,335.23	\$25,340.90
Collectors	5.20	10.34	\$	16,907.35	\$43,705.49	\$174,821.95
Locals	45.36	90.89	\$	16,907.35	\$384,177.15	\$1,536,708.60
Totals:	51.00	102.11			\$434,217.86	\$1,736,871.45
Comb PA/MA	0.44	0.88	\$	28,796.48	\$6,335.23	\$25,340.90
Comb COL/LOC	50.56	101.23	\$	16,907.35	\$427,882.64	\$1,711,530.55
Totals:	51.00	102.11			\$434,217.86	\$1,736,871.45

Suffolk

Principal Arterials	67.94	242.47	\$	28,796.48	\$1,745,570.50	\$6,982,281.98
Minor Arterials	63.41	134.65	\$	28,796.48	\$969,361.44	\$3,877,445.74
Collectors	122.55	245.87	\$	16,907.35	\$1,039,252.24	\$4,157,008.95
Locals	533.57	1070.27	\$	16,907.35	\$4,523,856.07	\$18,095,424.29
Totals:	787.47	1693.26			\$8,278,040.24	\$33,112,160.97
Comb PA/MA	131.35	377.12	\$	28,796.48	\$2,714,931.93	\$10,859,727.72
Comb COL/LOC	656.12	1316.14	\$	16,907.35	\$5,563,108.31	\$22,252,433.24
Totals:	787.47	1693.26			\$8,278,040.24	\$33,112,160.97

Virginia Beach

Principal Arterials	69.30	349.50	\$	28,796.48	\$2,516,092.25	\$10,064,369.00
Minor Arterials	106.74	381.24	\$	28,796.48	\$2,744,592.30	\$10,978,369.21
Collectors	169.64	399.55	\$	16,907.35	\$1,688,832.44	\$6,755,329.75
Locals	1169.52	2338.37	\$	16,907.35	\$9,883,907.17	\$39,535,628.68
Totals:	1515.20	3468.66			\$16,833,424.16	\$67,333,696.65
Comb PA/MA	176.04	730.74	\$	28,796.48	\$5,260,684.55	\$21,042,738.22
Comb COL/LOC	1339.16	2737.92	\$	16,907.35	\$11,572,739.61	\$46,290,958.43
Totals:	1515.20	3468.66			\$16,833,424.16	\$67,333,696.65

Williamsburg

Principal Arterials	5.09	16.76	\$	28,796.48	\$120,657.24	\$482,628.97
Minor Arterials	9.29	24.82	\$	28,796.48	\$178,682.14	\$714,728.58
Collectors	5.99	12.88	\$	16,907.35	\$54,441.65	\$217,766.61
Locals	34.40	68.16	\$	16,907.35	\$288,101.16	\$1,152,404.65
Totals:	54.77	122.62			\$641,882.20	\$2,567,528.80
Comb PA/MA	14.38	41.58	\$	28,796.48	\$299,339.39	\$1,197,357.55
Comb COL/LOC	40.39	81.04	\$	16,907.35	\$342,542.81	\$1,370,171.25
Totals:	54.77	122.62			\$641,882.20	\$2,567,528.80

HAMPTON ROADS DISTRICT TOTALS

Principal Arterials	325.40	1440.69	\$	28,796.48	\$10,371,699.41	\$41,486,797.66
Minor Arterials	444.28	1428.06	\$	28,796.48	\$10,280,774.54	\$41,123,098.14
Collectors	708.60	1597.24	\$	16,907.35	\$6,751,271.99	\$27,005,087.97
Locals	4292.73	8594.25	\$	16,907.35	\$36,326,487.76	\$145,305,951.05
Totals:	5771.01	13060.24			\$63,730,233.70	\$254,920,934.81
Comb PA/MA	769.68	2868.75	\$	28,796.48	\$20,652,473.95	\$82,609,895.80
Comb COL/LOC	5001.33	10191.49	\$	16,907.35	\$43,077,759.75	\$172,311,039.01
Totals:	5771.01	13060.24			\$63,730,233.70	\$254,920,934.81

FREDERICKSBURG DISTRICT

Colonial Beach

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.95	7.90	\$	28,796.48	\$56,873.04	\$227,492.17
Collectors	1.58	3.16	\$	16,907.35	\$13,356.80	\$53,427.21
Locals	22.85	44.10	\$	16,907.35	\$186,403.48	\$745,613.92
Totals:	28.38	55.16			\$256,633.33	\$1,026,533.31
Comb PA/MA	3.95	7.90	\$	28,796.48	\$56,873.04	\$227,492.17
Comb COL/LOC	24.43	47.26	\$	16,907.35	\$199,760.28	\$799,041.13
Totals:	28.38	55.16			\$256,633.33	\$1,026,533.31

Fredericksburg

Principal Arterials	6.15	24.60	\$	28,796.48	\$177,098.34	\$708,393.35
Minor Arterials	8.36	19.81	\$	28,796.48	\$142,614.56	\$570,458.23
Collectors	17.73	53.71	\$	16,907.35	\$227,023.38	\$908,093.51
Locals	58.62	118.95	\$	16,907.35	\$502,782.18	\$2,011,128.71
Totals:	90.86	217.07			\$1,049,518.45	\$4,198,073.79
Comb PA/MA	14.51	44.41	\$	28,796.48	\$319,712.90	\$1,278,851.58
Comb COL/LOC	76.35	172.66	\$	16,907.35	\$729,805.55	\$2,919,222.21
Totals:	90.86	217.07			\$1,049,518.45	\$4,198,073.79

FREDERICKSBURG DISTRICT TOTALS

Principal Arterials	6.15	24.60	\$ 28,796.48	\$177,098.34	\$708,393.35
Minor Arterials	12.31	27.71	\$ 28,796.48	\$199,487.60	\$797,950.40
Collectors	19.31	56.87	\$ 16,907.35	\$240,380.18	\$961,520.72
Locals	81.47	163.05	\$ 16,907.35	\$689,185.66	\$2,756,742.63
Totals:	119.24	272.23		\$1,306,151.78	\$5,224,607.10
Comb PA/MA	18.46	52.31	\$ 28,796.48	\$376,585.94	\$1,506,343.76
Comb COL/LOC	100.78	219.92	\$ 16,907.35	\$929,565.84	\$3,718,263.35
Totals:	119.24	272.23		\$1,306,151.78	\$5,224,607.10

CULPEPER DISTRICT

Charlottesville

Principal Arterials	11.75	36.43	\$ 28,796.48	\$262,263.92	\$1,049,055.69
Minor Arterials	12.12	28.04	\$ 28,796.48	\$201,863.31	\$807,453.24
Collectors	21.37	42.69	\$ 16,907.35	\$180,443.64	\$721,774.56
Locals	90.11	176.34	\$ 16,907.35	\$745,360.31	\$2,981,441.24
Totals:	135.35	283.50		\$1,389,931.18	\$5,559,724.73
Comb PA/MA	23.87	64.47	\$ 28,796.48	\$464,127.23	\$1,856,508.93
Comb COL/LOC	111.48	219.03	\$ 16,907.35	\$925,803.95	\$3,703,215.81
Totals:	135.35	283.50		\$1,389,931.18	\$5,559,724.73

Culpeper

Principal Arterials	6.62	17.06	\$	28,796.48	\$122,816.98	\$491,267.91
Minor Arterials	3.97	7.99	\$	28,796.48	\$57,520.96	\$230,083.86
Collectors	5.09	10.10	\$	16,907.35	\$42,691.05	\$170,764.19
Locals	53.48	109.06	\$	16,907.35	\$460,978.77	\$1,843,915.06
Totals:	69.16	144.21			\$684,007.75	\$2,736,031.02
Comb PA/MA	10.59	25.05	\$	28,796.48	\$180,337.94	\$721,351.77
Comb COL/LOC	58.57	119.16	\$	16,907.35	\$503,669.81	\$2,014,679.25
Totals:	69.16	144.21			\$684,007.75	\$2,736,031.02

Orange

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	10.13	23.18	\$	28,796.48	\$166,875.59	\$667,502.36
Collectors	0.00	0.00	\$	16,907.35	\$0.00	\$0.00
Locals	18.78	37.38	\$	16,907.35	\$157,999.14	\$631,996.56
Totals:	28.91	60.56			\$324,874.73	\$1,299,498.92
Comb PA/MA	10.13	23.18	\$	28,796.48	\$166,875.59	\$667,502.36
Comb COL/LOC	18.78	37.38	\$	16,907.35	\$157,999.14	\$631,996.56
Totals:	28.91	60.56			\$324,874.73	\$1,299,498.92

Warrenton

Principal Arterials	3.10	12.54	\$	28,796.48	\$90,276.96	\$361,107.83
Minor Arterials	5.30	14.05	\$	28,796.48	\$101,147.63	\$404,590.51
Collectors	7.02	16.92	\$	16,907.35	\$71,518.07	\$286,072.28
Locals	25.14	49.64	\$	16,907.35	\$209,820.15	\$839,280.61
Totals:	40.56	93.15			\$472,762.81	\$1,891,051.24
Comb PA/MA	8.40	26.59	\$	28,796.48	\$191,424.59	\$765,698.35
Comb COL/LOC	32.16	66.56	\$	16,907.35	\$281,338.22	\$1,125,352.89
Totals:	40.56	93.15			\$472,762.81	\$1,891,051.24

CULPEPER DISTRICT TOTALS

Principal Arterials	21.47	66.03	\$	28,796.48	\$475,357.86	\$1,901,431.43
Minor Arterials	31.52	73.26	\$	28,796.48	\$527,407.49	\$2,109,629.97
Collectors	33.48	69.71	\$	16,907.35	\$294,652.76	\$1,178,611.03
Locals	187.51	372.42	\$	16,907.35	\$1,574,158.37	\$6,296,633.48
Totals:	273.98	581.42			\$2,871,576.48	\$11,486,305.91
Comb PA/MA	52.99	139.29	\$	28,796.48	\$1,002,765.35	\$4,011,061.40
Comb COL/LOC	220.99	442.13	\$	16,907.35	\$1,868,811.13	\$7,475,244.51
Totals:	273.98	581.42			\$2,871,576.48	\$11,486,305.91

STAUNTON DISTRICT

Berryville

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	2.15	4.77	\$	28,796.48	\$34,339.80	\$137,359.20
Collectors	1.15	2.16	\$	16,907.35	\$9,129.97	\$36,519.87
Locals	16.23	32.26	\$	16,907.35	\$136,357.74	\$545,430.95
Totals:	19.53	39.19			\$179,827.50	\$719,310.02
Comb PA/MA	2.15	4.77	\$	28,796.48	\$34,339.80	\$137,359.20
Comb COL/LOC	17.38	34.42	\$	16,907.35	\$145,487.71	\$581,950.82
Totals:	19.53	39.19			\$179,827.50	\$719,310.02

Bridgewater

Principal Arterials	3.11	7.08	\$	28,796.48	\$50,969.77	\$203,879.06
Minor Arterials	0.70	1.92	\$	28,796.48	\$13,822.31	\$55,289.24
Collectors	2.35	4.70	\$	16,907.35	\$19,866.13	\$79,464.52
Locals	20.29	40.75	\$	16,907.35	\$172,243.58	\$688,974.31
Totals:	26.45	54.45			\$256,901.78	\$1,027,607.14
Comb PA/MA	3.81	9.00	\$	28,796.48	\$64,792.08	\$259,168.30
Comb COL/LOC	22.64	45.45	\$	16,907.35	\$192,109.71	\$768,438.84
Totals:	26.45	54.45			\$256,901.78	\$1,027,607.14

Broadway

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.24	6.48	\$	28,796.48	\$46,650.29	\$186,601.18
Collectors	0.29	0.58	\$	16,907.35	\$2,451.57	\$9,806.26
Locals	14.73	29.46	\$	16,907.35	\$124,522.60	\$498,090.39
Totals:	18.26	36.52			\$173,624.46	\$694,497.82
Comb PA/MA	3.24	6.48	\$	28,796.48	\$46,650.29	\$186,601.18
Comb COL/LOC	15.02	30.04	\$	16,907.35	\$126,974.16	\$507,896.65
Totals:	18.26	36.52			\$173,624.46	\$694,497.82

Buena Vista

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	5.54	11.66	\$	28,796.48	\$83,941.73	\$335,766.93
Collectors	8.79	17.58	\$	16,907.35	\$74,307.78	\$297,231.13
Locals	32.86	65.72	\$	16,907.35	\$277,787.68	\$1,111,150.72
Totals:	47.19	94.96			\$436,037.20	\$1,744,148.78
Comb PA/MA	5.54	11.66	\$	28,796.48	\$83,941.73	\$335,766.93
Comb COL/LOC	41.65	83.30	\$	16,907.35	\$352,095.46	\$1,408,381.85
Totals:	47.19	94.96			\$436,037.20	\$1,744,148.78

Clifton Forge

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	3.30	5.68	\$	28,796.48	\$40,891.00	\$163,563.99
Collectors	3.38	6.69	\$	16,907.35	\$28,277.53	\$113,110.14
Locals	16.52	32.20	\$	16,907.35	\$136,104.13	\$544,416.51
Totals:	23.20	44.57			\$205,272.66	\$821,090.65
Comb PA/MA	3.30	5.68	\$	28,796.48	\$40,891.00	\$163,563.99
Comb COL/LOC	19.90	38.89	\$	16,907.35	\$164,381.66	\$657,526.65
Totals:	23.20	44.57			\$205,272.66	\$821,090.65

Covington

Principal Arterials	3.04	8.28	\$	28,796.48	\$59,608.71	\$238,434.84
Minor Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Collectors	10.34	22.15	\$	16,907.35	\$93,624.42	\$374,497.70
Locals	28.06	55.08	\$	16,907.35	\$232,814.14	\$931,256.57
Totals:	41.44	85.51			\$386,047.28	\$1,544,189.10
Comb PA/MA	3.04	8.28	\$	28,796.48	\$59,608.71	\$238,434.84
Comb COL/LOC	38.40	77.23	\$	16,907.35	\$326,438.57	\$1,305,754.27
Totals:	41.44	85.51			\$386,047.28	\$1,544,189.10

Elkton

Principal Arterials	0.04	0.08	\$	28,796.48	\$575.93	\$2,303.72
Minor Arterials	1.67	3.34	\$	28,796.48	\$24,045.06	\$96,180.24
Collectors	3.71	7.42	\$	16,907.35	\$31,363.13	\$125,452.50
Locals	14.86	29.65	\$	16,907.35	\$125,325.70	\$501,302.78
Totals:	20.28	40.49			\$181,309.81	\$725,239.24
Comb PA/MA	1.71	3.42	\$	28,796.48	\$24,620.99	\$98,483.95
Comb COL/LOC	18.57	37.07	\$	16,907.35	\$156,688.82	\$626,755.28
Totals:	20.28	40.49			\$181,309.81	\$725,239.24

Front Royal

Principal Arterials	4.19	13.17	\$	28,796.48	\$94,812.40	\$379,249.61
Minor Arterials	5.30	12.00	\$	28,796.48	\$86,389.43	\$345,557.73
Collectors	7.94	15.88	\$	16,907.35	\$67,122.16	\$268,488.64
Locals	50.12	102.69	\$	16,907.35	\$434,053.82	\$1,736,215.27
Totals:	67.55	143.74			\$682,377.82	\$2,729,511.26

Comb PA/MA	9.49	25.17	\$	28,796.48	\$181,201.84	\$724,807.35
Comb COL/LOC	58.06	118.57	\$	16,907.35	\$501,175.98	\$2,004,703.91
Totals:	67.55	143.74			\$682,377.82	\$2,729,511.26

Grottoes

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	1.63	3.26	\$	28,796.48	\$23,469.13	\$93,876.52
Collectors	1.48	2.96	\$	16,907.35	\$12,511.44	\$50,045.74
Locals	19.64	38.70	\$	16,907.35	\$163,578.56	\$654,314.26
Totals:	22.75	44.92			\$199,559.13	\$798,236.52
Comb PA/MA	1.63	3.26	\$	28,796.48	\$23,469.13	\$93,876.52
Comb COL/LOC	21.12	41.66	\$	16,907.35	\$176,090.00	\$704,360.00
Totals:	22.75	44.92			\$199,559.13	\$798,236.52

Harrisonburg

Principal Arterials	9.79	38.36	\$	28,796.48	\$276,158.22	\$1,104,632.89
Minor Arterials	20.48	59.64	\$	28,796.48	\$429,355.48	\$1,717,421.94
Collectors	30.10	71.01	\$	16,907.35	\$300,147.64	\$1,200,590.58
Locals	83.61	166.49	\$	16,907.35	\$703,725.97	\$2,814,903.89
Totals:	143.98	335.50			\$1,709,387.33	\$6,837,549.30
Comb PA/MA	30.27	98.00	\$	28,796.48	\$705,513.71	\$2,822,054.83
Comb COL/LOC	113.71	237.50	\$	16,907.35	\$1,003,873.62	\$4,015,494.47
Totals:	143.98	335.50			\$1,709,387.33	\$6,837,549.30

Lexington

Principal Arterials	2.15	4.79	\$	28,796.48	\$34,483.78	\$137,935.13
Minor Arterials	2.31	5.00	\$	28,796.48	\$35,995.60	\$143,982.39
Collectors	6.82	13.64	\$	16,907.35	\$57,654.05	\$230,616.19
Locals	16.53	32.76	\$	16,907.35	\$138,471.16	\$553,884.63
Totals:	27.81	56.19			\$266,604.58	\$1,066,418.33
Comb PA/MA	4.46	9.79	\$	28,796.48	\$70,479.38	\$281,917.52
Comb COL/LOC	23.35	46.40	\$	16,907.35	\$196,125.20	\$784,500.81
Totals:	27.81	56.19			\$266,604.58	\$1,066,418.33

Luray

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	8.83	19.72	\$	28,796.48	\$141,966.64	\$567,866.54
Collectors	1.68	3.18	\$	16,907.35	\$13,441.34	\$53,765.36
Locals	28.16	55.48	\$	16,907.35	\$234,504.88	\$938,019.51
Totals:	38.67	78.38			\$389,912.85	\$1,559,651.41
Comb PA/MA	8.83	19.72	\$	28,796.48	\$141,966.64	\$567,866.54
Comb COL/LOC	29.84	58.66	\$	16,907.35	\$247,946.22	\$991,784.87
Totals:	38.67	78.38			\$389,912.85	\$1,559,651.41

Staunton

Principal Arterials	3.63	14.52	\$	28,796.48	\$104,531.21	\$418,124.86
Minor Arterials	19.91	48.28	\$	28,796.48	\$347,573.49	\$1,390,293.95
Collectors	20.80	43.43	\$	16,907.35	\$183,571.50	\$734,286.00
Locals	91.81	183.14	\$	16,907.35	\$774,102.80	\$3,096,411.19
Totals:	136.15	289.37			\$1,409,779.00	\$5,639,116.00

Comb PA/MA	23.54	62.80	\$	28,796.48	\$452,104.70	\$1,808,418.81
Comb COL/LOC	112.61	226.57	\$	16,907.35	\$957,674.30	\$3,830,697.19
Totals:	136.15	289.37			\$1,409,779.00	\$5,639,116.00

Strasburg

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Collectors	4.96	9.79	\$	16,907.35	\$41,380.73	\$165,522.91
Locals	19.70	39.45	\$	16,907.35	\$166,748.69	\$666,994.77
Totals:	24.66	49.24			\$208,129.42	\$832,517.68
Comb PA/MA	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Comb COL/LOC	24.66	49.24	\$	16,907.35	\$208,129.42	\$832,517.68
Totals:	24.66	49.24			\$208,129.42	\$832,517.68

Waynesboro

Principal Arterials	6.14	22.31	\$	28,796.48	\$160,612.36	\$642,449.42
Minor Arterials	12.25	30.19	\$	28,796.48	\$217,341.42	\$869,365.67
Collectors	19.58	39.92	\$	16,907.35	\$168,735.30	\$674,941.22
Locals	91.15	182.28	\$	16,907.35	\$770,467.72	\$3,081,870.87
Totals:	129.12	274.70			\$1,317,156.79	\$5,268,627.18
Comb PA/MA	18.39	52.50	\$	28,796.48	\$377,953.77	\$1,511,815.09
Comb COL/LOC	110.73	222.20	\$	16,907.35	\$939,203.02	\$3,756,812.09
Totals:	129.12	274.70			\$1,317,156.79	\$5,268,627.18

Winchester

Principal Arterials	11.81	34.52	\$	28,796.48	\$248,513.60	\$994,054.41
Minor Arterials	6.63	23.17	\$	28,796.48	\$166,803.60	\$667,214.39
Collectors	10.03	21.18	\$	16,907.35	\$89,524.39	\$358,097.57
Locals	72.47	143.85	\$	16,907.35	\$608,030.40	\$2,432,121.60
Totals:	100.94	222.72			\$1,112,871.99	\$4,451,487.98
Comb PA/MA	18.44	57.69	\$	28,796.48	\$415,317.20	\$1,661,268.81
Comb COL/LOC	82.50	165.03	\$	16,907.35	\$697,554.79	\$2,790,219.17
Totals:	100.94	222.72			\$1,112,871.99	\$4,451,487.98

Woodstock

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Collectors	6.82	13.64	\$	16,907.35	\$57,654.05	\$230,616.19
Locals	22.22	45.68	\$	16,907.35	\$193,081.88	\$772,327.53
Totals:	29.04	59.32			\$250,735.93	\$1,002,943.71
Comb PA/MA	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Comb COL/LOC	29.04	59.32	\$	16,907.35	\$250,735.93	\$1,002,943.71
Totals:	29.04	59.32			\$250,735.93	\$1,002,943.71

STAUNTON DISTRICT TOTALS

Principal Arterials	43.90	143.11	\$	28,796.48	\$1,030,265.99	\$4,121,063.94
Minor Arterials	93.94	235.11	\$	28,796.48	\$1,692,584.98	\$6,770,339.90
Collectors	140.22	295.91	\$	16,907.35	\$1,250,763.13	\$5,003,052.50
Locals	638.96	1275.64	\$	16,907.35	\$5,391,921.44	\$21,567,685.77
Totals:	917.02	1949.77			\$9,365,535.53	\$37,462,142.12

Comb PA/MA	137.84	378.22	\$	28,796.48	\$2,722,850.96	\$10,891,403.85
Comb COL/LOC	779.18	1571.55	\$	16,907.35	\$6,642,684.57	\$26,570,738.27
Totals:	917.02	1949.77			\$9,365,535.53	\$37,462,142.12

NORTHERN VIRGINIA DISTRICT

Alexandria

Principal Arterials	17.58	77.73	\$	28,796.48	\$559,587.56	\$2,238,350.22
Minor Arterials	27.49	98.68	\$	28,796.48	\$710,409.11	\$2,841,636.43
Collectors	27.82	67.24	\$	16,907.35	\$284,212.47	\$1,136,849.89
Locals	141.13	282.75	\$	16,907.35	\$1,195,137.96	\$4,780,551.84
Totals:	214.02	526.40			\$2,749,347.10	\$10,997,388.38
Comb PA/MA	45.07	176.41	\$	28,796.48	\$1,269,996.66	\$5,079,986.66
Comb COL/LOC	168.95	349.99	\$	16,907.35	\$1,479,350.43	\$5,917,401.73
Totals:	214.02	526.40			\$2,749,347.10	\$10,997,388.38

Dumfries

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Collectors	2.20	5.20	\$	16,907.35	\$21,979.55	\$87,918.19
Locals	7.98	16.12	\$	16,907.35	\$68,136.60	\$272,546.40
Totals:	10.18	21.32			\$90,116.15	\$360,464.60
Comb PA/MA	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Comb COL/LOC	10.18	21.32	\$	16,907.35	\$90,116.15	\$360,464.60
Totals:	10.18	21.32			\$90,116.15	\$360,464.60

Fairfax

Principal Arterials	9.62	44.26	\$	28,796.48	\$318,633.03	\$1,274,532.11
Minor Arterials	5.60	16.79	\$	28,796.48	\$120,873.22	\$483,492.86
Collectors	4.57	10.67	\$	16,907.35	\$45,100.34	\$180,401.37
Locals	52.09	104.70	\$	16,907.35	\$442,549.76	\$1,770,199.04
Totals:	71.88	176.42			\$927,156.35	\$3,708,625.38

Comb PA/MA	15.22	61.05	\$	28,796.48	\$439,506.24	\$1,758,024.97
Comb COL/LOC	56.66	115.37	\$	16,907.35	\$487,650.10	\$1,950,600.41
Totals:	71.88	176.42			\$927,156.35	\$3,708,625.38

Falls Church

Principal Arterials	3.74	14.96	\$	28,796.48	\$107,698.83	\$430,795.31
Minor Arterials	1.96	5.24	\$	28,796.48	\$37,723.39	\$150,893.54
Collectors	5.45	11.76	\$	16,907.35	\$49,707.59	\$198,830.38
Locals	22.08	44.08	\$	16,907.35	\$186,318.94	\$745,275.77
Totals:	33.23	76.04			\$381,448.75	\$1,525,795.01
Comb PA/MA	5.70	20.20	\$	28,796.48	\$145,422.21	\$581,688.85
Comb COL/LOC	27.53	55.84	\$	16,907.35	\$236,026.54	\$944,106.15
Totals:	33.23	76.04			\$381,448.75	\$1,525,795.01

Herndon

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	10.97	41.80	\$	28,796.48	\$300,923.19	\$1,203,692.77
Collectors	5.28	16.33	\$	16,907.35	\$69,024.24	\$276,096.95
Locals	35.85	71.60	\$	16,907.35	\$302,641.48	\$1,210,565.91
Totals:	52.10	129.73			\$672,588.91	\$2,690,355.63
Comb PA/MA	10.97	41.80	\$	28,796.48	\$300,923.19	\$1,203,692.77
Comb COL/LOC	41.13	87.93	\$	16,907.35	\$371,665.71	\$1,486,662.86
Totals:	52.10	129.73			\$672,588.91	\$2,690,355.63

Leesburg

Principal Arterials	3.37	13.89	\$	28,796.48	\$99,995.77	\$399,983.08
Minor Arterials	11.99	39.06	\$	28,796.48	\$281,197.61	\$1,124,790.42
Collectors	16.57	50.91	\$	16,907.35	\$215,188.24	\$860,752.94
Locals	79.29	164.75	\$	16,907.35	\$696,371.28	\$2,785,485.11
Totals:	111.22	268.61			\$1,292,752.89	\$5,171,011.56
Comb PA/MA	15.36	52.95	\$	28,796.48	\$381,193.38	\$1,524,773.50
Comb COL/LOC	95.86	215.66	\$	16,907.35	\$911,559.51	\$3,646,238.05
Totals:	111.22	268.61			\$1,292,752.89	\$5,171,011.56

Manassas

Principal Arterials	4.99	17.84	\$	28,796.48	\$128,432.29	\$513,729.16
Minor Arterials	18.40	70.10	\$	28,796.48	\$504,658.27	\$2,018,633.10
Collectors	11.33	26.64	\$	16,907.35	\$112,602.92	\$450,411.67
Locals	69.18	138.99	\$	16,907.35	\$587,487.98	\$2,349,951.90
Totals:	103.90	253.57			\$1,333,181.46	\$5,332,725.84
Comb PA/MA	23.39	87.94	\$	28,796.48	\$633,090.57	\$2,532,362.26
Comb COL/LOC	80.51	165.63	\$	16,907.35	\$700,090.89	\$2,800,363.58
Totals:	103.90	253.57			\$1,333,181.46	\$5,332,725.84

Manassas Park

Principal Arterials	0.31	1.24	\$	28,796.48	\$8,926.91	\$35,707.63
Minor Arterials	1.46	5.84	\$	28,796.48	\$42,042.86	\$168,171.43
Collectors	3.33	8.30	\$	16,907.35	\$35,082.74	\$140,330.96
Locals	18.15	36.02	\$	16,907.35	\$152,250.64	\$609,002.57
Totals:	23.25	51.40			\$238,303.15	\$953,212.60
Comb PA/MA	1.77	7.08	\$	28,796.48	\$50,969.77	\$203,879.06
Comb COL/LOC	21.48	44.32	\$	16,907.35	\$187,333.38	\$749,333.54
Totals:	23.25	51.40			\$238,303.15	\$953,212.60

Purcellville

Principal Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Minor Arterials	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Collectors	6.12	12.24	\$	16,907.35	\$51,736.48	\$206,945.90
Locals	20.96	42.83	\$	16,907.35	\$181,035.40	\$724,141.59
Totals:	27.08	55.07			\$232,771.87	\$931,087.50
Comb PA/MA	0.00	0.00	\$	28,796.48	\$0.00	\$0.00
Comb COL/LOC	27.08	55.07	\$	16,907.35	\$232,771.87	\$931,087.50
Totals:	27.08	55.07			\$232,771.87	\$931,087.50

Vienna

Principal Arterials	2.40	9.60	\$	28,796.48	\$69,111.55	\$276,446.19
Minor Arterials	2.89	7.57	\$	28,796.48	\$54,497.33	\$217,989.34
Collectors	9.76	19.57	\$	16,907.35	\$82,719.19	\$330,876.74
Locals	48.27	96.42	\$	16,907.35	\$407,551.55	\$1,630,206.22
Totals:	63.32	133.16			\$613,879.62	\$2,455,518.49
Comb PA/MA	5.29	17.17	\$	28,796.48	\$123,608.88	\$494,435.52
Comb COL/LOC	58.03	115.99	\$	16,907.35	\$490,270.74	\$1,961,082.96
Totals:	63.32	133.16			\$613,879.62	\$2,455,518.49

NOVA DISTRICT TOTALS

Principal Arterials	42.01	179.52	\$	28,796.48	\$1,292,385.93	\$5,169,543.70
Minor Arterials	80.76	285.08	\$	28,796.48	\$2,052,324.98	\$8,209,299.90
Collectors	92.43	228.86	\$	16,907.35	\$967,353.75	\$3,869,415.01
Locals	494.98	998.26	\$	16,907.35	\$4,219,481.59	\$16,877,926.37
Totals:	710.18	1691.72			\$8,531,546.25	\$34,126,184.98
Comb PA/MA	122.77	464.60	\$	28,796.48	\$3,344,710.90	\$13,378,843.60
Comb COL/LOC	587.41	1227.12	\$	16,907.35	\$5,186,835.34	\$20,747,341.38
Totals:	710.18	1691.72			\$8,531,546.25	\$34,126,184.98

STATEWIDE TOTAL BY FUNC/CLASS

Principal Arterials	658.71	2655.29	\$ 28,796.48	\$19,115,749.91	\$76,462,999.64
Minor Arterials	1138.42	3349.94	\$ 28,796.48	\$24,116,618.24	\$96,466,472.97
Collectors	1503.78	3317.06	\$ 16,907.35	\$14,020,669.57	\$56,082,678.30
Locals	8633.10	17216.00	\$ 16,907.35	\$72,769,213.52	\$291,076,854.09
Totals:	11934.01	26538.29		\$130,022,251.25	\$520,089,004.99
Comb PA/MA	1797.13	6005.23	\$ 28,796.48	\$43,232,368.15	\$172,929,472.61
Comb COL/LOC	10136.88	20533.06	\$ 16,907.35	\$86,789,883.10	\$347,159,532.39
Totals:	11934.01	26538.29		\$130,022,251.25	\$520,089,004.99

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CHESAPEAKE BRIDGE MAINTENANCE		\$250,000.00	\$1,000,000.00
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<b>TOTAL</b>			<b>\$521,089,004.99</b>
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VIRGINIA PORT AUTHORITY  
PAYMENT IN LIEU OF TAXES

Norfolk	\$133,753.75	\$535,015.00
Portsmouth	\$88,990.25	\$355,961.00
Newport News	\$23,451.75	\$93,807.00
Warren	\$3,804.25	\$15,217.00
Total	\$250,000.00	\$1,000,000.00

			\$1,888,167.20	Estimated Exempt Permit Revenue
State Maintained Lane Mileage	129694.5	81%	\$1,523,549.92	
Urban Maintained Lane Mileage	26405.8	16%	\$310,194.76	
County Maintained Lane Mileage	<u>4632.8</u>	3%	\$54,422.52	
	160733.1			

\$11.7472 per lane mile (no differentiation for functional clas

Sample allocations based on statewide per lane mile rate

Virginia Beach	3422.27	\$40,202.16
Norfolk	1656.81	\$19,462.91
Dumfries	21.92	\$257.50
Arlington	1059.44	\$12,445.48
Henrico	3521.15	\$41,363.73



**ATTACHMENT C**  
**PERMIT FEE REVENUES - URBAN LOCALITIES**  
**FY27**

DISTRICT	LOCALITY	TOTAL LANE MILEAGE	PERMIT REVENUE	QUARTERLY PAYMENT
Bristol	Abingdon	121.94	\$721.66	\$180.41
	Big Stone Gap	62.79	\$371.60	\$92.90
	Bluefield	78.5	\$464.57	\$116.14
	Bristol	275.04	\$1,627.72	\$406.93
	Lebanon	61.96	\$366.69	\$91.67
	Marion	91.5	\$541.51	\$135.38
	Norton	63.4	\$375.21	\$93.80
	Richlands	70.48	\$417.11	\$104.28
	Saltville	31.02	\$183.58	\$45.90
	Tazewell	69.93	\$413.85	\$103.46
	Wise	35.57	\$210.51	\$52.63
	Wytheville	192.12	\$1,136.99	\$284.25
<b>District Total</b>		<b>1,154.25</b>	<b>\$ 6,831.00</b>	<b>\$ 1,707.75</b>
Salem	Bedford	117.33	\$694.37	\$173.59
	Blacksburg	250.04	\$1,479.77	\$369.94
	Christiansburg	268.18	\$1,587.12	\$396.78
	Dublin	44.85	\$265.43	\$66.36
	Galax	130.08	\$769.83	\$192.46
	Martinsville	223.74	\$1,324.12	\$331.03
	Narrows	31.19	\$184.59	\$46.15
	Pearisburg	40.14	\$237.55	\$59.39
	Pulaski	140.4	\$830.91	\$207.73
	Radford	153.74	\$909.85	\$227.46
	Roanoke	1066.44	\$6,311.33	\$1,577.83
	Rocky Mount	93.86	\$555.48	\$138.87
	Salem	291.8	\$1,726.91	\$431.73
Vinton	88.05	\$521.09	\$130.27	
<b>District Total</b>		<b>2,939.84</b>	<b>\$ 17,398.35</b>	<b>\$ 4,349.59</b>

Lynchburg	Altavista	52.91	\$313.13	\$78.28
	Danville	726.04	\$4,296.80	\$1,074.20
	Farmville	112.36	\$664.96	\$166.24
	Lynchburg	822.51	\$4,867.72	\$1,216.93
	South Boston	140.25	\$830.02	\$207.50
<b>District Total</b>		<b>1,854.07</b>	<b>\$ 10,972.62</b>	<b>\$ 2,743.16</b>

Richmond	Ashland	115.16	\$681.53	\$170.38
	Blackstone	74.1	\$438.53	\$109.63
	Chase City	34.77	\$205.77	\$51.44
	Colonial Heights	195.15	\$1,154.92	\$288.73
	Hopewell	276.65	\$1,637.25	\$409.31
	Petersburg	396.36	\$2,345.71	\$586.43
	Richmond	1839.47	\$10,886.22	\$2,721.55
	South Hill	103.09	\$610.10	\$152.52
<b>District Total</b>		<b>3,034.75</b>	<b>\$ 17,960.04</b>	<b>\$ 4,490.01</b>

Hampton Roads	Chesapeake	2423.79	\$14,344.30	\$3,586.07
	Chincoteague	49.83	\$294.90	\$73.73
	Emporia	88.04	\$521.03	\$130.26
	Franklin	110.49	\$653.89	\$163.47
	Hampton	1135.11	\$6,717.73	\$1,679.43
	Newport News	1198.19	\$7,091.04	\$1,772.76
	Norfolk	1670.9	\$9,888.60	\$2,472.15
	Poquoson	112.85	\$667.86	\$166.97
	Portsmouth	884.39	\$5,233.93	\$1,308.48
	Smithfield	102.11	\$604.30	\$151.08
	Suffolk	1693.26	\$10,020.93	\$2,505.23
	Virginia Beach	3468.66	\$20,527.97	\$5,131.99
Williamsburg	122.62	\$725.68	\$181.42	
<b>District Total</b>		<b>13,060.24</b>	<b>\$ 77,292.17</b>	<b>\$ 19,323.04</b>

<b>Fredericksburg</b>				
	Colonial Beach	55.16	\$326.44	\$81.61
	Fredericksburg	217.07	\$1,284.65	\$321.16
<b>District Total</b>		<b>272.23</b>	<b>\$ 1,611.09</b>	<b>\$ 402.77</b>

<b>Culpeper</b>				
	Charlottesville	283.5	\$1,677.79	\$419.45
	Culpeper	144.21	\$853.45	\$213.36
	Orange	60.56	\$358.40	\$89.60
	Warrenton	93.15	\$551.27	\$137.82
<b>District Total</b>		<b>581.42</b>	<b>\$ 3,440.92</b>	<b>\$ 860.23</b>

<b>Staunton</b>				
	Berryville	39.19	\$231.93	\$57.98
	Bridgewater	54.45	\$322.24	\$80.56
	Broadway	36.52	\$216.13	\$54.03
	Buena Vista	94.96	\$561.99	\$140.50
	Clifton Forge	44.57	\$263.77	\$65.94
	Covington	85.51	\$506.06	\$126.51
	Elkton	40.49	\$239.63	\$59.91
	Front Royal	143.74	\$850.67	\$212.67
	Grottoes	44.92	\$265.84	\$66.46
	Harrisonburg	335.5	\$1,985.53	\$496.38
	Lexington	56.19	\$332.54	\$83.13
	Luray	78.38	\$463.86	\$115.97
	Staunton	289.37	\$1,712.53	\$428.13
	Strasburg	49.24	\$291.41	\$72.85
	Waynesboro	274.7	\$1,625.71	\$406.43
	Winchester	222.72	\$1,318.09	\$329.52
	Woodstock	59.32	\$351.06	\$87.77
<b>District Total</b>		<b>1,949.77</b>	<b>\$ 11,538.99</b>	<b>\$ 2,884.75</b>

Northern Virginia	Alexandria	526.4	\$3,115.30	\$778.83
	Dumfries	21.32	\$126.17	\$31.54
	Fairfax	176.42	\$1,044.08	\$261.02
	Falls Church	76.04	\$450.01	\$112.50
	Herndon	129.73	\$767.76	\$191.94
	Leesburg	268.61	\$1,589.67	\$397.42
	Manassas	253.57	\$1,500.66	\$375.16
	Manassas Park	51.4	\$304.19	\$76.05
	Purcellville	55.07	\$325.91	\$81.48
Vienna	133.16	\$788.06	\$197.01	
District Total		1,691.72	\$ 10,011.82	\$ 2,502.95
Urban Total		26,538.29	\$ 157,057.00	\$ 39,264.25



# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Nicholas Donohue  
Chairperson

1221 East Broad Street  
Richmond, Virginia 23219

(804) 482-5818

*Agenda item # 10*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2026

#### MOTION

Made By: \_\_\_\_\_ Seconded By:

#### Action:

#### Title: Adoption of Amendments to Integrated Directional Signing Program (IDSP) Participation Criteria (24VAC30-551)

**WHEREAS**, the Integrated Directional Signing Program (IDSP) Participation Criteria, 24VAC30-551, provides uniform directional guidance for motorists to essential services and attractions throughout the Commonwealth and facilitates motorist awareness of and accessibility to historical, cultural, or commercial attractions by serving as the umbrella for the Specific Travel Services Signs, Tourist-Oriented Directional Signs, Supplemental Guide Signs, and General Motorists Service Signs major signing programs and several special signing programs; and

**WHEREAS**, the Commonwealth Transportation Board (Board) adopted 24VAC30-551 pursuant to its general authority to make regulations found in § 33.2-210 of the *Code of Virginia* and the specific authority found in § 33.2-218 of the *Code of Virginia* to establish reasonable fees for participation in the IDSP and § 33.2-1220 of the *Code of Virginia* to make regulations governing the installation and maintenance of signs on state highways, including those related to the IDSP; and

**WHEREAS**, 24VAC30-551 was adopted by the Board on June 16, 2005, became effective on September 6, 2006, and has not been substantively amended since; and

**WHEREAS**, pursuant to the Virginia Administrative Process Act (APA), particularly in §§ 2.2 4007.1 and 2.2-4017 of the *Code of Virginia*, and Executive Order 19 (June 30, 2022), the

Board is required to perform a periodic review of each of its regulations at least once every four years, and thus, the Virginia Department of Transportation (VDOT) posted notice on the Virginia Regulatory Town Hall (Town Hall) on September 16, 2025, informing the public of the Board's intent to conduct such a review of 24VAC30-551, with no public comments received during the public comment period; and

**WHEREAS**, VDOT has completed the periodic review of 24VAC30-551 and determined that program growth, changes in standards under the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (11th Edition) and the *Virginia Manual on Uniform Traffic Control Devices* (11<sup>th</sup> Edition), which are incorporated under 24VAC30-315, and advances in technology necessitate revisions to the regulation to ensure consistency and clarity; and

**WHEREAS**, VDOT has proposed amendments to 24VAC30-551 (Attachment A) to modernize definitions; clarify participation criteria; update operational policies and participation fees; and improve accessibility, administrative clarity, and alignment with other Commonwealth and federal regulations; and

**WHEREAS**, VDOT has completed an Agency Background Document (Attachment B) to be filed on Town Hall in conjunction with the action to amend 24VAC30-551 and has also completed a Periodic Review Report of Findings document to be filed on Town Hall (Attachment C) reflecting that the disposition of the review is to amend the regulation.

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board hereby readopts 24VAC30-551, the Integrated Directional Signing Program (IDSP) Participation Criteria, with the inclusion of the proposed amendments as reflected in Attachment A.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board requests that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the amendment of 24VAC30-551, including posting the associated Agency Background Document (Attachment B) to Town Hall.

**BE IT FURTHER RESOLVED**, that the Commonwealth Transportation Board approves and adopts the Periodic Review Report of Findings (Attachment C) for 24VAC30-551 with the proposed disposition to amend the regulation, and directs the Commissioner of Highways, or his designees, to take all actions necessary to complete the periodic review.

#####

## Commonwealth Transportation Board (CTB) Decision Brief

### Adoption of Amendments to Integrated Directional Signing Program (IDSP) Participation Criteria (24VAC30-551)

**Issue:** The Virginia Department of Transportation (VDOT) conducted a periodic review, in compliance with the requirements of the Virginia Administrative Process Act (APA), Executive Order (EO) 19 (June 30, 2022), and Office of Regulatory Management procedures, of the Integrated Directional Signing Program (IDSP) Participation Criteria, 24VAC30-551. Through this review, VDOT identified several necessary changes to the regulation. VDOT is now recommending that the CTB approve the periodic review proposed disposition to amend the regulation and advance specific amendments to the regulation.

**Facts:** Pursuant to the resolution titled *Integrated Directional Signing Program*, adopted on June 16, 2005, the CTB approved the criteria for participation in and fees for the Integrated Directional Signing Program, filed as 24VAC30-551 in the *Virginia Administrative Code*. The CTB's general authority to adopt regulations is provided in § 33.2-210 of the *Code of Virginia*. Section 33.2-218 of the *Code of Virginia* authorizes the CTB to “establish reasonable fees to be collected by the Commissioner of Highways from any qualified entity for the purpose of participating in the Integrated Directional Sign Program (IDSP) administered by the Department or its agents that is designed to provide information to the motoring public relating to gasoline and motor vehicle services, food, lodging, attractions, or other categories as defined by the IDSP.” Section 33.2-1220 of the *Code of Virginia* states that the CTB “may issue regulations and is authorized to enter into agreements with the United States as provided in 23 U.S.C. § 131 with respect to the regulation and control of signs, advertisements, and advertising structures in conformity with § 33.2-1217...”

The IDSP provides uniform directional guidance for motorists to essential services and attractions throughout the Commonwealth and facilitates motorist awareness of and accessibility to historical, cultural, or commercial attractions by serving as the umbrella for the Specific Travel Services Signs, Tourist-Oriented Directional Signs, Supplemental Guide Signs, and General Motorists Service Signs major signing programs and several special signing programs. The regulation became effective on September 6, 2006, and has not been substantively amended since.

Pursuant to the Virginia Administrative Process Act (APA), particularly in §§ 2.2 4007.1 and 2.2-4017 of the *Code of Virginia*, and EO 19, the CTB is required to perform a periodic review of each of its regulations at least once every four years. VDOT posted notice on the Virginia Regulatory Town Hall (Town Hall) on September 16, 2025, informing the public of the Board's intent to conduct such a review of 24VAC30-551. No public comments were received during the public comment period held for the periodic review.

VDOT completed the periodic review of 24VAC30-551 and determined that program growth, changes in standards under the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (11th Edition) and the *Virginia Manual on Uniform Traffic Control Devices* (11<sup>th</sup> Edition), which are incorporated under 24VAC30-315, and advances in technology necessitate revisions to the regulation to ensure consistency and clarity. VDOT has proposed amendments to 24VAC30-551 (Attachment A) to modernize definitions; clarify participation criteria; update operational policies and participation fees; and improve accessibility, administrative clarity, and alignment with other Commonwealth and federal regulations.

VDOT has completed an Agency Background Document (Attachment B) to be filed on Town Hall in conjunction with the regulatory action to amend 24VAC30-551. VDOT has also completed a Periodic Review Report of Findings document (Attachment C) to be filed on Town Hall reflecting that the disposition of the review is to amend the regulation. VDOT is now seeking approval from the Board to move forward with finalizing the periodic review and promulgating the amendments to 24VAC30-551.

**Recommendations:** VDOT recommends adoption of the proposed regulatory amendments to 24VAC30-551 and approval and adoption of the Periodic Review Report of Findings for 24VAC30-551 with the proposed disposition to amend the regulation.

**Action Required by CTB:** The *Code of Virginia* § 33.2-210, requires the majority vote of the CTB to adopt regulations governing the use of highways under its jurisdiction. A resolution will be presented for the CTB to (i) readopt the Integrated Directional Signing Program (IDSP) Participation Criteria, 24VAC30-551, with the inclusion of the proposed amendments as reflected in Attachment A, (ii) request that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the amendment of 24VAC30-551, including posting the associated Agency Background Document (Attachment B) to Town Hall, and (iii) approve and adopt the Periodic Review Report of Findings (Attachment C) for 24VAC30-551 with the proposed disposition to amend the regulation and direct the Commissioner of Highways, or his designees, to take all actions necessary to complete the periodic review.

**Result, if Approved:** VDOT staff will take all necessary actions to effectuate the adoption of the amendments to 24VAC30-551 as may be required under the Administrative Process Act. VDOT staff will also complete the periodic regulatory review of 24VAC30-551.

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

**Public Comments/ Reaction:** No public comments were received during the 21-day public comment period held in conjunction with publication of the Notice of Periodic Review for 24VAC30-551 in the *Virginia Register of Regulations*.

Project 8529 - Exempt Final

Department of Transportation

Amend IDSP

Chapter 551

Integrated Directional Signing Program (Idsp) Participation Criteria

24VAC30-551-10. Definitions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

~~the limits of the main campus.~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

highways.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

do not have limited access.

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

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

"VDOT" means the Virginia Department of Transportation.

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

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

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

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

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

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

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

and shall:

1. Meet the appropriate criteria/eligibility requirements for the type of facility;
2. Comply with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped;
3. Furnish the necessary panels displaying the name, symbol or trademark of the facility fabricated according to the specifications of VDOT, at no cost to VDOT. ( The facility is free to may select any fabricator of its choosing for the panels -> ) ; and
- ~~4. Agree to abide by all rules, regulations, policies, procedures and criteria associated with the program, including the bumping policy in 24VAC30-551-60; and~~
- ~~5. Agree that in any cases of dispute or other disagreement with the rules, regulations, policies, procedures and criteria or applications of the program, the decision of the State Traffic Engineer shall be final and binding.~~
4. Sign and comply with the terms of an IDSP participation agreement.

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

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

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

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

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

	12 consecutive hours per day, six days per week (7 a.m.) Menu conspicuously displayed Hours displayed visible to customer prior to entering the business	
LODGING	Three miles max State Board of Health permit 10 or more rooms for rent Off-street parking for each room 24 hours per day, seven days per week	All of Category I, except four or more rooms for rent
CAMPING <sup>(2)</sup>	15 miles max State Board of Health permit 10 or more camping units Off-street parking for each unit 24 hours per day, seven days per week	
ATTRACTIONS <sup>(2)</sup>	All criteria referenced in subsection D of this section.	
<b>FULL SERVICE FOOD</b> (Experimental Program—If the experiment proves positive, it is the intent of VDOT to have the full service food program as permanent part of the IDSP on a statewide basis)	Interchanges: I-64 Exit 124 I-81 Exit 118 I-81 Exit 150 I-81 Exit 264 I-95 Exit 92 I-95 Exit 126 I-95 Exit 143	I-64 Exit 94 I-64 Exit 180 I-81 Exit 247 I-81 Exit 283 I-81 Exit 313 I-85 Exit 12 I-95 Exit 130
	All FOOD CATEGORY I criteria and: <del>Indoor seating for 100 adults</del> <del>Full sit down table service with wait staff</del> <del>Public restroom facilities</del> <del>Full breakfast menu—see full service food definition in 24VAC30-551-10.</del>	
(1) Signage for establishments open 24 hours per day may include indication of continuous operation.		
(1a) <del>Effective August 1, 2005, two</del> Two spaces are reserved for establishments with 24-hour-per-day, seven-days-per-week operations.		
(2) At locations where four or more attractions facilities desire to participate in the Logo Program, camping will be limited to a maximum of two spaces. Camping logos existing on September 16, 2004,		

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

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

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

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

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

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

1. Not be currently using other supplemental guide signs at the same location as the Logo mainline or trailblazer signing;
2. Have licensing or approval, where required;
3. Provide sanitary public restroom facilities;
4. Be in continuous operation at least eight hours per day, five days per week during the normal operating season for the type of business (except this requirement shall not apply to certain facilities such as ~~arenas~~, auditoriums, arts/crafts centers, civic centers, stadiums, drive-in theaters, and flea markets);
5. Be located within 15 miles of the interchange ~~and must provide written directions or have adequate signage to direct motorists back to their original route of travel~~ ;
6. Provide adequate parking to accommodate normal traffic volumes for the facility;
7. For a winery, brewery, distillery, or cidery, be in continuous operation at least six hours per day, five days per week and offer tours of the production process during the posted hours of operation;  
and

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

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

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

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

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

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

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

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

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

**Commented [GALA16]:** Text added for clarity.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Is located within three miles of the intersection of a nonlimited access state primary or secondary system highway where the initial TODS panel is to be located; and
2. Meets the ~~Specific Travel Services~~ ( Logo ) Signing Program—Category II criteria for its respective type of facility and agrees to be bumped in accordance with the bumping policy for a Category II facility.

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

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

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

	<u>Cidery</u> Distillery Farm market	Winery
Schools	<u>Colleges &amp; universities (main campus or satellite campus facilities)</u> <u>College and university - main campus</u> <u>College and university - satellite campus</u>	
Trails	DGIF Birding & Wildlife Civil War trail Virginia Wine wine trail <sup>(3)</sup> Others as approved by VDOT	
Other	Conference center Power plant Research facility <u>Tourist information center</u> <u>Welcome center</u>	
TODS PROGRAM ACCEPTABLE SITES Category II		
All Types	Gas, food, lodging	
(1) VDOT shall waive the <u>minimum</u> requirements and conditions of participation in the TODS Program as may be necessary to provide adequate signage for facilities maintained by the agencies within Virginia's Natural Resources Secretariat. <del>The requirements and conditions that may be waived include, but are not limited to, (i) the required proximity of a facility to an initial sign structure and (ii) the limitation that signage be provided only at the nearest primary highway.</del>		
(2) Shall not be a franchise or part of a national chain. Food Category II can be a franchise or part of a national chain.		
(3) <u>Each winery on a wine trail qualifying for the TODS program must meet the hours of operation and licensing requirements for the TODS program. The driving distance between one winery and the next wine trail facility shall not be greater than 15 miles. To be eligible for participation in the TODS program, the first and last facilities on a wine trail must be located within 15 miles of the intersection of a non-controlled access state primary or secondary system highway where the initial TODS panel is to be located.</u>		

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

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

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

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

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

**Commented [GALA21]:** Text added for clarity.

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

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

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

- Supplemental guide signs shall be limited to two structures per interchange or intersection per direction with no more than two destinations per sign structure, except as noted in subdivision 2 of this subsection. When there is excessive demand over available space for new supplemental guide signing, VDOT, in consultation with the affected jurisdiction, shall determine which facilities will be listed on the signs.
- All supplemental guide signs in place as of September 15, 2004, will be "grandfathered" into the program and may be repaired or replaced as necessary, except if the facility closes, ~~relocates,~~ or fails to comply with the criteria under which it originally qualified, the signs will be removed. A grandfathered supplemental guide sign may only relocate to a limited access highway if the existing sign is located on a limited access highway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Be open to the general public on a continuous basis either year-round or during the normal operating season for the type of facility. Closings for the observance of official state holidays are allowed;
2. Comply with all applicable laws concerning the provision of public accommodations without regard to age, race, religion, color, sex, national origin, or accessibility by the physically handicapped; and
3. Sign and comply with the terms of an IDSP participation agreement.

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

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

Criteria Summary	
GAS FUEL <sup>(1) (2)</sup>	Three miles max Fuel, oil, tire repair (or info), <u>compressed air</u> , <del>free water</del> Public restroom <u>with washroom and toilet of sanitary construction</u> <del>Drinking water and cups</del> 16 hours per day, seven days per week
FOOD <sup>(1)</sup>	Three miles max State Board of Health permit Indoor seating for 20 adults 12 hours per day, six days per week (7 a.m.) Menu Hours displayed
LODGING <sup>(1)</sup>	Three miles max State Board of Health permit 10 or more rooms for rent Off-street parking for each room 24 hours per day, seven days per week
CAMPING	15 miles max State Board of Health permit 10 or more camping units
HOSPITAL	<u>Within 15 miles of requested interchange or intersection</u> Continuous public emergency care Medical doctor on duty 24 hours per day, seven days per week
(1) <del>General motorist services signs</del> GMSS will not be installed and may be removed at an interchange or intersection if there is adequate space for the installation of either <del>specific travel services ( Logo ) signs</del> or <del>tourist-oriented directional TODS signs</del> , as appropriate.	
(2) <u>Facilities with alternative fuel stations approved by the Virginia Department of Energy may qualify for a VDOT and FHWA approved symbol under the GMSS program if they satisfy the other criteria listed for the program except the selling of gasoline and oil. The participating facility is responsible for the application fees, initial fabrication and installation. GMSS will not be erected at locations that Logo signs or TODS signs currently indicate a specific type of alternative fuel that is already being displayed on a participating facility's sign as a supplemental message (see 24VAC30-551-95 for additional information).</u>	

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

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

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

B. Special programs are subject to the following criteria:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIFIC TRAVEL SERVICES (LOGO) SIGNING PROGRAM Annual Participation Fees		
Signing	Average Daily Traffic	
	High Volume <sup>(1), (2)</sup>	Regular
Main line	\$1,000	\$800
Trailblazer <sup>(3)</sup>	\$150	\$150
Switchout (per occurrence) <sup>(4)</sup>	\$90	\$90
(1) High volume--40,000 average daily traffic (ADT) or more in both directions on any leg of the interchange.		
(2) A nonprofit entity may elect to pay the regular rates and be classified as a Category II.		
(3) A Logo trailblazer sign on a TODS panel will be charged the Logo trailblazer fee.		
(4) Defined as replacing a Logo panel due to a design change.		

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

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

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

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

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

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

1. Fees for participating commercial entities are as follows:

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

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

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

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

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

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

Fees	
Annual Fee	Application Fee
\$0	\$250



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**Exempt Action: Final Regulation  
Agency Background Document**

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

This information is required for executive branch review pursuant to Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19. In addition, this information is required by the Virginia Registrar of Regulations pursuant to the Virginia Register Act (§ 2.2-4100 et seq. of the Code of Virginia). Regulations must conform to the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code*.

**Brief Summary**

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

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

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

## Mandate and Impetus

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

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

## Statement of Final Agency Action

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

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On \_\_\_\_, 2026, the Commonwealth Transportation Board adopted final amendments to the Integrated Directional Signing Program (IDSP) Participation Criteria, 24VAC30-551.



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## Periodic Review and Small Business Impact Review Report of Findings

<b>Agency name</b>	Commonwealth Transportation Board
<b>Virginia Administrative Code (VAC) Chapter citation(s)</b>	24VAC30-551
<b>VAC Chapter title(s)</b>	Integrated Directional Signing Program (IDSP) Participation Criteria
<b>Date this document prepared</b>	_____, 2026

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

## Acronyms and Definitions

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

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

## Legal Basis

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

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

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

**Alternatives to Regulation**

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

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

**Public Comment**

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

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No public comments were received during the public comment period.

**Effectiveness**

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

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

**Decision**

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

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

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

### **Small Business Impact**

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

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

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# BIDS FOR JUNE CTB ACTION MEETING

| Kerry Bates, P.E.

June 16, 2026

# Order No. A36 – SALEM – UPC 119458

<b>SCOPE:</b>	SMART SCALE – ROUNDABOUT
<b>LOCATION:</b>	PULASKI COUNTY
<b>BIDS:</b>	6
<b>LOW BID:</b>	\$7,803,585.00 (within)
<b>CONTRACTOR:</b>	BRANCH CIVIL, INC. (ROANOKE,VA)



## **June 2026 CTB Meeting**

A36

**0611-077-784, C501**

**Pulaski County**

This Salem District project will improve safety and operations at the intersection of Rte. 611, Rte. 643 and Newbern Heights Dr. The project includes installation of a new roundabout intersection, two new box culverts and associated paving, drainage, and signage.

This project is funded by the Smart Scale program. The Environmental Division reviewed the project and obtained all required permits. VDOT and Pulaski County acquired right of way and adjusted impacted utilities except for water, which will be relocated in-plan. Impacted utilities include power, fiber, gas, and water.

Fixed Completion Date: May 12, 2028

Bid Amount: Greater Than 5 Million

# CTB BALLOT

Report created on : 5/28/26

Letting Date: 5/27/2026

## AWARD

### URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
A36	119458	FROM: 0.17 MI. W. OF INT. COUGAR TRAIL RD.	BRANCH CIVIL, INC.	6	\$7,803,585.00	\$9,500,559.89	Within
	0611-077-784, C501, D652, D653	TO: 0.07 MI. E OF INT. COUGAR TRAIL RD.	ROANOKE				
	STP-077-2(369)	PULASKI	VA				
	Construction Funds	SALEM DISTRICT					
		SMART SCALE - ROUNDABOUT					

**1 Recommended for AWARD \$7,803,585.00**