



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
October 13, 2026
11:00 a.m.

Public Comments:

Approval of Minutes:

September 16, 2026

LOCAL ASSISTANCE DIVISION:

Presenting: Terry Short
Division Director

1. Action on Policy and Guidelines for the Revenue Sharing Program (2026).
2. Action on Economic Development Access Fund Policy (2026 Revision).
3. Action on Airport Access Fund Policy (Revision).

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Allan Eye
Deputy Director

4. Action on Policy for the Implementation of State Transit Capital Prioritization.
5. Action on Policy for State Transit Operating Assistance Funding Formula Allocation.
6. Action on Policy for the Implementation of the Transit Ridership Incentive Program.
7. Action on Washington Metropolitan Area Transit Authority Annual Reporting, Fiscal Year 2026.

8. Action on Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority.

Presenting: Mike Todd
Director, Rail Programs

9. Action on Policy for the Rail Industrial Access Program.

RIGHT OF WAY AND UTILITIES DIVISION:

Presenting: Lori Snider
Division Director

10. Action on Limited Access Control Change Route 60 and Route 15, Buckingham County located within the Lynchburg District.

LOCATION AND DESIGN:

Presenting: Richard Worssam, P.E.
Assistant State
Location & Design Engineer

11. Action on Limited Access Control Changes I-64 Denbigh Boulevard Interchange Phase 1 City of Newport News Located within the Hampton Roads District.
12. Action on Location Approval for the University Boulevard Extension (Devlin Road to Wellington Road) Located within the Northern Virginia District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Deanna Oware
Chief Financial Officer

13. Action on FY2027-FY2032 SYIP Project Updates General Fund Transit Capital.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Jason Robinson
Division Director

14. Action on SMART SCALE Project Cancellation, Southside Bicycle and Pedestrian Improvements (UPC 123054) Located within the Hampton Roads District.
15. Action on SMART SCALE Project Cancellation, Monticello Ave - Richmond Rd - Lafayette St Roundabout (UPC 115505) Located within the Hampton Roads District.
16. Action on FY2027-2032 Six-Year Improvement Program Transfers for August 22, 2026, through September 18, 2026.
17. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2027-2032.

18. Action on Adoption of Updated Six-Year Improvement Program Development and Management Policy.

OFFICE OF PUBLIC PRIVATE PARTNERSHIPS:

Presenting: Faizan Habib
Director

19. Action on 2026 Virginia PPEA Implementation Manual and Guidelines.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Chad Tucker
Program Manager

20. Action to Approve the Locations Selected for Study in the Project Pipeline Program.

SCHEDULING AND CONTRACT:

Presenting: Kerry Bates, P.E.
State Construction Engineer

21. Bids.

NEW BUSINESS:

ADJOURNMENT:

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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

October 13, 2026

MOTION

Made By:

Seconded By:

Action:

Title: Policy and Guidelines for the Revenue Sharing Program (2026)

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

WHEREAS, on July 18, 2023, the Board adopted a revised policy and approved revised guidelines for the Revenue Sharing Program (Revenue Sharing Policy and Revenue Sharing Program Guidelines, respectively); and

WHEREAS, the Department has conducted an evaluation of the Revenue Sharing Policy and has made recommendations for revisions to the Revenue Sharing Program Policy and Guidelines; and

WHEREAS, it is the sense of the Board that the existing Revenue Sharing Program Policy and Guidelines should be revised to ensure more efficient and effective utilization of Program allocations with the intent to prioritize fully funding projects to the maximum extent possible and to ensure Board policy is consistent with and supports Program needs; and

WHEREAS, it is the sense of the Board that the Revenue Sharing Program Guidelines, having been duly established pursuant to § 33.2-357 of the *Code of Virginia*, should be administered consistent with the guidelines for other similar funding programs, with authority for future administrative updates or updates consistent with approved Board policy delegated to the

Commissioner of Highways or his designees.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the following revised Revenue Sharing Policy to govern the use of revenue sharing funds pursuant to § 33.2-357 of the *Code of Virginia*:

1. The Revenue Sharing Program shall provide a matching allocation up to \$5 million to any county, city or town for projects designated by the locality for improvement, construction, maintenance, or reconstruction of highway systems within such locality with up to \$2.5 million for use by the county, city or town for maintenance projects for highway systems within such county, city or town. The maximum total matching allocation, including transfers, that the Board may approve per project shall not exceed \$10 million.
2. Revenue Sharing funds shall be prioritized and allocated in accordance with the provisions of § 33.2-357 B of the *Code of Virginia* and the Revenue Sharing Program Guidelines, with the intent to prioritize and provide sufficient funding to fully fund eligible Revenue Sharing requests to the maximum extent possible, thereby minimizing the need for partially funded or pro-rated project awards.
3. Applications for Revenue Sharing allocations shall be accepted by the Department on a biennial cycle, with project allocation approval being made by the Board on even numbered years. Applications for program funding must be made by resolution of the governing body of the jurisdiction requesting the funds. A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with a supporting resolution from the governing body of the adjacent locality. Towns not maintaining their own streets are not eligible to receive Revenue Sharing Program funds directly; their requests must be included in the application of the county in which they are located. All requests must include a priority listing of projects.
4. Allocations no longer necessary for the completion of the project for which the funding has been applied (surplus Revenue Sharing allocations) shall be made available statewide to support projects in deficit, within the allocation limits established by the Board, and to supplement the biennial project selection and allocation process. Surplus Revenue Sharing allocations may be redistributed to existing Revenue Sharing projects in accordance with the most current Six-Year Improvement Program (SYIP) transfer process and in accordance with administrative procedures established in the Revenue Sharing Guidelines. Competing requests will be prioritized with deficit projects at award having highest priority, deficit projects at advertisement being next priority, deficit projects in or having completed construction as third priority, and then all other eligible requests. The Department shall establish review procedures to ensure appropriate actions are taken to reduce costs and ensure the project is appropriately advancing before recommending any such transfers.
5. A balance entry account shall be established to ensure appropriate reserves are available

to support deficit Revenue Sharing projects advance to construction and complete construction. A minimum of \$5M shall be retained in the account but may be adjusted to account for the needs of the program and after notification to the Board.

6. The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered; however, if the estimated project cost exceeds the Revenue Sharing Program funding request, the locality must identify other funding sources and commit locality funding amounts as necessary to complete the project. Projects receiving Revenue Sharing funds shall be initiated and at least a portion shall be expended within one year of the allocation. For any project that has not been initiated within one year, the Board has the discretion to defer consideration of future allocations until the project moves forward. If a project having funds allocated under this program has not been initiated within two subsequent fiscal years of allocation, the funds may be reallocated at the discretion of the Board. Locally administered projects may be deallocated if a project administration agreement has not been executed by the locality within six months after transmittal to the locality.

BE IT FURTHER RESOLVED that the Board supports funding the Revenue Sharing Program at a minimum of \$100 million annually and supports funding in greater amounts to the extent permissible under subsection D of § 33.2-357, which provides that, subject to appropriation, the total Commonwealth funds allocated by the Board for the Revenue Sharing Program shall not exceed the greater of \$100 million, or seven percent of funds available for distribution pursuant to subsection D of § [33.2-358](#) prior to the distribution of funds for Revenue Sharing.

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

BE IT FURTHER RESOLVED that the Board delegates to the Commissioner of Highways the authority to approve future administrative updates to the Revenue Sharing Program Guidelines and updates to conform the Guidelines to the approved Revenue Sharing Policy.

BE IT FURTHER RESOLVED that the Board hereby rescinds its prior resolution, titled “Policy and Guidelines for the Revenue Sharing Program (2023),” provided however, that nothing herein is intended to invalidate any actions previously taken pursuant to that resolution, including pursuant to the policies or guidelines thereby adopted.

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CTB Decision Brief

Policy and Guidelines for the Revenue Sharing Program (2026)

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

Facts: Section 33.2-357 of the *Code of Virginia* requires the Board to establish Revenue Sharing program guidelines. The proposed policy revision seeks to implement funding updates, implement project delivery expectations, and delegate future Revenue Sharing Guidelines updates to the Commissioner of Highways.

VDOT has conducted an evaluation of the Revenue Sharing program and determined that updates are needed to ensure that Revenue Sharing applications are fully funded, to the maximum extent possible, and that clear project delivery expectations are needed to ensure projects progress on schedule. These changes do not modify the type of projects which may be eligible for Revenue Sharing funding.

Recommendation: VDOT recommends that the revised Revenue Sharing Policy and accompanying Revenue Sharing Program Guidelines be approved by the CTB and become effective immediately after CTB approval. VDOT also recommends that the CTB delegate authority to the Commissioner of Highways to approve future administrative updates to the Revenue Sharing Program Guidelines and updates to conform the Guidelines to the approved Revenue Sharing Policy.

Action Required by CTB: A majority vote of the CTB is required to establish policy and guidelines for the purpose of distributing and administering revenue sharing program funds allocation by the CTB.

Result, if Approved: The revised Revenue Sharing Policy and Revenue Sharing Program Guidelines will become effective immediately after CTB approval. The Commissioner of Highways will approve future administrative updates to the Revenue Sharing Program Guidelines and updates to conform the Guidelines to the approved Revenue Sharing Policy.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT conducted an online survey to gauge local government support for the recommended changes. The survey reflected general support for the proposed revisions.



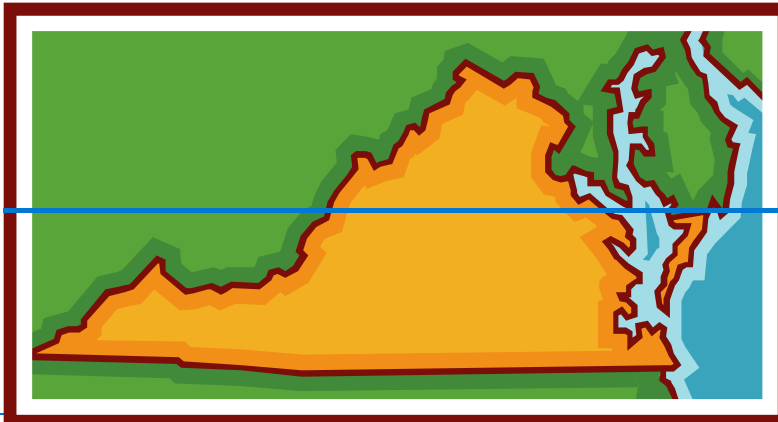
Revenue Sharing

Local Assistance Division



Revenue Sharing Program Guidelines

2023



1.1.1.1

For further information, contact

Local VDOT Manager
or

Local Assistance Division
Virginia Department of Transportation
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VDOT GOVERNANCE DOCUMENT



VIRGINIA DEPARTMENT OF TRANSPORTATION LOCAL ASSISTANCE DIVISION

REVENUE SHARING PROGRAM GUIDELINES

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

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

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

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

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

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REVENUE SHARING PROGRAM GUIDELINES

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21 DEFINITIONS

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

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

Eligible Project means work including construction, reconstruction, improvement, or maintenance and eligible street additions for which Revenue Sharing Program funds are available. Work must be on roadways ~~that are~~ currently maintained by VDOT or on roadways ~~that are~~ currently maintained by a locality and for which the locality is receiving maintenance payments from VDOT or roads meeting new road or rural addition qualification. For funding purposes, a single construction project is defined as a project with ~~termini that are both~~ logical and independent termini. Projects cannot be segmented ~~in order~~ to qualify for additional Revenue Sharing allocations. Multiple, similar scope project activities performed across a locality, commonly referred to as City/Town/County-wide projects, are eligible projects, subject to the limitations outlined in Section- 55, Application for Funds.

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

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

Locality Capital Improvement Plans or Capital Improvement Program (CIP) means any plan ~~utilized by the locality that identifies, prioritizes or allocates funding for specific eligible projects in that locality~~ developed and adopted by a locality in accordance with § 15.2-2239. For locality-wide projects, specific ~~Specific project~~ locations must be identified in the CIP ~~Capital Plan to be eligible for Revenue Sharing Projects~~ funding.

Matching Allocations ~~are means funds allocated by the Commonwealth Transportation Board (CTB) which match a locality's contribution, on a dollar-for-dollar basis, provided by the Commonwealth for which are allocated to~~ eligible items of work ~~in participating localities to supplement, on a dollar-for-dollar basis, to match the locality's contribution for eligible projects, within the limits established by the CTB.~~ Funding provided through other VDOT funding programs cannot be used to match Revenue Sharing Program funds. If the a locality uses other non-VDOT grant funds as a match, the locality must determine if the work being performed is eligible under those non-VDOT programs and the locality is required to meet the requirements of those programs. Proffers, including any developer or third-party contributions conditioned upon or tied to Revenue Sharing project approval, are not eligible sources of match or funding and are explicitly prohibited under this program.



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

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

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

Project Initiation, or Initiated, means that at least one -meaningful-reimbursement request has been submitted by a locality and processed by the VDOT, and that all consultant procurement steps have been completed.

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

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

Six-Year Improvement Plan-Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years. The SYIP is updated annually and is the means by which the CTB meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year. means either the Six Year Improvement Program for Interstate, Primary, and Urban Systems, developed by VDOT and the Commonwealth Transportation BoardCTB; or the Secondary Six Year Plan, the official listing of improvements to be constructed on the secondary system, which is developed jointly by the Virginia Department of Transportation (VDOT) and the county governments (§ 33.2-332).

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



32 PURPOSE

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

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

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



43 ELIGIBLE WORK

4.43.1 OVERVIEW

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

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

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

When supplemental funding is ~~additional allocations are determined to be necessary needed~~ to fully fund ~~completely finance~~ a project listed in the adopted Six-Year Improvement Program (SYIP), ~~at the~~ locality may request additional funding through the normal application process ~~that the anticipated deficit be financed by the Revenue Sharing Program through the normal application process.~~

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

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

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

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

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

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

4.4.53.1.5 New hard surfacing (Paving)

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



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

4.1.63.1.6 New roadway

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



54 FUNDING LIMITATIONS

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

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

~~Revenue Sharing application funding will be allocated in accordance with the prioritization process stated in § 33.2-357. Submitted applications shall be fully funded to the current estimate in order to be added to the Six Year Improvement Program (SYIP). All estimates will be reviewed and validated by VDOT staff during the application process. If there are disagreements pertaining to the proposed cost estimates between an applicant and VDOT, the relevant VDOT District Engineer will provide a recommendation to the Local Assistance Division Director for final approval of any proposed project costs to be included in the application. In accordance with Virginia Code requirements, priority will be given first to construction projects that have previously received Revenue Sharing funding. After funding those requests, priority will be given to projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or to projects that can accelerate advertisement of a project in a locality's capital improvement plan. After these projects have been funded, projects that address pavement resurfacing and bridge rehabilitation where the maintenance analysis determines the infrastructure does not meet the Department's maintenance performance target will be funded. The condition ratings that define the Department's maintenance performance targets are described in detail in Appendix C of these Guidelines. In order to appropriately evaluate a request for a maintenance project with pavement or a structure below the Department's maintenance performance targets, the locality is responsible for providing the appropriate documentation to confirm the deficiency. This documentation is to be provided by the application submittal deadline.~~

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

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

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

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

- ~~Locality cumulative requests up to a total of \$1 million will be evaluated first and funded first.~~
- ~~Locality cumulative requests partially funded under the previous step will be evaluated and fully funded next.~~
- ~~Locality cumulative requests for projects in the existing SYIP will be evaluated and fully funded next.~~
- ~~Locality cumulative requests for projects recommended as the preferred alternative in a local/regional study or technical memorandum will be evaluated and fully funded next.~~
- ~~All remaining locality cumulative requests will be evaluated and fully funded next.~~
- ~~Locality cumulative requests over \$1 million and up to \$5 million per fiscal year (\$10 million per biennial cycle) will be evaluated next and funded next.~~

Priority 3 – Projects that address deficient pavement resurfacing and bridge rehabilitation (as described in [Appendix AD](#)).



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

⊖ **Note: Projects that address deficient pavement resurfacing and bridge rehabilitation will be considered as Priority 3 even if included in a locality's CIP.**

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

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

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

Note: The Revenue Sharing application process prioritizes fully funding applications. Local funds committed in ing submitted with a full application or through an increased commitment of local funds upon locality acceptance of a pro-rated award amount cannot be replaced with Revenue Sharing funds through a future application or transfer process.



65 APPLICATION FOR FUNDS

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

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

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

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

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

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

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

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



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

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



7.6 APPROVAL AND IMPLEMENTATION

7.16.1 APPROVAL

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

The ~~Commonwealth Transportation Board~~CTB approves the statewide Revenue Sharing Program, including allocations to specific projects in consideration of each locality's request. ~~The Commissioner of Highways, or his designee, may approve transactions, such as locality/state agreements, for Revenue Sharing Program projects prior to Commonwealth Transportation Board approval; however, no project work can be conducted for which reimbursement from the requested Revenue Sharing Program funds is expected prior to approval of Revenue Sharing Program allocations by the CTB.~~In accordance with the requirements of the Virginia Code and the LAP Manual, a project administration agreement ~~(PAA) between VDOT and the locality must be executed before a locality or VDOT begins work begins on a Revenue Sharing project.~~will be necessary. ~~Theat PAAagreementagreement~~ establishes general roles and responsibilities of both the ~~Departmentfor both VDOT and the locality.~~ The locality must execute the project administration agreement~~PAAagreement~~ within ~~six months~~ninety (90) ~~days~~six (6) months of receipt of the agreement by the ~~Department~~from VDOT. Failure to execute the agreement within this time frame ~~can~~may result in deallocation of project funding. ~~Costs incurred prior to the CTB's approval of Revenue Sharing program allocations are not eligible for reimbursement.~~

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

7.26.2 IMPLEMENTATION

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

7.2.16.2.1 VDOT-administered work

~~Project agreements for VDOT-administered projects will. After approval of the annual statewide Program allocation, the Local Assistance Division, working with the designated local VDOT Manager, will~~VDOT will prepare the appropriate agreement for execution by both the locality and VDOT prior to incurring any costs to be financed from Revenue Sharing Program funds. ~~VDOT-administered PAAs will include a payment schedule, which~~ that outlines when VDOT will invoice a



locality for ~~their~~ share of the project cost. Upon execution of the agreement, VDOT will provide an invoice to the locality for its share of the estimated cost of work to be performed. The ~~local~~ matching funds ~~required for the preliminary engineering (PE) phase~~ must be collected prior to the beginning of work ~~beginning~~.

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

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

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

7.2.26.2.2 Locally administered work

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

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

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

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

7.2.36.2.3 Timely implementation of projects

~~It's expected that a~~All requests for Revenue Sharing funding ~~requests are~~expected to be for viable projects with work anticipated ~~to begin~~ in the fiscal year funding is programmed. Any project having funds allocated under this program shall be **initiated** within one year of programmed allocations. For any project ~~which that~~ has not been initiated or has not made



substantive progress within two years, the Revenue Sharing funds may be reallocated in accordance with the most recent CTB Allocation Transfer Process.

For Revenue Sharing projects to be considered “Initiated,” they must have met the following requirements, as applicable:

- At least one meaningful reimbursement request has been submitted to, and processed by VDOT
- All consultant procurement activities have been completed, and a contract or task order has been executed

All Revenue Sharing projects are expected to adhere to VDOT’s established Project Development timeframe benchmarks. Projects not in compliance will be addressed by Local Assistance Division staff through a pre-determined Revenue Sharing program mitigation plan.

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

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

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

6.2.4 Project cancellation

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



87 REDISTRIBUTION OF SURPLUS ALLOCATIONS

7.1 SURPLUS ALLOCATIONS

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

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

7.2 STATEWIDE PRIORITIZATION PROCESS

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

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

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

8.47.3 SUPPLEMENTAL ALLOCATIONS

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



~~APPENDIX A: § 33.2-357, CODE OF VIRGINIA~~

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

A. From revenues made available by the General Assembly and appropriated for the improvement, construction, reconstruction, or maintenance of the systems of state highways, the Board may make an equivalent matching allocation to any locality for designations by the governing body of up to \$5 million for use by the locality to improve, construct, maintain, or reconstruct the highway systems within such locality with up to \$2.5 million for use by the locality to maintain the highway systems within such locality. After adopting a resolution supporting the action, the governing body of the locality may request revenue-sharing funds to improve, construct, reconstruct, or maintain a highway system located in another locality or between two or more localities or to bring subdivision streets, used as such prior to the date specified in § 33.2-355, up to standards sufficient to qualify them for inclusion in the primary or secondary state highway system. All requests for funding shall be accompanied by a prioritized listing of specified projects.

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

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

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

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

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

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



APPENDIX B: CTB REVENUE SHARING POLICY



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2023

MOTION

Made By:

Seconded By:

Action:

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

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

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

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

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

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



APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS

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

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

Pavement Resurfacing Projects

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

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

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

Bridge Rehabilitation Projects

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



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

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

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



APPENDIX D

REVENUE SHARING APPLICATION PROCESS

Revenue Sharing Program Guidelines (2023)



APPLICATION PROCESS

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

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

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

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

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

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

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

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

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

Revenue Sharing Program Guidelines (2023)

Appendix D

DOT Manager of
approval of the

Commonwealth Transportation Board.



R

APPENDIX E

RESOLUTION

~~AFFIRMING COMMITMENT TO FUND THE LOCALITY SHARE OF PROJECTS
UNDER AGREEMENT WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION
AND PROVIDE SIGNATURE AUTHORITY~~

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

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

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

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

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



(locality seal)

Clerk of Court

Revenue Sharing Program Guidelines (2023)

Appendix E





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

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Economic Development Access Fund Policy (2026 Revision)

WHEREAS, the General Assembly has, from time to time, amended Section 33.2-1509 of the *Code of Virginia* relating to the fund for construction or improvement of access roads to economic development sites and public-use airports within the counties, cities, and towns of the Commonwealth; and

WHEREAS, the Board has also, from time to time, revised its policy for the administration of the Economic Development Access (EDA) Program pursuant to Section 33.2-1509 of the *Code of Virginia*; and

WHEREAS, the current policy was published and adopted in February 2022; and

WHEREAS, VDOT has recently reviewed the EDA program and the research shows that inflationary conditions have substantially eroded the purchasing power of an EDA grant since 2022 ; and

WHEREAS, VDOT and the Virginia Economic Development Partnership are recommending changes to the EDA policy that should improve a locality's ability to respond quickly to business attraction and expansion opportunities, and provide greater support for the program's goal of accelerating economic development opportunities and growth in the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board (CTB) hereby adopts the policy attached hereto and entitled *2026 Commonwealth*

Transportation Board Economic Development Access Fund Policy, dated October 13, 2026 to govern the use of economic development access funds pursuant to Section 33.2-1509, as amended, of the *Code of Virginia*.

BE IT FURTHER RESOLVED that the 2026 *Commonwealth Transportation Board Economic Development Access Fund Policy* shall become effective immediately and shall supersede all policies heretofore adopted by this Board governing the use of economic development access funds, and that the CTB further directs the Department to develop guidelines implementing this revised policy.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Economic Development Access Fund Policy (2026 Revision)

Issue: The Economic Development Access (EDA) Program provides funding to assist local governments with the design and/or construction of new access roads or the improvement of existing access roads to qualifying development sites. EDA Program funding is used to provide adequate access to development sites for qualifying businesses. A qualifying business must meet the Virginia Economic Development metric of a basic employer. Adequate access, in consideration of the type and volume of traffic anticipated to be generated by the subject site, may require the construction of a new roadway, improvement of an existing roadway, or both, to serve the designated site.

Facts: Section 33.2-1509 of the *Code of Virginia* provides funds to the Commonwealth Transportation Board (the Board) to be expended by the Board for “constructing, reconstructing, maintaining, or improving access roads within localities to economic development sites...”

The existing CTB policy governing the EDA Program was adopted in 2022. VDOT reviewed the EDA Program and determined that updates are needed to the 2022 policy to ensure that funds are allocated to the maximum extent possible and that they support the current cost to deliver eligible transportation infrastructure projects.

Recommendations: VDOT recommends that the CTB adopt the proposed Economic Development Access Fund Policy to ensure compliance with § 33.2-1509 of the *Code of Virginia* to update the application process, increase maximum allocation, provide design-only grants, reduce capital investment requirements for economically distressed localities and provide credit for capital investment for jobs created.

Action Required by CTB: A majority vote of the CTB is required to adopt the Economic Development Access Fund Policy and establish updated guidelines for the purpose of distributing and administering Economic Development Access Program funds.

Result, if Approved: The revised Economic Development Access Fund Policy will take effect immediately after CTB approval and will govern the EDA Program in accordance with § 33.2-1509 of the *Code of Virginia*.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None

2026 Commonwealth Transportation Board

Economic Development Access Fund Policy

GENERAL

1. The Commonwealth Transportation Board and the Department of Transportation (the Department) will consult and work closely with the Virginia Economic Development Partnership (VEDP) in determining the use of economic development road access funds and will rely on the recommendations of the VEDP in making decisions as to the allocation of these funds. In making its recommendations to this Board, the VEDP and the Department will take into consideration the impact of the proposed facility on the employment and tax base of both the area in which the facility is to be located and the Commonwealth of Virginia. Further, in developing guidelines for the use of the funds, the Board directs the Department to take into consideration, at a minimum, the following criteria: site readiness, transportation need, potential and/or predicted job creation, and economic stress of the community in which the project is proposed.
2. The use of economic development access funds shall be limited to: (a) providing adequate access to economic development sites on which new or substantially expanding manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity; (b) improving existing roads that may not be adequate to serve the establishments as described in (a); and (c) providing for costs associated directly with program administration and management of project requests prior to CTB approval with such costs not expected to exceed 1% of the allocation annually.
3. Economic development access funds may not be used for the construction of access roads to schools, hospitals, libraries, airports, armories, speculative office buildings, shopping centers, apartment buildings, professional offices, residential developments, churches, hotels, motels, or similar facilities, whether public or private. (Access roads to licensed, public-use airports, while provided for in the *Code of Virginia (COV)* Section 33.2-1509, are funded and administered separately)
4. No cost incurred prior to this Board's approval of an allocation from the economic development access fund may be reimbursed by such funds. Economic development access funds shall be authorized only after certification that the economic development establishment as listed or meeting the criteria as described will be built under firm contract, or is already constructed, or upon presentation of acceptable surety in accordance with paragraph A. of Section 33.2-1509 of *COV*.
5. Funds for economic development access road projects are to be used only for the physical construction and/or engineering of an access road necessary to support the traffic generated by a new or expanding qualified establishment. Access funds may be used to relocate existing utilities only to the extent the location of those utilities conflict with access road

construction. Economic development access funds shall not be used for the acquisition of rights of way. Where an existing economic development access road is part of the road system of the Department or the locality in which it is located, economic development access funds may be used to upgrade the existing road only to the extent required to meet the needs of traffic generated by new or expanding eligible establishments.

6. Economic development access funds shall not be used to construct or improve roads on a privately owned economic development site. Nor shall the construction of a new access road to serve any economic development site on a parcel of land which abuts a road constituting a part of the systems of state highways or the road system of the locality in which it is located be eligible for economic development access funds, unless the existing road is a limited access highway and no other access exists
7. In the event an economic development site has access according to the foregoing provisions of this policy, but it can be determined that such access is not adequate in that it does not provide for safe and efficient movement of the traffic generated by the eligible establishment on the site or that the site's traffic conflicts with the surrounding road network to the extent that it poses a safety hazard to the general public, consideration will be given to funding additional improvements. Such projects shall be evaluated on a case-by-case basis upon request, by resolution, from the local governing body. Localities are encouraged to establish planning policies which will discourage incompatible mixes such as industrial and residential traffic.
8. Prior to this Board's allocation of funds for such construction or road improvements to an eligible economic development establishment proposing to locate or expand in a county, city or town, the governing body shall by resolution request the access funds and shall be responsible for the preliminary negotiations with the eligible establishment and others interested. Engineers of the Department will be available for consultation with the governing bodies and others, and may prepare surveys, plans, engineering studies, and cost estimates, when requested and funded by the locality.

BOARD ALLOCATIONS

9. Allocations made available under this program may be for projects in Counties, Cities, or Towns which receive street maintenance payments under section 33.2-319 of COV. A town whose streets are maintained under either Section 33.2-339 or 33.2-340, of COV, shall be considered as part of the county in which it is located.
10. A locality may receive an unmatched allocation of economic development access funds up to \$250,000 in any fiscal year and an additional \$100,000 in economic development access funds matched dollar-for-dollar from funds not administered by this Board for a design-only project. The local governing body shall guarantee by bond or other acceptable surety that the plans will be developed to standards acceptable to the Department and will be completed to standards acceptable to the Department within 24 months of the allocation. The Department is authorized to provide design-only unmatched allocations up to \$100,000 without Board approval provided all other provisions of this policy are met and the Department provides the Board with an annual report of those allocations.
11. A locality may receive an unmatched allocation of economic development access funds up to \$1,250,000 in any fiscal year for the construction of an access road project or for the

combined design and construction of an access road project. The unmatched allocation may be supplemented with up to \$300,000 in economic development access funds, to be matched dollar-for-dollar from funds other than those administered by this Board. Such supplemental funds shall be considered only if the total estimated cost of eligible items for the economic development access improvement exceeds \$1,250,000.

12. No locality may receive allocations exceeding \$1,550,000 in a single fiscal year
13. If an eligible site is owned by a regional industrial facility authority, as defined in Section 15.2-6400 et seq., of the *Code*, funds may be allocated for construction of an access road project to that site without penalty to the jurisdiction in which the site is located. This provision may be applied to one regional project per fiscal year in any jurisdiction, with the same funding limitations as prescribed for other individual projects.
14. Notwithstanding the provisions herein, for Major Employment and Investment (MEI) projects as defined in Section 2.2-2260, of the *Code* and administered by the Virginia Economic Development Partnership, the locality may receive up to \$850,000 unmatched allocation and \$300,000 dollar for dollar matched allocation for a design-only project. The local governing body shall guarantee by bond or other acceptable surety that plans for a MEI project will be developed to standards acceptable to VDOT.
15. In addition, for projects utilizing economic development access funds to serve approved MEI projects, the locality may receive up to \$1,750,000 unmatched allocation and an additional \$1,250,000 matched allocation for a road construction project. Project allocations for a given MEI project may be cumulative for not more than two years.
16. Eligible items of construction and engineering shall be limited to those which are essential to providing an adequate facility to serve the anticipated traffic while meeting all appropriate CTB and state policies and standards. However, additional pavement width or other features may be eligible where necessary to qualify the road facility in a city or town for maintenance payments under Section 33.2-319, of the *Code*.
17. Except as provided for in paragraph 15 pertaining to MEI projects, it is the intent of the Board that economic development access funds not be anticipated from year to year. Unused eligibility cannot be allowed to accumulate and be carried forward from one fiscal year to another.
18. As a condition of the any economic development allocations for a construction or combined design and construction project, the locality must demonstrate that capital investment outlay of the eligible establishment and certain investment by the locality in the land and the building on the site occupied by the eligible establishment as follows:
 - a. Investments shall be five times or greater of the allocation for a locality that is not designated as a single or double distressed locality, as defined by VEDP in the year that the allocation is made, or
 - b. Investments shall be four times or greater of the allocation for a locality that is designated as a single distressed locality, as defined by the VEDP, in the year that the allocation is made, or

- c. Investments shall be three times or greater of the allocation for a locality that is designated as a double distressed locality, as defined by the VEDP, in the year the allocation is made.
19. Further, to encourage job creation in the establishment of such facilities, the Department shall consult with VEDP to establish an appropriate dollar value credit toward the required capital investment for jobs created.

BONDED (SPECULATIVE) PROJECTS

20. When an eligible establishment is not yet constructed or under firm contract and a local governing body chooses to guarantee by bond or other acceptable surety that such will occur, the maximum time limit for such bond shall be five years, beginning on the date of the allocation of the economic development access funds by the Commonwealth Transportation Board. At the end of the five-year period, the amount of economic development access funds expended on the project and not justified by eligible capital outlay of one or more eligible establishments acceptable to the Board shall be reimbursed to the Department of Transportation voluntarily by the locality or by forfeiture of the surety unless the locality elects to utilize the payback provisions outlined in paragraph 21.
21. At the end of the five year time bond period specified in paragraph 20 or at the termination of an extended bond period, rather than reimbursing the Department in full those funds expended on the project but not justified by eligible capital outlay, the locality may elect to extend the bond or other acceptable surety for another 4-year period and, on an annual basis, reimburse the Department 20% of those funds expended on the project but not justified by eligible capital outlay, with the first annual payment to be made on or before the 1st day of the new bonded period, until such time that 100% of the required reimbursement is provided or until the locality can document sufficient capital investment by an eligible establishment. The locality's bond or other acceptable surety may be reduced annually by the amount repaid to the Department. In the event that during the extended bonded period, the locality can document sufficient capital investment by an eligible establishment, the locality may request a refund of any reimbursements made to the Department. Such request may be granted if funds are available and on a first-come, first-served basis in competition with applications for economic development access funds from other localities. The Commonwealth Transportation Commissioner is directed to establish administrative procedures to assure the provisions of this policy and legislative directives are adhered to and complied with.



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

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Airport Access Fund Policy (Revision)

WHEREAS, the General Assembly has, from time to time, amended Section 33.2-1509 of the *Code of Virginia*, relating to the funds for the construction or improvement of access roads to economic development sites and public-use airports within the counties, cities, and towns of the Commonwealth; and

WHEREAS, these programs were established to help accelerate economic development opportunities and growth across the Commonwealth; and

WHEREAS, airport access funds granted to localities pursuant to Section 33.2-1509 of the *Code of Virginia* provide funding for projects that would otherwise not be competitive with other programs; and

WHEREAS, in 1996 the Commonwealth Transportation Board developed an Airport Access Policy to govern the use of these funds; and

WHEREAS, in 2012 the Commonwealth Transportation Board adopted a revised Airport Access Policy to govern the use of these funds; and

WHEREAS, the existing policy governing the use of these funds in providing access to airports was adopted some years ago, and it is the sense of this Board that certain revisions and restatements of this policy to reflect current trends and goals are warranted.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby rescinds the Airport Access Policy adopted March 14, 2012 and adopts the following policy to govern the use of funds available for access to airports pursuant to Section 33.2-1509 of the *Code of Virginia*, as amended:

1. The program for implementation of this policy and the funding available for this program shall be designated respectively as the Airport Access Roads Program and Airport Access Funds.
2. The use of airport access funds shall be limited to assisting in the financing of adequate access to a licensed, public use airport. Termination of access to a licensed, public use airport shall be at the property line of the airport.
3. No cost incurred prior to this Board's approval of the allocation of airport access funds may be reimbursed by such funds. Airport access funds shall be authorized only upon confirmation that the licensed airport facility is already constructed or will be built under firm contract, or upon provision of acceptable surety in accordance with paragraph A of Section 33.2-1509 of the *Code of Virginia*, as amended.
4. Airport Access Funds shall be used only for the design and construction of the roadway, including preliminary environmental review and standard drainage and storm water facilities required solely by construction of the road. Airport access funds shall not be used for the acquisition of rights of way, the adjustment of utilities, or the attainment of necessary environmental permits.
5. Eligible items in the design and construction of an airport access road shall be limited to those essential for providing an adequate roadway facility to serve the anticipated traffic generated by the airport's operations with adherence to all appropriate CTB and state policies and standards. However, additional pavement width or other features may be eligible where necessary to qualify the road facility in a city or town for maintenance payments under Section 33.2-319, of the Code of Virginia, as amended.
6. The governing body of a city, county, or town in which the proposed airport access road is located shall serve as the applicant and submit a formal resolution to request airport access funds from this Board. A town whose streets are maintained under either Sections 33.2-339 or 33.2-340, *Code of Virginia*, shall file the application through the governing body of the county in which it is located. The resolution of request shall include commitments to provide for the rights of way, adjustment of utilities, and necessary environmental permits for the project from funds other than airport access funds allocated by this Board.
7. Not more than \$1,550,000 (\$1,250,000 unmatched and \$300,000 matched dollar for dollar) of the airport access funds may be used in any fiscal year to provide access to any

one airport. Local matching funds shall be provided from funds other than those administered by this Board.

8. It is the intent of this Board that airport access funds not be anticipated from year to year. Unused eligibility cannot be allowed to accumulate and be carried forward from one fiscal year to another.
9. Prior to the formal request for the use of airport access funds, the location for the new access road shall be submitted for approval by the Virginia Department of Transportation.
10. The Board will consult with and may rely on the recommendations of the Virginia Department of Aviation in determining the use of these airport access funds for a requested project.
11. Airport Access funds may be authorized only after all contingencies of this Board's allocation of funding to the project have been met for airport access.
12. The Commissioner of Highways is directed to establish administrative procedures to assure adherence to and compliance with the provisions of this policy and legislative directives.

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Commonwealth Transportation Board (CTB) Decision Brief

Airport Access Fund Policy (2026 Revision)

Issue: The Airport Access Program provides funding for the construction or improvement of adequate access roads to licensed, public-use airports across the Commonwealth. Adequate access may require construction of new roadway segments or improvement of existing facilities as needed to serve anticipated airport-related traffic. The existing policy governing the Airport Access Funds was adopted in 1996, and revisions are warranted to align with current multimodal goals, trends in airport operations, and updates in state transportation planning priorities.

Facts: Section 33.2-1509 of the *Code of Virginia* provides funding to help localities build or improve roads that serve licensed, public-use airports.

VDOT reviewed the Airport Access Program and found that the current policy, last updated in 1996, no longer reflects today's costs or airport access needs. As a result, updates are needed to ensure the program allocates funds effectively and supports the full cost of delivering eligible airport access road projects.

Recommendations: VDOT recommends that the CTB adopt the proposed Airport Access Policy. The updated policy ensures that the use of Airport Access funds follows the criteria and restrictions established in Section 33.2-1509 of the Code of Virginia by clearly defining eligible project activities and the conditions under which funds may be authorized.

Action Required by the CTB: A majority vote of the CTB is required to adopt the revised Airport Access Policy and establish updated guidelines governing the administration of Airport Access Funds.

Result, if Approved: The revised Airport Access Policy will take effect immediately after CTB approval and will govern the use of Airport Access Funds in accordance with Section 33.2-1509.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Policy for the Implementation of State Transit Capital Prioritization

WHEREAS, Section 33.2-214.4 of the Code of Virginia provides that the Commonwealth Transportation Board (the Board) shall develop a prioritization process for capital projects funded pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia through the Making Efficient and Responsible Investments in Transit (MERIT) program; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has consulted with the Transit Service Delivery Advisory Committee (TSDAC) in the development of this prioritization process; and

WHEREAS, the DRPT has solicited input from localities, metropolitan planning organizations, transit authorities, and other stakeholders in the development of the prioritization process; and

WHEREAS, the Board's priority for transit capital investment is to allocate funds in order to attain and maintain a state of good repair for transit assets, while also supporting needs beyond state of good repair that would enhance transit utilization, efficiency, and reduce congestion; and

WHEREAS, DRPT received feedback from TSDAC, transit agencies, and funding partners across the Commonwealth that they value the Board providing reliable and predictable operating and capital funding to support strategic long-term financial planning;

NOW THEREFORE BE IT RESOLVED, the Board directs the Director of DRPT to examine and pilot innovative approaches to allocate MERIT Capital funding through a combination of formula and/or discretionary grants, to engage proactively with TSDAC, transit agencies, and industry stakeholders, and to provide the Board with periodic updates.

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy and process to govern the structure, scoring, and prioritization of projects for capital funding pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia:

BE IT FURTHER RESOLVED, the Board hereby directs the Director of DRPT to take all actions necessary to implement and administer this policy and process, including, but not limited to, preparation of technical guidance and outreach consistent with this resolution.

1. For the purposes of review and prioritization, transit capital projects will be classified into three categories:
 - a. State of Good Repair – Capital projects or programs to replace or rehabilitate an existing asset organized into three sub-categories;
 - i. State of Good Repair with Asset Condition: the replacement or rehabilitation of existing assets that have a documented in-service date and a state accepted estimated service life (ESL).
 - ii. State of Good Repair without Asset Condition: the replacement or rehabilitation of existing assets that do not have a documented in-service date or state accepted estimated service life (ESL).
 - iii. Major State of Good Repair: the replacement of transit infrastructure and facilities with a total cost exceeding \$3 million.
 - b. Minor Enhancement – Capital projects or programs that add capacity or include the purchase of new assets meeting the following criteria: Total project cost of less than \$3 million, or all expansion vehicle projects, or all projects for engineering and design;
 - c. Major Expansion – Capital projects or programs to add, expand, or improve transit services or facilities, with a total cost exceeding \$3 million,
 - In the rare instance that a project submitted for DRPT funding fits the definition of a Major Expansion project based solely on total project cost, but does not add, expand, or improve transit services or facilities, the DRPT Director shall determine the appropriate project category for project evaluation.
2. The MERIT Capital Program will provide a minimum of 80% of the annual allocation to State of Good Repair and Minor Enhancement projects and a maximum of 20% available for Major Expansion projects.

3. To provide predictability and to ensure projects are funded at a level sufficient to move forward, State of Good Repair with and without Asset Condition and Minor Enhancement projects will be matched at a maximum state match rate of 68% of total project cost. Major State of Good Repair and Major Expansion projects will be funded at a maximum state match rate of 50% of total project cost, providing applicants with funding that can be leveraged against other state and federal funding programs. Local matching funds, at a minimum of 4% of total project cost, are required for all transit capital projects except those that have been awarded federal discretionary grant funding. DRPT may allow for a lower local match for a capital project that has been awarded funding through a federal discretionary grant program.
4. DRPT may recommend to the Board an allocation of capital funding reserved to provide matching funds for projects awarded federal discretionary grants throughout the fiscal year. Projects will be evaluated using the MERIT prioritization methodology and allocations reported to the Board when the reserve funds are utilized.
5. State of Good Repair projects with Asset Condition will be evaluated considering asset condition (up to 60 points), service impact (up to 40 points), and incentive scoring (up to 10 points). The asset condition score depends upon the asset's age at the time of application. For vehicles, the asset condition score is the average of the age and mileage-based scoring tables. For non-vehicle assets, only the age score is used.

Age of Asset Relative to Service Life	Points	Mileage of Vehicle Relative to Service Life	Points
< 80% of ESL Age	0	< 80% of ESL Mileage	0
80-89.9% of ESL Age	25	80-89.9% of ESL Mileage	25
90-99.9% of ESL Age	30	90-99.9% of ESL Mileage	30
0-9.9% > ESL Age	35	0-9.9% > ESL Age	35
10-19.9% > ESL Age	40	10-19.9% > ESL Mileage	40
20-29.9% > ESL Age	45	20-29.9% > ESL Mileage	45
30-39.9% > ESL Age	50	30-39.9% > ESL Mileage	50
40-49.9% > ESL Age	55	40-49.9% > ESL Mileage	55
50% or more > ESL Age	60	50% or more > ESL Mileage	60

Service impact considers the asset impact on service (direct or indirect), and to what extent an asset affects the rider experience and system efficiency. Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

- Service Frequency, Travel Time and/or Reliability – Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
- Operating Efficiency – Provides for a significantly more cost-effective service.

- Service Accessibility and/or Customer Experience – Implements a significant improvement in a customer’s ability to access the system or a significant improvement in the ease of use of the system.
- Safety and Security – Provides a significant improvement in safety or security.

Service impact scoring is primarily qualitative based on project type and takes into consideration specific project features and characteristics. Projects will automatically receive the minimum score for the criteria based on the default values with high = 10, medium = 6, and low =3.

Primary Project Types	Secondary Project Types	Operating Efficiency	Frequency, Travel Time and/or Reliability	Accessibility and/or Customer Experience	Safety and Security	Total Default Score
Admin/Maintenance Facilities	Supports Operations	High Impact	Medium Impact	Low Impact	Medium Impact	25
Admin/Maintenance Facilities	Non-Operational	Low Impact	Low Impact	Low Impact	Medium Impact	15
Customer Facilities	Transit Centers/Stations	Medium Impact	Medium Impact	High Impact	Medium Impact	28
Customer Facilities	Bus Stop/ Shelter Improvements	Low Impact	No Impact	High Impact	High Impact	23
Capital Finance Strategies	All	High Impact	High Impact	High Impact	Medium Impact	36
Maintenance Equipment & Parts	Vehicle and Vehicle Support Equipment	High Impact	High Impact	Medium Impact	Medium Impact	32
Maintenance Equipment & Parts	Property and Facilities	Medium Impact	Low Impact	Low Impact	High Impact	22
System Infrastructure	All	High Impact	Medium Impact	Medium Impact	Medium Impact	28
Technology/Equipment	Onboard Systems—ITS/Communications	Medium Impact	Medium Impact	High Impact	Medium Impact	28
Technology/Equipment	Operations Support	Medium Impact	Medium Impact	Medium Impact	Medium Impact	24
Technology/Equipment	Onboard Systems—Safety	No Impact	No Impact	Medium Impact	High Impact	16
Technology/Equipment	Administrative	Low Impact	Low Impact	Low Impact	Low Impact	12
Vehicles	Revenue Vehicles	High Impact	High Impact	High Impact	High Impact	40
Vehicles	Overhaul/Rebuild	High Impact	High Impact	Medium Impact	High Impact	36

Vehicles	Support Vehicles	Medium Impact	Medium Impact	Low Impact	Low Impact	18
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Incentive scoring prioritizes specific statewide goals and program requirements, and allows for further differentiation in project scores. Two incentive points are awarded to 5 factors within two criteria areas: Agency Accountability and Good Grants Management.

Criteria	Points	DRPT Incentive Points: SGR and MIN Projects <i>Incentives for projects that satisfy DRPT Goals</i>
Good Grants Management	2 Points for Each Requirement Met:	- Project Progress - Agency is making good progress toward implemented awarded capital projects - Project Closeout - Agency has closed out completed projects
Agency Accountability	2 Points for Each Requirement Met:	- Compliance with State Asset Management Requirements (WebGrants Updates) - Compliance with State Strategic Planning Requirements (TSP/TDP Documents Up to Date) - Compliance with State Performance Reporting (On-time reporting)

6. State of Good Repair projects without an Asset Condition will be evaluated considering just the service impact and incentive scoring methodology that is applied to State of Good Repair with Asset Condition.
7. Major State of Good Repair projects will be evaluated based on Asset Condition score, service impact score, and incentive scoring that is applied to State of Good Repair with Asset Condition, ridership impacted by the project, the cost of the project, and based on the information included in the project application.
8. Minor Enhancement projects will be evaluated considering the same service impact and incentive scoring methodology that is applied to State of Good Repair projects without an Asset Condition.
9. Major Expansion projects will be evaluated based upon the following factor areas identified in 33.2-214.4 of the Code of Virginia: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.
10. The factors specified in 33.2-214.4 of the Code of Virginia will be measured and weighted according to the following metrics:

Category	Measure	Measure Weight
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Congestion Mitigation	Change in peak period transit system ridership attributed to the project	100%
Economic Development	Project consistency with regional and local economic development plans and policies, and support for local development activity	100%
Accessibility	Project improvement in accessibility to jobs	50%
	Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project	50%
Safety	Project contribution to improving safety and security, reducing risk of fatalities or injuries	100%
Environmental Quality	Reduction in daily vehicle miles traveled resulting from project	100%
Land Use	Transit supportive land use served by the project	100%

11. Candidate Major Expansion projects will be scored based on the factors and weights identified above, the cost of the project, and based on the information included in the project application.
12. The final score for Major Expansion projects will be determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to 33.2-1526.1 of the Code of Virginia.
13. A project that has been selected for transit capital funding (state of good repair, minor enhancement, or major expansion) must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs DRPT to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of DRPT to analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with TSDAC, transit agencies, metropolitan planning organizations, and local government prior to making recommendations to the Board.

BE IT FURTHER RESOLVED, that the Policy for the Implementation of State Transit Capital Prioritization approved by the Board on October 25, 2022, is superseded by this revised policy and is hereby rescinded.

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CTB Decision Brief

Policy for the Implementation of State Transit Capital Prioritization

Issue: HB 1539 (2018 General Assembly Session) requires DRPT to review the State Transit Capital Prioritization policy framework every three years, in consultation with the Transit Service Delivery Advisory Committee (TSDAC). Since the last update in 2022, DRPT has identified proposed improvements to the program methodology to better align project categories with actual project types, simplify the application and scoring process, and incentivize good grants management practices among transit agencies.

Facts: Section 33.2-214.4 of the Code of Virginia provides that the Commonwealth Transportation Board shall develop a prioritization process for capital projects funded pursuant to subdivision C of 33.2-1526.1 of the Code of Virginia. DRPT presented proposed policy changes to TSDAC on July 7, 2026, and received unanimous endorsement (with one abstention) on the following changes:

- *Project categorization and scoring:* new subcategories for State of Good Repair projects (SGR with Asset Condition Score, SGR without Asset Condition Score, and Major SGR) along with a new scoring methodology for Major SGR projects that factors requested funding and ridership served into the score.
- *Project definition:* elimination of the 5-vehicle/5%-of-fleet threshold, so that all vehicle expansion projects are scored under the Minor Enhancement project type regardless of fleet size.
- *Incentive points:* elimination of underutilized incentive categories that are not achieving their intended result, and addition of a new category to incentivize agencies on good grants management.

Additionally, the resolution reflects feedback from TSDAC, transit agencies, and funding partners emphasizing the need for reliable and predictable transit funding to support long-term planning. It directs DRPT to explore and pilot innovative methods for allocating MERIT Capital funds, engage stakeholders proactively, and provide the Board with regular updates on this work.

Recommendation: DRPT recommends that the CTB approve the Policy for the Implementation of State Transit Capital Prioritization.

Action Required by CTB: Approve the Policy for the Implementation of State Transit Capital Prioritization.

Options: Approve, Deny, or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Policy for State Transit Operating Assistance Funding Formula Allocation

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall allocate twenty-four and one-half percent of the Commonwealth Mass Transit Fund to support operating costs of transit providers; and

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding; and

WHEREAS, the Department of Rail and Public Transportation has consulted with the Transit Service Delivery Advisory Committee in the development of this performance based allocation process; and

WHEREAS, the Commonwealth Transportation Board adopted an initial policy on the performance-based state transit operating assistance funding formula on March 21, 2019; and

WHEREAS, the Department of Rail and Public Transportation has solicited input from the Transit Service Delivery Advisory Committee, localities, transit agencies, and other stakeholders in the identification of new policy recommendations by conducting five (5) Transit Service Delivery Advisory Committee meetings and nine (9) in-person or virtual stakeholder workshops from March 2026 to July 2026; and

WHEREAS, the Transit Service Delivery Advisory Committee unanimously supported the policy recommendations developed by the Department of Rail and Public Transportation.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy for the allocation of operating funding pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*:

1. Of the total available State Operating Assistance revenues available each year, 5% will be set aside to be used for Performance Allocations as defined by Section 4 below.
2. The remaining 95% of the State Operating Assistance revenues will be used as Base Allocations and will be further broken down by area type (i.e. cohort) as defined by the Federal Transit Administration (FTA): Large Urban, Small Urban, and Rural areas.
 - a. Large Urban areas will receive 81% of these funds
 - b. Small Urban Areas will receive 12% of these funds
 - c. Rural areas will receive 7% of these funds

The list of transit agencies within each cohort and the Base Allocation revenue distribution percentages will be reviewed at least every three (3) years or following a decennial census, whichever comes first.

3. Base Allocations for each transit agency will be determined using a Sizing Metric, customized for each cohort, as defined below:
 - a. Large Urban: Operating Cost (40%), Ridership (30%), Revenue Hours (15%), and Revenue Miles (15%)
 - b. Small Urban: Operating Cost (45%), Ridership (25%), Revenue Hours (15%), and Revenue Miles (15%)
 - c. Large Urban: Operating Cost (50%), Ridership (20%), Revenue Hours (15%), and Revenue Miles (15%)

Base Allocations in the Sizing Metric will be capped at 30% of each agency's audited expenditures and any excess revenue generated by applying the cap will be added to the Performance Allocations fund. A three (3) year average dataset will be used for each metric identified in this section.

4. Revenues in the Performance Allocation fund will be broken down by area type using the same definitions and distribution percentages as identified in Section 2 above. Once the Performance Allocation fund revenues are identified for each cohort, agencies within those cohorts will be evaluated for good performance using various cost efficiency, cost effectiveness, service productivity, and service utilization metrics as defined below:
 - a. Large Urban: Passengers per Hour, Passengers per Mile, Passenger Miles Travelled Per Hour, and Passenger Miles Travelled per Mile
 - b. Small Urban: Passengers per Hour, Passengers per Mile, and Passenger Miles Travelled per Mile
 - c. Rural: Cost per Hour, Cost per Mile, and Cost per Passenger

A 60th percentile target will be applied to each performance metric to determine which agencies will receive Performance Allocations and that 60th percentile target figure will be reviewed by the Transit Service Delivery Advisory Committee and DRPT at least every three (3) years to evaluate appropriateness. A single year dataset will be used for each metric identified in this section.

5. Total State Operating Assistance allocations for each transit agency will include a Base Allocation plus a Performance Allocation if the agency meets or exceeds the thresholds identified in Section 4.
6. On an annual basis, the Department of Rail and Public Transportation will run the formula, as described above, in full prior to analyzing the data to identify significant, unforeseen anomalies. If significant anomalies in the formula are identified, DRPT will work with the transit agency who experienced the anomaly to better understand the underlying data and the potential need for Stability Allocations. The Director of the Department of Rail and Public Transportation will have the discretion to recommend Stability Funding for agencies who experience significant anomalies and will report these recommendations to the Board, the Transit Service Delivery Advisory Committee, and stakeholders. If utilized, Stability Funding will be drawn from the Performance Fund.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, and local governments prior to making recommendations to the Board.

BE IT FURTHER RESOLVED, that the Policy for the Implementation of Performance Based State Transit Operating Allocation approved by the Board on March 21, 2019, is superseded by this revised policy and is hereby rescinded.

###

CTB Decision Brief

Title: Policy for State Transit Operating Assistance Funding Formula Allocation

Issue: HB 1539 (2018 General Assembly Session) requires DRPT to review the State Transit Operating Formula policy framework every three years, in consultation with the Transit Service Delivery Advisory Committee (TSDAC). In the 2026 review, DRPT identified proposed improvements that simplify the formula methodology, enhance transparency and predictability of funding allocations, and directly reward transit agencies for good performance.

Facts: Section 33.2-214.4 of the Code of Virginia provides that the Commonwealth Transportation Board shall develop a process for the distribution of state transit operating funds that incorporate service delivery factors. DRPT presented proposed policy changes to TSDAC on July 7, 2026, and received unanimous endorsement (with one abstention) on the following changes:

- *Create a Performance/Conditional Allocation Set Aside:* of the total state transit operating revenues, set aside 5% for performance/conditional allocations. The remaining 95% of revenues will be used for sizing/base allocations.
- *Subdivide Sizing/Base Allocation Revenues into Cohorts:* sizing/base allocation revenues under this program will be subdivided by area type with 81% of these revenues going to Large Urban areas, 12% to Small Urban areas, and 7% to Rural areas.
- *Customize Sizing/Base Allocation Metrics by Cohort:* sizing/base allocations will be determined using metrics customized by cohort.
- *Customizing Performance/Conditional Allocation Metrics by Cohort:* performance/conditional allocations will be determined using metrics customized by cohort.
- *Address Anomalies through Stability Funding:* allow the DRPT Director to recommend stability funding for agencies that experience formula anomalies.

Recommendation: DRPT recommends that the CTB approve the Policy for the Implementation of State Transit Operating Formula.

Action Required by CTB: Approve the Policy for the Implementation of State Transit Operating Formula.

Options: Approve, Deny, or Defer.



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

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Policy for the Implementation of the Transit Ridership Incentive Program

WHEREAS, Section §33.2-1526.3 of the Code of Virginia was passed by the Virginia General Assembly in the 2020 legislative session to establish the Transit Ridership Incentive Program (TRIP) as part of the Omnibus Transportation Bill; and

WHEREAS, HB 200 was passed in the 2026 General Assembly to amend and reenact TRIP to promote improved transit service across the Commonwealth by encouraging the identification and establishment of routes of regional significance; supporting the establishment of programs to reduce the impact of fares on low-income individuals; encouraging innovative approaches to micromobility, paratransit, and other specialized transportation; and supporting local, regional, and state entities in improving the accessibility and safety of transit bus passenger facilities; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has consulted with the Transit Service Delivery Advisory Committee (TSDAC) in the development of guidelines for the eligible project types and recommended improvements to the existing policy; and

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board (Board) hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Regional Connectivity funding pursuant to §33.2-1526.3 of the Code of Virginia:

1. TRIP Regional Connectivity funding will encourage the identification, establishment, or improvement of routes of regional significance. For the purpose of review and prioritization, projects requesting TRIP Regional Connectivity funding will be classified into the following eligible project types: i) capital projects such as the establishment of bus-only lanes, implementation of integrated fare collection, or enhanced passenger amenities and; ii) operating projects such as enhancements to service frequencies, expansions of areas served, or extensions of service hours.
2. The following entities are eligible for TRIP Regional Connectivity funding: i) public transit providers that receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP Regional Connectivity funding can be applied to a project for a maximum of five years with the state share for operating projects decreasing over time.
4. Candidate TRIP projects should be supported by a plan or study at the regional level that documents regional travel needs and establishes an operational approach to transit service that addresses such needs.
5. A project that has been selected for TRIP funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.
6. Projects that are interregional or have statewide significance may be eligible for TRIP funding if they demonstrate fulfillment of unmet regional, interregional, or statewide travel needs as determined by the DRPT Director.

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Zero and Reduced Fare funding pursuant to §33.2-1526.3 of the Code of Virginia:

1. TRIP Zero and Reduced Fare funding will support the establishment of programs to reduce the impact of fares on low-income individuals. For the purposes of review and prioritization, projects requesting TRIP Zero and Reduced Fare funding will be classified into the following four eligible types: i) the provision of subsidized or fully free passes to low-income or other transit dependent populations; ii) the elimination of fares on routes or high-capacity corridors, establishing 'zero fare zones' (net fares, less the cost of fare collection); iii) the deployment of an entirely zero fare system (net fare, less the cost of fare collection); and iv) fare policy planning.

2. The following entities are eligible for TRIP Zero and Reduced Fare funding: i) public transit providers who receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. Applications focused on the provision of zero-fare transit services should be submitted by the organization providing the service.
4. The Commonwealth recognizes the need for both state and local funding commitments to establish programs to reduce the impact of transit fares on low-income and other transit dependent populations. Therefore, TRIP Zero and Reduced Fare funding can be applied to a project for a maximum of three years with the state share decreasing over time.
5. Successfully enacting system-wide zero fare operations rely on a strong financial commitment from the service provider and its community. To ensure the success of these projects, all system-wide zero fare applicants must commit to an additional year of operation beyond the project agreement with DRPT where the funding recipient provides one hundred percent (100%) of project expenses.
6. Projects prioritized for funding should be supported by planning, either at the regional or corridor level that documents an evaluation of fare policies and establishes an approach to meet community needs through the implementation of new fare policies.
7. A project that has been selected for TRIP funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Passenger Amenities and Safety funding pursuant to §33.2-1526.3 of the Code of Virginia:

1. TRIP Passenger Amenities and Safety funding will support local, regional, and state entities in improving the accessibility and safety of transit bus passenger facilities. For the purpose of review and prioritization, projects requesting TRIP Passenger Access and Safety funding will be classified into the following eligible project types: i) the improvement or addition of bus stops; ii) the improvement of other bus passenger facilities; iii) bus stop or passenger facility planning; iv) public safety equipment, planning, or programming.
2. The following entities are eligible for TRIP Passenger Amenities and Safety funding: i) public transit providers who receive state operating assistance pursuant to 33.2-1526.1 D 1 ii) Metropolitan Planning Organizations (MPO), Planning District Commissions

(PDCs), and other statewide or regional bodies iii) local governments and; iv) tribes with state or federal recognition

3. A project that has been selected for TRIP funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or the cost of the project

BE IT FURTHER RESOLVED, the Board hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Enhanced Mobility Innovation funding pursuant to §33.2-1526.3 of the Code of Virginia:

1. TRIP Enhanced Mobility Innovation funding will encourage innovative approaches to micromobility, paratransit, and other specialized transportation. For the purpose of review and prioritization, TRIP Enhanced Mobility Innovation projects will be classified into the following eligible project types: i) innovative approaches to improving first and last mile connections to public transportation with micromobility; ii) innovative approaches to specialized transportation that supports the mobility of older adults, people with disabilities, or other groups with special transportation needs; and iii) innovative approaches to coordinating specialized transportation with public transportation.
2. The following entities are eligible for TRIP Enhanced Mobility Innovation funding: i) public transit providers that receive state operating assistance pursuant to 33.2-1526.1 D 1; ii) local governments, Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), and other statewide or regional bodies; iii) local governments and; iv) tribes with state or federal recognition.
3. A project that has been selected for TRIP funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope, timeline or the cost of the project.

BE IT FURTHER RESOLVED, that any such improvements modify or affect the policy set forth herein shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, prior to making recommendations to the Commonwealth Transportation Board.

Resolution of the Board

Policy for the Implementation of the Transit Ridership Incentive Program

October 13, 2026

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BE IT FURTHER RESOLVED, that all versions of the Policy for the Implementation of the Transit Ridership Incentive Program approved by the Board prior to this action are superseded by this revised policy and are hereby rescinded.

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CTB Decision Brief

Title: Policy for the Implementation of the Transit Ridership Incentive Program

Issue: HB 1414 (2020 General Assembly Session) established the Transit Ridership Incentive Program (TRIP) to promote improved transit service across the Commonwealth by encouraging the identification and establishment of routes of regional significance in urbanized areas and supporting the establishment of programs to reduce the impact of fares on low-income individuals. In the 2022 General Assembly Session, SB 342 made changes to the TRIP program by setting a minimum threshold of program funding to be used on regional routes of significance and in the 2023 General Assembly Session, SB 1326 made additional changes to the program by creating two additional program categories: passenger amenities and public safety. Furthermore, in the 2026 General Assembly Session, HB 200 stripped the TRIP program of all geographic restrictions and minimum/maximum funding thresholds between project categories. HB 200 also added a new project category under TRIP: innovative approaches to micromobility, paratransit, and other specialized transportation. Updates to the Commonwealth Transportation Board's TRIP policy are necessary to address these legislative changes to the program.

Facts: Section 33.2-1526.3 of the Code of Virginia provides that the Commonwealth Transportation Board shall develop TRIP program guidelines, in consultation with the Transit Service Delivery Advisory Committee. DRPT proposed policy changes to TSDAC on July 7, 2026 and received unanimous endorsement (with one abstention) on the following changes:

- *Add Eligible Applicants:* Add local governments and tribes with federal or state recognition.
- *Remove Geographic Restrictions:* Remove language that restricts Regional Connectivity projects to urban agencies.
- *Add New Project Category:* Add new Enhanced Mobility Innovation project category and associated eligibility requirements.

Recommendation: DRPT recommends that the CTB approve the Policy for the Implementation of the Transit Ridership Incentive Program.

Action Required by CTB: Approve the Policy for the Implementation of the Transit Ridership Incentive Program.

Options: Approve, Deny, or Defer.



HAMPTON ROADS TRANSIT

September 17, 2026

Director Mariia Zimmerman
Deputy Director Allan Fye
Virginia Department of Rail and Public Transportation
600 East Main Street
Suite 2102
Richmond, Virginia 23219

RE: Public comments on proposed changes to the Making Efficient and Responsible Investments in Transit (MERIT) operating and capital assistance programs and the Transit Ridership Incentive Program (TRIP)

Dear Director Zimmerman and Deputy Director Fye:

On behalf of the Transportation District Commission of Hampton Roads (TDCHR), I am pleased to submit the following comments regarding the proposed changes to the MERIT and TRIP programs. TDCHR appreciates the thoughtful and thorough process undertaken by the Department of Rail and Public Transportation (DRPT) to review these important programs and develop recommendations with the Transit Service Delivery Advisory Committee (TSDAC) for their continued improvement.

Performance-Based Funding

Hampton Roads Transit (HRT) supports DRPT's goal of incorporating performance-based funding into the MERIT Operating Program. HRT recognizes the value of establishing performance measures that encourage transit agencies to operate efficiently, effectively, and in a manner that maximizes the public benefit of state investment.

However, HRT is concerned that, as proposed, the 5% Performance Fund could create an inherent tension between efficiency and the obligation to provide comprehensive regional service. Although the proposed metrics are intended to reward strong performance, they may disproportionately favor transit systems operating in dense, compact urban environments, where land use patterns and population density naturally support higher levels of productivity.

In contrast, agencies serving geographically dispersed, multi-jurisdictional regions must balance productivity and efficiency with the responsibility to provide regional coverage, connectivity, and access across longer travel corridors and diverse communities. These service obligations are essential to maintaining a functional regional transportation network but may not be fully reflected in traditional productivity measures.



HAMPTON ROADS TRANSIT

Director Zimmerman/Deputy Director FYE

September 17, 2026

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HRT is also concerned that reliance on a single-year dataset, combined with a 60th-percentile eligibility threshold, could introduce funding volatility and may not adequately reflect sustained agency performance. Year-to-year changes in operating conditions, ridership, service levels, and other factors may affect an agency's performance measures without necessarily indicating a meaningful change in its overall operational effectiveness.

Accordingly, HRT encourages DRPT and the Commonwealth Transportation Board (CTB) to evaluate whether the proposed methodology sufficiently accounts for the differing operating environments and regional service obligations of agencies within the Large Urban cohort. HRT also encourages consideration of a multi-year averaging methodology, which could provide greater funding stability while continuing to recognize and reward sustained strong performance.

HRT appreciates DRPT's commitment to developing a performance-based funding approach that promotes accountability while recognizing the diverse operating environments in which Virginia's transit agencies provide service. We look forward to continuing to work with DRPT and the CTB as these important changes are further evaluated.

Expanding TRIP Eligibility to Local Governments

HRT supports expanding opportunities for mobility investments through the TRIP program. However, HRT encourages DRPT and the CTB to carefully evaluate the implications of expanding the applicant pool to include local governments. Because TRIP funding is limited, increasing the number of eligible applicants could create additional competition for program resources and potentially reduce funding available for projects sponsored by transit agencies responsible for delivering and maintaining transit services.

As the designated transit provider for the region, HRT is responsible for planning, integrating, and operating transit services across multiple jurisdictions. HRT recommends that locally sponsored applications include documented coordination with the affected transit provider and demonstrate consistency with the provider's service plans and strategic objectives.

For projects that require transit agency implementation, operations, maintenance, or integration into existing services, HRT further recommends that applications include



HAMPTON ROADS TRANSIT

Director Zimmerman/Deputy Director Fye

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written concurrence from the affected transit provider. These measures would help ensure that limited TRIP resources are invested in projects that are practical, sustainable, and capable of being successfully implemented and integrated within the regional transit network.

Interaction Between TRIP Zero-Fare Funding and MERIT Allocations

HRT requests clarification regarding how ridership generated through TRIP-funded zero-fare and reduced-fare initiatives will be reflected in the MERIT Operating Program allocation process. Because ridership is a factor in both the proposed Base Allocation and Performance Allocation methodologies, agencies receiving TRIP funding for fare-free or reduced-fare programs could experience increased ridership that subsequently affects their MERIT funding allocations.

HRT encourages DRPT to evaluate this interaction as part of the proposed funding methodology to ensure that the relationship between TRIP-funded initiatives and MERIT allocations is appropriately considered. DRPT should consider whether ridership increases attributable to separate state-funded incentive programs could result in an unintended compounding effect across state funding programs.

HRT appreciates DRPT's consideration of these comments and the opportunity to participate in the review of the MERIT and TRIP programs. Please let me know if you have any questions or require any additional information.

Respectfully,

E. Noelle Pinkard

Interim President/CEO

CC: The Honorable Nick Donohue, Secretary of Transportation

The Honorable Frederick T. Stant, III, Hampton Roads District, CTB

The Honorable Grindly Johnson, At-Large Urban, CTB

The Honorable J. Randall Minchew, At-Large Urban, CTB

The Honorable Marianne Moffat Radcliffe, At-Large Urban, CTB

September 18, 2026

Virginia Department of Rail and Public Transportation
DRPTPR@drpt.virginia.gov**Re: MERIT and TRIP Program Policy Recommendations**

The Southern Environmental Law Center (SEL Center) would like to provide the following comments on the policy recommendations for the Making Efficient and Responsible Investments in Transit (MERIT) Operating Program, the MERIT Capital Program, and the Transit Ridership Incentive Program (TRIP) that have been proposed by the Virginia Department of Rail and Public Transportation (DRPT). SEL Center works throughout Virginia to promote a cleaner, more equitable transportation program, including the operation and expansion of transit service as a less polluting and more affordable mobility option for Virginians.

Although not the focus of these comments, it is important to note that Virginia continues to underfund cleaner, more equitable transportation alternatives such as transit and that there is a pressing need to increase transit funding.

Particularly in light of the current funding constraints, SEL Center strongly supports the two primary policy goals DRPT has identified for transit funding: 1) providing funding stability to ensure transit agencies can plan for and provide needed services, while 2) incentivizing strong performance—which includes maximizing operational efficiency, growing ridership, and improving customer experience. We would further suggest that the second goal be slightly amended to include incentivizing reducing pollution.

MERIT Operating Program Recommendations

SEL Center supports DRPT's recommended changes to the MERIT Operating Program, which were unanimously approved by the Transit Service Delivery Advisory Committee (TSDAC). These recommendations are the most significant policy changes currently proposed by DRPT. They are grounded in DRPT's transit funding goals, as well as the recognition that the current policy's "one size fits all" approach does not adequately consider differences among the communities being served, has a relatively complex allocation formula, lacks performance metrics, and can result in variations in allocation levels from year to year that make it difficult for transit agencies to plan and budget.

The recommended policy changes attempt to address each of these items, including by providing a guaranteed base level of funding that is geared to the type of area served and by creating a Performance Fund (with 5% of total annual MERIT Operating funds) that will provide additional allocations to agencies to reward good performance on certain metrics. Again, we support these proposed changes and urge the Commonwealth Transportation Board (CTB) to adopt them.

MERIT Capital Program Recommendations

SELC also supports the proposed changes to the MERIT Capital Program policies. Although—as DRPT has noted—these changes are rather minor, they include useful revisions to project categorization and scoring, project definitions, and incentive scoring. These recommendations were unanimously approved by TSDAC as well, and they should be adopted.

However, we urge DRPT and the CTB to go farther in revising the MERIT Capital Program policies. Although we recognize that wholesale changes would be difficult at this point in the review process, we are concerned that no changes are proposed to address DRPT’s goal of providing transit funding stability. While DRPT’s proposed changes to the MERIT Operating Program attempt to reduce the variations in allocations from year to year that make it difficult for transit agencies to plan and budget operating expenses, there does not appear to be any proposal to address the exact same problem in the MERIT Capital Program. If anything, the problem is more severe for capital funding, and year-to-year allocations hamper the ability to make needed investments to maintain state of good repair and to expand services. At the very least, the CTB should direct DRPT to explore alternatives and to conduct pilots to test innovative ways to support multi-year funding of capital projects.

In addition, the scoring of applications under the MERIT Capital Program involving vehicle purchases should be modified to give additional points for the purchase of zero emission vehicles and associated charging or fueling infrastructure. Although the Merit Capital Program has funded the purchase of a number of zero and low emission vehicles, this funding should be expanded since these vehicles provide environmental and public health benefits by reducing climate pollution and other emissions and improve customer experience by reducing passengers’ direct exposure to pollution. At a minimum, DRPT should be directed to evaluate and bring back to the CTB potential policy changes to the MERIT Capital Program that would do more to promote zero emission vehicle purchases and infrastructure deployment.

TRIP Recommendations

DRPT’s proposed amendments to the TRIP policies are largely in response to changes the General Assembly made earlier this year to Va. Code §33.2- 1526.3 in passing HB200—legislation that SELC supported. Among other things, these amendments simplify the requirements of TRIP and reduce various funding limitations. SELC strongly supports the policy changes to implement these statutory changes.

In addition, we recommend that DRPT and the CTB revisit the current policy limiting TRIP funding for zero and reduced fares to three years, with the state share decreasing over time. This policy is not required by the state code. Although we understand the goals of limiting the duration of state funding and shifting to regional and/or local support, there is a pressing need for equitable, affordable transportation options and zero and reduced fares can be a powerful tool to address this need. We recommend that DRPT examine and bring back to the CTB potential policy changes to TRIP that would extend the maximum period of funding for zero and reduced fares to at least five years with a more gradual reduction in state support, as well as options that would allow for renewal grants if certain metrics are met.

Thank you for your consideration of these comments. We look forward to continuing to work with DRPT to improve Virginia's transit funding policies and systems.

Sincerely,

A handwritten signature in black ink, appearing to read 'Trip Pollard', with a stylized flourish at the end.

Trip Pollard
Land & Community Program Leader

From: [DRPT](#)
To: [Eve, Allan \(DRPT\)](#); [Sparks, Grant \(DRPT\)](#)
Subject: TSDAC Work Comments
Date: Friday, September 18, 2026 10:53:00 PM

Name: Aparna Paladugu

Email : aparna.paladugu@ridewithvia.com

Comment or question about TSDAC's Work: Thank you for the opportunity to provide comments on the Virginia Department of Rail and Public Transportation's proposed updates to the Making Efficient and Responsible Investments in Transit (MERIT) and Transit Ridership Incentive Program (TRIP). Via appreciates DRPT's continued efforts to strengthen Virginia's transit programs and ensure that state funding supports effective and innovative transportation options across the Commonwealth.

About Via and Our Work in Virginia

Via is a transit technology company that works with more than 800 transit agencies and municipalities around the world to deliver innovative public transportation solutions in urban, suburban, and rural communities. This includes deploying on-demand transit shuttles, also referred to as microtransit, making fixed-route bus networks more efficient, and improving paratransit and other demand-responsive transportation services.

Via has established a very impactful presence in Virginia since the launch of our first service with Hampton Roads Transit. We now operate and provide software for microtransit and paratransit services across the state. These include Hampton Roads Transit, Bay Transit, Mountain Empire Older Citizens, GLTC, GRTC and the Cities of Arlington, Charlottesville and Winchester. Whether it's helping residents access jobs and critical services including healthcare and grocery stores, or providing agencies with new solutions to connect to existing transit services, our work in the state is just beginning and we hope to become an important part of the larger transit network.

DRPT has led the way in utilizing innovative transit technology to provide improved transportation solutions for residents, helping improve access to jobs, healthcare and essential services. DRPT has provided statewide usage of Remix transit planning software to 40 agencies across the state and funded microtransit projects through both the TRIP and MERIT programs, with great success. For example, in Hampton Roads, a TRIP grant helped fund HRT's OnDemand microtransit pilot, operated in partnership with Via. The service has demonstrated strong demand: HRT reports that the flagship Newport News zone now provides more than 10,000 rides per month. Building on the pilot's success, HRT has continued service in Newport News and expanded microtransit to Hampton and Chesapeake. These investments demonstrate the important role DRPT has played in giving transit agencies the resources to test and deploy new service models.

Comments Regarding Changes to MERIT & Trip Programs

MERIT: Via supports DRPT's proposed updated approach to the MERIT program and appreciates the Department's efforts to simplify the operating assistance methodology and strengthen its focus on performance. As DRPT implements the updated approach, we encourage the Department to ensure that the performance framework appropriately recognizes demand-responsive transit. Demand-responsive services operate differently from traditional fixed-route transit and can play an important role in serving lower-density areas, filling gaps in existing networks, and providing mobility where traditional fixed-route service may not be the

most effective option. We encourage DRPT to ensure that performance measures do not inadvertently disadvantage these services because of their different operating characteristics and continue to provide agencies flexibility to deploy the service model that best meets the needs of their riders and communities.

TRIP: Via strongly supports the TRIP program and appreciates DRPT's proposed changes to improve and strengthen the program. Our experience in Hampton Roads demonstrates how TRIP can help agencies introduce innovative services, build ridership, and expand successful models. We are particularly excited about the proposed new Enhanced Mobility Innovation category and the additional opportunities it can provide to support innovative approaches to micromobility, paratransit, demand-responsive transit, and other specialized transportation. Via encourages DRPT to explicitly allow for demand response and microtransit projects in this category. We also encourage DRPT to maintain flexibility within this category so that communities can pursue innovative service models that respond to local mobility needs.

Thank you for the opportunity to provide comments on these important programs. Via looks forward to continuing to partner with DRPT, transit agencies and communities across the Commonwealth to expand access to high-quality public transportation.

Date: September 18, 2026

Time: 10:52 pm

Page URL: <https://drpt.virginia.gov/transit-service-delivery-advisory-committee-tdac/>

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P: 804.643.1166 | E: Info@Vatransit.com

September 18, 2026

The Honorable Mariia Zimmerman, Director
The Honorable Allan Fye, Deputy Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219
DRPTPR@drpt.virginia.gov

Re: MERIT and TRIP Program Update Public Comments

Dear Director Zimmerman and Deputy Director Fye:

On behalf of the Virginia Transit Association (VTA), I am pleased to provide the following formal comments regarding the Virginia Department of Rail and Public Transportation's (DRPT) proposed updates to the Making Efficient and Responsible Investments in Transit (MERIT) Operating and Capital Programs and the Transit Ridership Incentive Program (TRIP) before the Commonwealth Transportation Board (CTB).

First and foremost, VTA would like to recognize the considerable work undertaken by DRPT and the members of the Transit Service Delivery Advisory Committee (TSDAC), who devoted countless hours to ensuring that this triennial review process was open, comprehensive, transparent, and engaging. While VTA is not taking a position on the proposed changes to the MERIT Operating Program, we commend DRPT for its extensive outreach throughout the process and its willingness to engage stakeholders and respond to questions and concerns.

Regarding the proposed changes to the TRIP program, which were legislatively directed in response to HB 200, passed by the Virginia General Assembly during the 2026 Legislative Session, VTA supports the proposed updates. The legislative changes streamline the program, remove unnecessary barriers that have limited some transit agencies' ability to access TRIP funding, and expand the program's ability to support innovative approaches to increasing transit ridership. We do look forward to additional opportunities to work with TSDAC and the CTB to continue to refine the TRIP program over the coming years.

VTA also supports the proposed changes to the MERIT Capital Program. These changes are relatively limited in scope and primarily address project categorization and scoring, project definitions, and incentive scoring. The recommendations were unanimously approved by TSDAC, and VTA supports their adoption.

Finally, we believe there is an opportunity to continue improving the MERIT Capital Program in the coming years by encouraging innovation, creating greater efficiencies, and increasing transparency through better use of data. As DRPT and the CTB considers future improvements to the program, VTA encourages consideration of the following ideas:

- Create a statewide transit capital dashboard that provides the public, policymakers, and other stakeholders with a clearer understanding of the condition of Virginia's core transit assets—including buses, rail vehicles, ferries, and facilities—and how the age and condition of those assets compare with their anticipated useful lives and replacement schedules.
- Provide DRPT with greater flexibility to pilot innovative approaches—either directly or in partnership with transit agencies—that have the potential to make public transportation more efficient, effective, reliable, and responsive to the communities it serves.
- Improve the administration of the MERIT Capital Program through greater use of multi-year funding commitments. Providing additional opportunities for multi-year commitments would help transit agencies and their state, regional, and local funding partners better plan for major capital investments and deploy limited resources more efficiently over multiple fiscal years.
- Establish a streamlined capital funding allocation for minor capital needs. DRPT should consider dedicating a small portion of the annual MERIT Capital Program allocation to a direct, formula-based capital allocation for transit agencies, potentially based on each agency's share of MERIT Operating funding. Agencies could use these funds for routine, low-cost capital needs—such as computers, office equipment, tools, and other minor equipment purchases—without requiring these relatively small expenditures to compete through the full capital grant process. Such an approach could reduce administrative burdens for both DRPT and transit agencies while allowing the competitive MERIT Capital Program to remain focused on larger and more consequential capital investments.

VTA appreciates the opportunity to provide comments on these proposed updates and looks forward to continuing to work with DRPT, TSDAC, CTB, and our transit agency partners to strengthen Virginia's transit funding programs. We believe the current review provides an important opportunity not only to improve the administration of MERIT and TRIP today, but also to establish a foundation for continued innovation, efficiency, transparency, and responsible stewardship of the Commonwealth's transit resources.

Thank you for your consideration of these comments.

Sincerely,



Danny Flaughner
Executive Director
Virginia Transit Association
Danny@vatransit.com



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

**Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting—
Fiscal Year 2026**

WHEREAS, Section 33.2-1526.1 of the Code of Virginia allocates 46.5 percent of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission (“NVTC”) for distribution to the Washington Metropolitan Area Transit Authority (“WMATA”) for capital purposes and operating assistance (“Commonwealth Mass Transit Fund WMATA Allocation”), as determined by NVTC; and

WHEREAS, the Section 33.2-1526.1 of the Code of Virginia for Fiscal Year (FY) 2026 required the Commonwealth Transportation Board (CTB) to withhold funding available to WMATA under the following conditions:

1. Section 33.2-1526.1(K) of the Code of Virginia requires that in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than three percent from the total operating assistance in the prior year's approved WMATA budget, the CTB shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after July 1, 2018; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

2. Section 33.2-1526.1(L) of the Code of Virginia requires the CTB to withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
3. Section 33.2-1526.1(M) of the Code of Virginia requires that beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC.
4. Section 33.2-1526.1(N) of the Code of Virginia requires the CTB to withhold 20 percent of available funding unless WMATA prepares and submits a proposed detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by April 1 of each year. The budget shall include information on expenditures, indebtedness, pensions and other liabilities, and other information as prescribed by the CTB. In addition, such funds shall be withheld if the Commonwealth's and Northern Virginia Transportation Commission's principal representatives to the WMATA Board of Directors and the WMATA General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system; and

WHEREAS, the CTB approved policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for WMATA by resolution on September 18, 2018, which were most recently amended on September 20, 2023, require that DRPT analyze information received from WMATA and make a recommendation to the Board on enforcement actions, if any, to be taken; and

WHEREAS, DRPT has completed a review of WMATA's compliance with such requirements, in consultation with the Office of the Attorney General, and has presented their findings and recommendations to the Board; and

NOW THEREFORE, BE IT RESOLVED that the Board hereby adopts the following findings relative to WMATA's compliance for Fiscal Year 2026:

Three Percent Cap on Growth in Total Virginia Operating Assistance (Va. Code Sec. 33.2-1526.1(K))

1. WMATA has met the requirements of the statute and Board policy for FY2026.
2. No enforcement action to be taken for FY2026.

Participation by Alternate Directors of the WMATA Board (Va. Code Sec. 33.2-1526.1(L))

1. WMATA has met the requirements of the statute and Board policy for FY2026.
2. No enforcement action to be taken for FY2026.

Adoption of a Detailed Capital Improvement Program (Va. Code Sec. 33.2-1526.1(M))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY2026.

Adoption or Update of a Strategic Plan (Va. Code Sec. 33.2-1526.1(M))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY2026.

Submission of Detailed Budget Documents and Annual Address to CTB (Virginia Code Sec. 33.2-1526.1(N))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY2026.

#####

CTB Decision Brief

Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting: **Fiscal Year 2026**

Issue: In accordance with the CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) that was approved by the CTB on September 18, 2018, and most recently updated on September 20, 2023, WMATA must provide notifications to DRPT by specified deadlines each year regarding its compliance with legislative and CTB policy requirements. DRPT is required to analyze the information received from WMATA and present to the CTB, in September of each year, a recommendation on enforcement actions, if any, that are required to be taken by the CTB policy. A resolution approving DRPT's recommendations as presented is required. CTB policy also requires the Board to consider revisions to the policy at least every two years.

Facts: WMATA provided all required notifications for FY2026 actions to DRPT by the required deadlines. DRPT staff reviewed and verified the information received from WMATA, and DRPT Director of Northern Virginia Transit Programs, Sarah Husain, presented DRPT's findings and recommendations to the CTB at its workshop on September 15, 2026. The five specific legislative and CTB Policy requirements that WMATA must document compliance with include:

- 1) a three percent cap on growth in total Virginia operating assistance from the previous fiscal year;
- 2) restrictions on the participation by Alternate Directors to the WMATA Board;
- 3) annual adoption of a detailed Capital Improvement Program (CIP);
- 4) the adoption or update of a Strategic Plan at least every 36 months; and
- 5) submission of detailed budget documents and an annual presentation to the CTB by the WMATA General Manager and WMATA Board members from Virginia.

WMATA must also certify that it held public hearings on the CIP and Strategic Plan prior to adoption.

DRPT found that WMATA met the standards for compliance with all legislative and CTB Policy requirements in FY2026.

Recommendation: Based on its analysis of the required information received from WMATA, DRPT recommends that the CTB take no enforcement actions against WMATA related to its FY 2026 compliance with the CTB Policy and legislative requirements.

Action Required by CTB: Approval of the attached resolution certifying that the CTB will take no enforcement actions against WMATA related to its FY 2026 compliance with the CTB Policy and legislative requirements.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)

WHEREAS, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise the NVTC, who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA), are mutually interested in the success of the WMATA; and

WHEREAS, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

WHEREAS, NVTC was founded in part to represent the interests of the Commonwealth of Virginia during the establishment of WMATA; and

WHEREAS, NVTC's member jurisdictions — the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington, Fairfax, and Loudoun — are the current WMATA Compact funding partners; and

WHEREAS, Section 33.2-1936 of the Code of Virginia establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling,

commuting, and working in the localities embraced by the NVTC; and

WHEREAS, Section 33.2-3401 of the Code of Virginia, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, established a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

WHEREAS, Section 33.2-1526.1 of the Code of Virginia allocates 46.5 percent of the Commonwealth Mass Transit Fund to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by NVTC; and

WHEREAS, the Commonwealth Mass Transit Fund WMATA allocation cannot exceed 50 percent of the total WMATA operating and capital assistance required from the WMATA Compact funding partners from Virginia; and

WHEREAS, Section 33.2-1526.1 of the Code of Virginia outlines several requirements that WMATA must comply with to ensure that NVTC receives the full 46.5 percent of funding within the Commonwealth Mass Transit Fund:

1. Section 33.2-1526.1(K) of the Code of Virginia requires that, The Board shall withhold an amount equal to 35 percent of the funds available under 33.2-1526.1(D)(4) if:
 - a. In fiscal year 2027, the WMATA Board of Directors does not adopt a policy to establish a methodology for determining the measurement of Metrorail and Metrobus annual unit cost growth using mode-specific operating costs and vehicle revenue hours. Such policy shall determine a baseline year and associated data from which annual unit cost growth will be measured. Baseline operating cost and vehicle revenue data shall be actual and for the most recent year and may be preliminary and not yet audited by the Federal Transit Administration's National Transit Database;
 - b. In fiscal year 2028, WMATA does not publish the results of the annual unit cost growth calculation as described in the policy adopted pursuant to subdivision 1, detailing the year-over-year operating expenses and vehicle revenue hours by mode for rail and bus and percentage growth increase from the prior year; and
 - c. Starting in fiscal year 2029, and for each fiscal year thereafter, the approved WMATA budget's unit cost of rail or bus service increases by more than three percent.
2. Section 33.2-1526.1(L) of the Code of Virginia requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an

official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.

3. Section 33.2-1526.1(M) of the Code of Virginia requires that the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA, by June 30, 2027 and each fiscal year thereafter, has complied with its reporting commitments under the DMV Moves Plan, comprised of the most recent 20-year capital plan, to be updated every five years, including: (a) an analysis of potential capital investments that reduce operating costs; (b) funding or financial plans for major projects with capital costs greater than \$300 million, adjusted with inflation; (c) an assessment of state of good repair needs; (d) a review of the performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes; (e) an evaluation of opportunities to improve operating efficiency of the transit network, including reliability of trips and travel speed; (f) an examination and identification of opportunities to share services where multiple transit providers' services overlap; and (g) an examination of opportunities to improve service in underserved areas; and (iii) WMATA has submitted an annual report to the Metropolitan Washington Council of Governments and the Northern Virginia Transportation Commission on system performance, detailing progress toward DMV Moves goals and objectives.
4. Section 33.2-1526.1(N)(1) of the Code of Virginia requires that for fiscal year 2029, the Board shall withhold 35 percent of the appropriation of funds available pursuant to 33.2-1526.1(D)(4) if the Board of Directors of the Washington Metropolitan Area Transit Authority has not approved a rail signaling and automation workforce transition plan, developed in consultation with affected collective bargaining units, on or before July 1, 2028.
5. Section 33.2-1526.1(N)(2) of the Code of Virginia requires that starting July 1, 2028, if a rail or bus operator employed by the Washington Metropolitan Area Transit Authority is terminated due to a reduction in force caused by the automation of the rail system, the Board shall withhold 35 percent of the appropriation of funds available pursuant to 33.2-1526.1(D)(4) in the subsequent fiscal year.
6. Section 33.2-1526.1(O) of the Code of Virginia requires that the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has prepared and submitted a detailed proposed annual operating budget and any

proposed capital expenditures and projects for the following fiscal year to the CTB by April 1; and (ii) the Commonwealth's and NVTC's principal representatives to the WMATA Board and the WMATA General Manager annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system.

WHEREAS, the FY 2027-2028 Biennial Budget Item 433 G.1.iii further elaborates on Section 33.2-1526.1(M)(3) that the annual report on the performance of WMATA and its capital program, include actual prior-year and anticipated next-year cost savings and cost efficiency efforts, and the use and outcomes of additional dedicated funding, if applicable.

WHEREAS, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

NOW THEREFORE, BE IT RESOLVED that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018 and updated in subsequent years:

3% Cap on Metrorail and Metrobus Per Unit Cost Growth Per Unit Cost (33.2-1526.1(K))

1. The CTB shall withhold an amount equal to 35 percent of the funds available under 33.2-1526.1(D)(4) if:
 - a. By June 30, 2027, the WMATA Board of Directors does not adopt a policy to establish a methodology for determining the measurement of Metrorail and Metrobus annual unit cost growth using mode-specific operating costs and vehicle revenue hours.
 - i. Such policy shall determine a baseline year and associated data from which annual unit cost growth will be measured.
 - ii. Baseline operating cost and vehicle revenue data shall be actual and for the most recent year and may be preliminary and not yet audited by the Federal Transit Administration's National Transit Database.
 - iii. The methodology shall include the data sources and other information to be included annually with the results of the unit cost growth calculation to allow for annual third party verification.
 - iv. WMATA and the Director of DRPT shall work in formal partnership to jointly

develop and refine the methodology, ensuring the Commonwealth's recommendations are fully considered and addressed before the methodology is presented for WMATA Board adoption.

- b. By June 30, 2028, WMATA does not annually publish preliminarily in the Proposed Budget Book, with a final version as an appendix to the Board adopted budget resolution and in the Remediated Budget Book, the results of the unit cost growth calculation and any other information outlined in the methodology, detailing the year-over-year operating expenses and vehicle revenue hours by mode for rail and bus and percentage growth increase from the prior year.
- c. Starting in fiscal year 2029, and for each fiscal year thereafter, the approved WMATA budget's unit cost of rail or bus service increases by more than three percent, as indicated in the adopted budget resolution.

Participation by Alternate Directors of the WMATA Board (Section 33.2-1526.1(L))

- 1. The CTB shall withhold an amount equal to 20 percent of the funds available under 33.2-1526.1(D)(4) if: if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Section 33.2-1526.1(L).
- 2. When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by Section 33.2-1526.1(L), the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws in regards to the activities of alternate directors.
- 3. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting. Alternates may participate in board liaison activities with outside groups and report back to the full Board or Committee during a meeting, when included as an agenda item.
- 4. WMATA shall provide a written notification to the CTB by July 1 of each year if it has changed its bylaws that prohibit the participation of alternate directors specified

in clause (ii) of Section 33.2-1526.1(L).

5. WMATA shall immediately notify DRPT in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

**Adoption of a Detailed Capital Improvement Program and Strategic Planning Documents
(Section 33.2-1526.1(M))**

1. The CTB shall withhold an amount equal to 20 percent of the funds available under 33.2-1526.1(D)(4) if:
 - a. WMATA has not annually adopted or updated before July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
 - i. WMATA has not annually held, before July 1 of each year, at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
 - b. WMATA, by June 30, 2027, and each fiscal year thereafter, has not complied with its reporting commitments under the DMV Moves Plan, comprised of the most recent 20-year capital plan, to be updated every five years, including: (a) an analysis of potential capital investments that reduce operating costs; (b) funding or financial plans for major projects with capital costs greater than \$300 million, adjusted with inflation and (c) an assessment of state of good repair needs.
 - c. As an appendix the 20-year capital plan to be updated every five years, WMATA does not include a service evaluation that contains: a) a review of the performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes, b) an evaluation of opportunities to improve operating efficiency of the transit network, including reliability of trips and travel speed, c) an examination and identification of opportunities to share services where multiple transit providers' services overlap; and d) an examination of opportunities to improve service in underserved area.
 - d. Before July 1, starting in 2027, WMATA has not submitted to the Metropolitan Washington Council of Governments, the Northern Virginia Transportation Commission, and DRPT an annual report on system performance, detailing progress toward DMV Moves goals and objectives. The report shall include actual prior-year and anticipated next-year cost savings and cost efficiency efforts in the operating and/or capital budgets, and the use and outcomes of DMV Moves funding, if applicable.

Fulfilment of Rail Modernization Requirements (Section 33.2-1526.1(N))

1. The CTB shall withhold an amount equal to 35 percent of the funds available under 33.2-1526.1(D)(4) if:
 - a. If the WMATA Board of Directors has not adopted a rail signaling and automation workforce transition plan, developed in consultation with affected collective bargaining units, on or before July 1, 2028.
 - b. Starting July 1, 2028, if a rail or bus operator employed WMATA is terminated due to a reduction in force caused by the automation of the rail system.
2. Starting with the FY 2029 Budget Book, WMATA shall indicate in the human capital table of budgeted FTEs, whether terminations are anticipated to be required due to the automation of the rail system. For a mitigation opportunity to be considered, WMATA must notify DRPT 30 days prior to any terminations, if the reason is due to a reduction in force caused by the automation of the rail system.

Submission of a Detail Annual Operating Budget and Capital Expenditures and Projects (Section 33.2-1526.1(O))

1. The CTB shall withhold an amount equal to 35 percent of the funds available under 33.2-1526.1(D)(4) if:
 - a. WMATA has not prepared and submitted a detailed proposed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to DRPT to transmit to the CTB by April 1 of each year.
 - b. The Commonwealth's and NVTC's principal representatives to the WMATA Board and the WMATA General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system.
2. The proposed annual budget submission by WMATA to DRPT shall include information on expenditures, indebtedness, pensions, and other liabilities, and other information as prescribed by the CTB. The budget submission shall also include the audited financial statements for each defined-benefit pension plan to which WMATA contributes for the previous fiscal year, presented in accordance with the Governmental Accounting Standards Board (GASB) Statement Number 67.

Resolution of Withholding of Funds

The CTB will release any withheld funding upon approval or implementation of an approved mitigation action. The CTB will determine what constitutes an approved mitigation action. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

Additional Considerations

1. The CTB, DRPT, WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. DRPT will analyze all necessary documentation and deliver to the CTB annually, a recommendation on enforcement actions, if any, that are required to be taken by this policy.
3. DRPT will provide published reports referenced in this policy to the CTB.
4. After December 15 of each year, the NVTC shall deliver to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2-3403 of the Code of Virginia.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
6. Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.

BE IT FURTHER RESOLVED, that all versions of the Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) approved by the Board prior to this action are superseded by this revised policy and are hereby rescinded.

#####

CTB Decision Brief

Title: Update to Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)

Issue: Section 33.2-1526.1 (K), (L), (M), and (N) of the Code of Virginia require the CTB to withhold funding available to WMATA pursuant to Section 33.2-1526.1(D)(3) under certain conditions. The CTB approved the Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) CTB on September 20, 2023. DRPT's recommendations for changes to the policy were reviewed with the CTB at its Workshop on September 15, 2026.

Facts: DRPT recommends changes to the policy resulting from legislation approved during the 2026 General Assembly as well as an identification of opportunities to streamline requirements. DRPT worked collaboratively with NVTC and WMATA on the proposed changes to the policy. CTB Policy updates address and provides a mechanism for enforcing 2026 General Assembly approved modifications to Section 33.2-1526.1 (K), (L), (M), (N) of the Code of Virginia and the addition of Section 33.2-1526.1 (O), which the CTB can use to withhold funds from WMATA. DRPT also identified an opportunity to streamline requirements, primarily by eliminating the need for WMATA to assert compliance when it can be verified with publicly available information that is tracked on an ongoing basis by DRPT, as well as by allowing flexibility in delivering the compliance recommendation to CTB with the intention of seeking to align it with the requirement that the WMATA General Manager and Virginia Board members annually present to the CTB.

Recommendation: DRPT recommends that the CTB approve the updated Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA.

Action Required by CTB: Approval of the attached resolution updating the Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # _9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Policy for the Rail Industrial Access Program

WHEREAS, the General Assembly 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 as described in Section 33.2-1600 of the Code of Virginia, and;

WHEREAS, Section 33.2-1600 E. sets forth considerations for the Commonwealth Transportation Board (the Board) when evaluating whether to construct access tracks, and further instructs the Board to adopt procedures to encourage widespread use of the funds, and;

WHEREAS, the Board desires to update its policies regarding projects which qualify for application of industrial access railroad track funds, and;

WHEREAS, the Board intends to retain, by incorporating it into an updated policy relating to industrial access railroad track funds, the current Performance Policy adopted March 19, 2024, which was the result of the Board's reevaluation of the Rail Industrial Access Program Performance Policy.

NOW, THEREFORE, BE IT RESOLVED, that effective November 1, 2026, the Rail Industrial Access Policy Update adopted by the Board on March 19, 2024, is superseded by this revised policy and is hereby rescinded.

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Industrial Access Railroad Track Program Policy

1. The Industrial Access Railroad Track Program will be administered by the Director of the Department of Rail and Public Transportation (Director) in accordance with decisions of the Commonwealth Transportation Board (Board). Pursuant to §33.2-1600(C) of the Code of Virginia, the Director may consult with the Commissioner of Agriculture and Consumer Services, and the Director of the Virginia Economic Development Partnership (or their designated representatives) concerning applications for funds in accordance with the *Code of Virginia*. The Department of Rail and Public Transportation will act as staff to receive and process applications, to make recommendations and to supervise the program and approve the costs incurred.
2. Funding for the program will be provided from funds appropriated by the General Assembly in accordance with §33.2-1600(B) of the Code of Virginia.
3. All applications for industrial access railroad track funds shall be discussed with the appropriate local government. Each application shall be accompanied by a resolution from the local governing body requesting that such funds be allocated to the proposed project.
4. Applications shall require the grantee to estimate the rail and truck utilization ratio of the proposed facility.
5. All applications shall be submitted to the Department of Rail and Public Transportation in accordance with the procedures outlined by the Department's Rail Industrial Access Program Guidelines. The Department will process the applications, including making recommendations, and transmit the same to the Director for review and concurrence prior to submittal to the Board.
6. Funds for the construction of industrial access railroad tracks may be provided if the construction will have a positive impact upon the economic development of the Commonwealth or a region of the Commonwealth. Financial assistance will be limited to certain industrial or commercial sites where rail freight service is or may be needed by new or expanding industry for the construction and/or rehabilitation of railroad track facilities between the proposed common carrier railroad tracks and the actual site of existing or proposed commercial or industrial buildings or facilities.
7. Funds may be used to construct, reconstruct, or improve part or all of the necessary tracks and related facilities on public or private property currently used or being developed for single industries or industrial subdivisions under contract or already constructed, including those subdivisions owned and promoted by railroad companies and others. No funds shall be reimbursed until all agreements are executed and certifications are provided as set forth in this Policy.

8. Industrial access railroad track funds shall not be used for the acquisition of right of way or adjustment of utilities. If the total project costs exceed the grant amount plus the grantee contribution for a specific project, the grantee is responsible for providing the additional funds to complete the project. Eligible items of construction shall be limited to those necessary to provide adequate and safe rail service and shall include the mainline switch to the industry being served. Construction shall not include siding tracks. A siding track is defined as a track secondary to a main track for a meeting or passing trains.
9. Plans and construction of all projects utilizing industrial access railroad track funds shall be subject to approval by the serving railroad prior to transmittal to the Director.
10. All facilities constructed and improved with industrial access railroad track funds shall be made available for use by all common carriers using the railway system to which they connect. The railroad company owning the main track to which an industrial access track will also have unrestricted access to the industrial track.
11. Industrial access railroad track funds shall be paid as reimbursement for approved project activities only after certification that the manufacturing, industrial, or commercial establishment is constructed and operating.
12. No more than 50 percent of the funds shall be allocated to any one county, town, or city in any fiscal year unless there are not sufficient applications prior to May 1.
13. No more than \$1,000,000 of the funds shall be allocated to any project, unless the Board approves such funding.
14. Funds shall be matched with a minimum 30% local or private match.
15. The Board shall, in the evaluation of projects, consider the cost of construction of an access track in relation to the prospective volume of rail traffic, capital investment, potential employment, or other economic and public benefits.
16. Committed industrial access railroad track funds are those funds which have been allocated to a project but not necessarily spent in the year of allocation. Committed funds shall be expended within 24 months, unless an extension is granted. Any funds allocated but unused, returned funds, and uncommitted funds will be allowed to accumulate and carried forward from one year to another in the access fund.
17. The applicant shall be contractually committed to providing the Commonwealth with an ownership interest for the useful life of the project in that portion of tracks and facilities constructed or improved with the use of industrial access railroad track funds. Maintenance and liability of such facilities shall be the responsibility of the grantee. Any cost involved in any subsequent relocation or removal of industrial access railroad track facilities shall be borne by the grantee. Following relocation, the Commonwealth's ownership interest will be

redefined. In case of removal, the Director shall recoup the value of the facilities in which the Commonwealth has any remaining interest.

18. In the event the grantee desires to sell the property or interest on which access tracks have been constructed with funds from this program, the sale will be subject to the Commonwealth's ownership interest and Director's written approval.
19. Grants to aid in the relocation of a business within Virginia will be considered on a case-by-case basis. Funding will generally not be recommended in cases where an industry is simply relocating within Virginia, unless there is a significant business expansion, excluding the value of transferred capital assets. The business capital investment value used to evaluate applications for industrial access funds will be calculated on a net basis. The value of existing business capital assets sold or transferred to the new location will be subtracted from the gross capital investment by the business to determine the figure to be utilized for qualifying matching funds for a rail industrial access grant.
20. Performance shall be based on achieving a minimum threshold for rail cars, with the following criteria:
 1. The performance evaluation period shall last three years.
 2. The minimum threshold is defined as the minimum number of rail cars required to achieve 50 of 100 application points as further described in Policy RR-01a. Rail Industrial Access Application Guidance and Policies.
 3. The minimum threshold must be met in at least one of three years of performance.
21. The Director may grant one (1) three-year extension to the performance period, subject to the following:
 1. If an extension is granted, the grantee must meet the target threshold at least once during the total six-year performance period.
 2. Determination of the extension shall also include evaluation of the grantee's progress toward its performance targets.
22. Repayment shall be based on the percentage of performance target achieved. The percentage for partial repayment of the grant amount shall be determined by the difference between the highest actual carload count reported and the minimum threshold necessary to achieve 50 of 100 application points.

###

CTB Decision Brief
Policy for the Rail Industrial Access Program
Department of Rail and Public Transportation

Summary: The CTB has reviewed existing policies, received input from staff and the Office of the Attorney General, and recommended updates which are intended to encourage widespread use of the funds, per §33.2-1600. DRPT presented the following potential Rail Industrial Access Program Policy Updates to the CTB at the September 15, 2026 Workshop Meeting:

- Renewed advertising campaign
- Streamlined locality notification
- Establish six-year contingent interest
- Fund up to 70% of rail construction cost not to exceed \$1M per project

The renewed advertising campaign is moving forward and does not require a policy update by the CTB. DRPT continues to review future potential updates to encourage widespread use of the funds, including the potential for streamlined locality notification and changes to the contingent interest period. DRPT has put these two potential policy updates on hold and may present them to the CTB for action at a later date. DRPT is moving forward to present to CTB for action the change to fund up to 70% of rail construction cost not to exceed \$1M per project.

The following is a summary of the update to the Rail Industrial Access Policy Resolution, which will be presented for action in October:

- Increase total amount of grant funds per project to \$1,000,000 from the current total amount of \$750,000. Funds will be matched with a minimum 30% local or private match.

Source of State Funds: Industrial, Airport, and Rail Access Fund.

Recommendation: DRPT recommends the approval of this resolution.

Options: Approve, Deny, or Defer.



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

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Limited Access Control Change Route 60 and Route 15, Buckingham County

WHEREAS, the intersection of Route 60 and Route 15, in Buckingham County was designated as a Limited Access Highway by State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on June 21, 1973; and

WHEREAS, in connection with State Highway Project 0060-0014-101, RW-203, the Commonwealth acquired a certain limited access control easement from H. E. Elcan, et al., by Deed dated October 30, 1975, recorded in Deed Book 104, Page 616, recorded in the Office of the Clerk of Circuit Court of the County of Buckingham; and

WHEREAS, Royal Farms, applicant as tenant, has requested modification to the existing limited access control to support their redevelopment project located in the northeast corner of the Intersection of Route 60 and Route 15; and

WHEREAS, the proposed limited access control change (LACC), as shown on Sheet 12C of State Highway Project 0060-014-101, RW-203, closes an existing 50 ft. break in limited access from approximate Station 794+36 (Rte. 15 construction centerline) to approximate Station 794+86 (Rte. 15 construction centerline) and provides a new 50 ft. break in limited access from approximate Station 795+10 (Rte. 15 construction centerline) to approximate Station 795+60 (Rte. 15 construction centerline), supporting a new right-in only entrance from Route 15; and

WHEREAS, the County Administrator, on behalf of the Buckingham County Board of Supervisors, endorses the proposed LACC, by letter dated September 1, 2026; and

WHEREAS, Virginia Department of Transportation's (VDOT's) Lynchburg District has determined, with the Chief Engineer concurring, that the proposed LACC, moving the existing limited access break 74 ft. to the northeast along Route 15, providing for a 50 ft. right-in only entrance, will have minimal impact on the operation of Route 15 and is appropriate from a design, safety and traffic control standpoint; and

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

WHEREAS, public notices of willingness to receive comments were posted in *The Farmville Herald* August 5, 2026, and August 14, 2026, with no comments being received; and

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

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

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

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

WHEREAS, the requester will be required to obtain a land use permit prior to any activity within the Route 60 and Route 15 limited access rights of way; and

WHEREAS, VDOT has reviewed the requested LACC and determined that it is in compliance with Va. Code § 33.2-401 and that the requirements of 24 VAC 30-401-20 have been met; and

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-20 et seq., that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the intersection of Route 60 and Route

Resolution of the Board
Limited Access Control Change
Route 60 and Route 15
Buckingham County
October 13, 2026
Page 3 of 3

15 continues to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits and subject to the conditions mentioned herein.

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

####

Commonwealth Transportation Board (CTB) Decision Brief

Limited Access Control Change **Route 60 and Route 15, Buckingham County**

Issue: Royal Farms, applicant as tenant, adjacent to the Route 60 and Route 15 intersection, has requested to modify the existing limited access control to support their redevelopment project. The project proposes shifting the existing break in limited access 74 feet to the northeast along Route 15, supporting a new right in only entrance. This limited access control change (LACC) requires approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-20.

Facts:

- Route 60 was designated as a Limited Access Highway by State Highway Commission, predecessor to the CTB, on June 21, 1973.
- In connection with State Highway Project 0060-0014-101, RW-203, the Commonwealth acquired a certain limited access control easement from H. E. Elcan, et al., by Deed dated October 30th, 1975, recorded in Deed Book 104, Page 616, recorded in the Office of the Clerk of Circuit Court of the County of Buckingham.
- The proposed LACC, as shown on Sheet 12C of State Highway Project 0060-014-101, RW203, closes an existing 50 ft. break in limited access from approximate Station 794+36 (Rte. 15 construction centerline) to approximate Station 794+86 (Rte. 15 construction centerline) and provides a new 50 ft. break in limited access from approximate Station 795+10 (Rte. 15 construction centerline) to approximate Station 795+60 (Rte. 15 construction centerline).
- The break in limited access control will provide for a right-in only entrance from Route 15.
- The County Administrator, on behalf of the Buckingham County Board of Supervisors, endorses the proposed LACC, by letter dated September 1, 2026.
- VDOT's Lynchburg District has determined, with the Chief Engineer concurring, that the proposed LACC, moving the existing limited access break 74 ft. to the northeast along Route 15, providing for a 50 ft. right-in only entrance, will have minimal impact on the operation of Route 15 and is appropriate from a design, safety and traffic control standpoint.

- VDOT's Lynchburg District has reviewed and approved the global traffic study dated April 3, 2026, revised June 22, 2026, prepared by Gorove Slade, Transportation Planners and Engineers, and found that it adequately addresses the impacts from the proposed LACC.
- VDOT's Lynchburg District has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality, and there will be no adverse environmental impacts.
- Public notices of willingness to receive comments were posted in *The Farmville Herald* August 5, 2026, and August 14, 2026.
- Compensation shall be paid by the requestor in consideration of the LACC and the related easement to be conveyed, as determined by the Commissioner of Highways or his designee.
- The requestor has borne all the appropriate costs in accordance with 24 VAC 30-401-20.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor.
- The requester will be required to obtain a land use permit prior to any activity within the Route 60 and Route 15 limited access rights of way.
- VDOT has reviewed the requested LACC and determined that it is in compliance with Va. Code § 33.2-401 and that the requirements of 24 VAC 30-401-20 have been met.

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

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

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

Options: Approve, Deny, or Defer

Public Comments/ Reaction: No comments were received regarding this LACC.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.
COMMISSIONER

October 1, 2026

The Honorable Nick Donohue
The Honorable Stephen C. Brich, P. E.
The Honorable Raymond D. Smoot Jr.
The Honorable Frederick T. Stant III
The Honorable Tom Fowlkes
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Grindly Johnson
The Honorable C. Dulany Morison
The Honorable Jim Moye
The Honorable Charles Payne
The Honorable Marianne Moffat Radcliff
The Honorable Mariia Zimmerman

Subject: Approval of Limited Access Control Change (LACC) for Route 60 and Route 15, Buckingham County

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Royal Farms, for a modification in the limited access control along Route 15. The requestor proposes to develop a new convenience store at the northeast corner of the intersection of Route 60 and Route 15. The modification of limited access closes an existing 50 ft. break in limited access along Route 15, and shifting it 74 ft to the northeast, supporting a new right-in only entrance. The Department's staff has determined the proposed break in limited access will have minimal impact on the operation of Route 60 and Route 15 and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

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

Sincerely,

Signed by:

A handwritten signature in blue ink, appearing to read "B. Thrasher", enclosed within a blue rectangular box.

Barton A. Thrasher, P.E.
Chief Engineer

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION**

Richmond, Virginia

June 21, 1973

Following public hearings on final allocation of Interstate, Rural Primary and Urban construction funds for the fiscal year 1973-74, in Roanoke on June 20, for the Bristol, Salem, Lynchburg and Staunton Districts, and in Richmond on June 21, for the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the State Highway Commission met in the Commission Room at the Central Highway Office in Richmond on June 21, 1973, at 10:50 a.m., for its regular monthly meeting. The Chairman, Mr. Douglas B. Fugate, presided.

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

On motion of Mr. Crowe, seconded by Mr. Roos, minutes of the meeting of April 26, 1973, were approved.

On motion of Mr. Crowe, seconded by Mr. Roos, minutes of the meeting of May 17, 1973, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Roos, that permits issued from May 17, 1973, to June 20, 1973, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Crowe, seconded by Mr. Roos, cancellation of permits from May 17, 1973, to June 20, 1973, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Fitzpatrick, seconded by Mr. Roos, the Commission approved the 1973-74 preliminary maintenance and operating budget for the State of Virginia Toll Revenue Bonds (Series 1954), as attached.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission approved final allocation of Interstate, Rural Primary and Urban Construction funds for the fiscal year 1973-74, as shown by the attached tabulation.

6-21-73

that Moved by Mr. Glass, seconded by Mr. Fitzpatrick,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a public hearing was held in the Buckingham County Courthouse, on February 21, 1973, at 7:30 p.m., for the purpose of considering the proposed location and design of Route 60 from the intersection of Route 24 (Mount Rush) to 1.10 miles east of the intersection of Route 56, State Project 0060-014-102, PE-101; and the location of Route 60 from 1.10 miles east of the intersection of Route 56 to 2.75 miles west of the intersection of Route 15 (Buckingham Bypass), State Project 0060-014-101, PE-102; and the location and design of Route 60 from 2.75 miles west of the intersection of Route 15 to 0.31 mile east of the intersection of Route 15 (Sprouses Corner), State Projects 0060-014-101, PE-101 and 0060-014-103, PE-101 in Buckingham County, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of State Project 0060-014-102, PE-101 from the intersection of Route 24 (Mount Rush) to 1.10 miles east of the intersection of Route 56 be approved in accordance with the plan as proposed and presented at the said public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that the location corridor of State Project 0060-014-101, PE-102 (Buckingham Bypass) from 1.10 miles east of the intersection of Route 56 to 2.75 miles west of the intersection of Route 15 be approved as proposed and presented at the public hearing along Line "B" by the Department's engineers, and

BE IT ALSO FURTHER RESOLVED, that the location and major design features of State Projects 0060-014-101, PE-101 and 0060-014-103, PE-101, from 2.75 miles west of the intersection of Route 15 to 0.31 mile east of the intersection of Route 15 (Sprouses Corner) be approved as proposed and presented at the said public hearing by the Department's engineers, amended to provide an at-grade intersection at Route 15, and

6-21-73

BE IT ALSO FURTHER RESOLVED, that the relocation Project 0060-014-101, PE-102 referred to as the Buckingham Bypass and the area at the intersection of Routes 60 and 15, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy.

MOTION CARRIED

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

WHEREAS, the budget for the fiscal year July 1, 1972 to June 30, 1973, was approved by the Richmond-Petersburg Turnpike Authority on June 14, 1972, and

WHEREAS, the 1973 General Assembly of Virginia transferred the responsibility for operating this facility to the State Highway Commission, and

WHEREAS, this transfer was effective June 1, 1973, resulting in changes in employee classifications, and

WHEREAS, this factor, plus other minor changes in estimated costs, necessitates a revision in this budget.

NOW, THEREFORE, BE IT RESOLVED, that the budget entitled The Richmond-Petersburg Turnpike Authority Amended Budget of Current Expenses, Fiscal Year July 1, 1972-June 30, 1973, is hereby adopted as the Amended Budget of Current Expenses for the Fiscal Year July 1, 1972-June 30, 1973, and the Manager of the Richmond-Petersburg Turnpike is directed to file a copy with the Trustees and to mail copies thereof to the Consulting Engineers, the principal underwriters, and all bondholders who have their names and addresses filed with the Secretary of the Highway Commission as provided by Section 505 of the Trust Agreement.

MOTION CARRIED

6-21-73

The Commission heard Mr. W. L. Neal, Executive Vice President, John W. Hancock, Jr., Inc., on that company's request for permits for overlength hauling.

The Commission also heard Mr. Francis C. Lee on behalf of request of Exposaic Industries, Inc., for overwidth hauling.

Following these presentations, the chairman referred both requests to the Commission committee on permits and authorized the committee to make a decision in these cases. He asked that the committee report back to the Commission whether or not there should be reconsideration of the policy on movement of overlength and overwidth loads.

Mr. Fugate called attention of the members to the meeting of the Southeastern Association of State Highway and Transportation Officials, to be held in Hot Springs, Arkansas, October 8-10 and the meeting of the American Association of State Highway Officials, in Los Angeles, California, November 12-16, and urged that they attend these meetings if possible.

The chairman stated there would not be a meeting of the Commission during the month of July, the next meeting to be held on the third Thursday in August, unless there was need to call a special meeting.

The meeting was adjourned at 12:25 p.m.

Approved:

Walter M. Fugate
Chairman

Attested:

Paul E. Siffert
Secretary



Karl R. Carter
County Administrator

E M. Wright, Jr.
County Attorney

Buckingham County
Board of Supervisors
Office of the County Administrator
13380 W. James Anderson Highway
Post Office Box 252
Buckingham, Virginia 23921 -0252
Telephone 434 -969 -4242
Fax 434 -969 -1638
www.buckinghamcountyva.org

Joe N. Chambers, Jr.
District 6 Supervisor
Chairman

L. Cameron Gilliam
District 2 Supervisor
Vice-Chairman

Dennis H. Davis, Jr.
District 1 Supervisor

Michael E. Palmore
District 3 Supervisor

Paul W. Garrett
District 4 Supervisor

Harry W. Bryant, Jr.
District 5 Supervisor

Carter Allen
District 7 Supervisor

September 1, 2026

Mr. Brian Lokker
Assistant Residency Administrator – Land Use
Virginia Department of Transportation

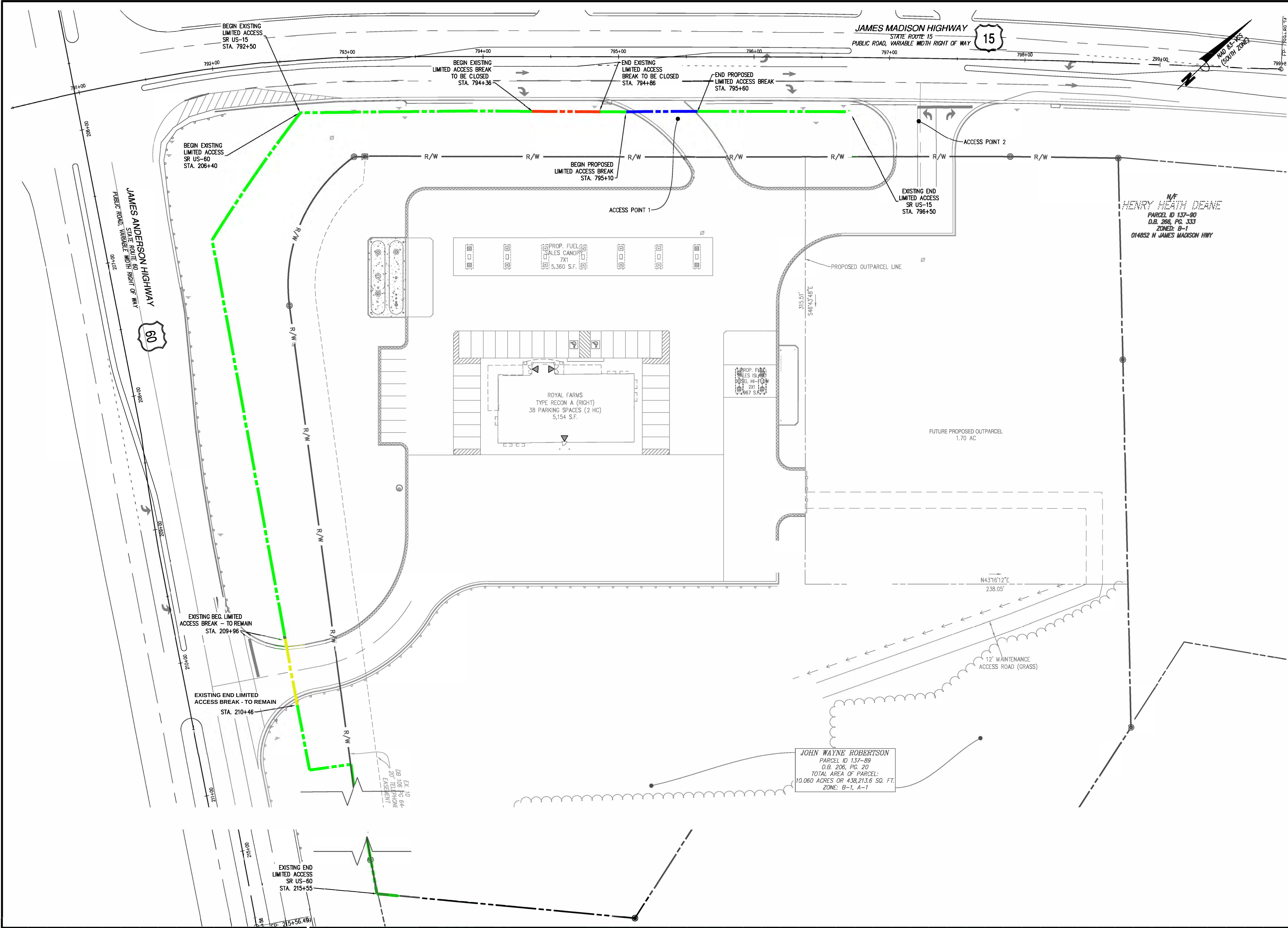
Mr. Lokker,

Royal Farms is proposing to develop a new convenience store with gas at the eastern corner of the intersection of US 15 (James Madison Highway) and US 60 (James Anderson Highway). This limited access change is a modification of the existing US 15 right-in only access break. The existing break will be relocated further to the north-east.

At their monthly meeting held of August 10, 2026, the Buckingham County Board of Supervisors, unanimously voted to support the commercial project and gave its support to the proposed limited access changes. The Buckingham County Board of Supervisors request the modifications be approved as necessary for the County to develop the parcel.

Sincerely

Karl Carter
Buckingham County Administrator



14844 N. JAMES MADISON HWY
DILLWYN, VIRGINIA
LIMITED ACCESS CONTROL CHANGE EXHIBIT
ATTACHMENT A

Bowman

* VARIABLE WIDTH STANDARD UTILITY
EASEMENT REQUIRED FOR VEPCO

By resolution of State Highway and Transportation Commission.

REV	SERIAL NO.	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	BEST NO.
18-12-76						
5-28-75						
5-20-75						
3-3-76	3	VA	EF-040-1(C9) F-040-2(102)	60	0060-014-101, PE-101 0060-014-101, RW-203 0060-014-101, C-503	12C
12-21-76						

Revised
09-02-26

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

End Existing
Limited Access Break
to be Closed
STA. 794+86

ROUTE 15

Begin Existing
Limited Access Break
to be Closed
STA. 794+36

End Proposed
Limited Access Break
STA. 795+60

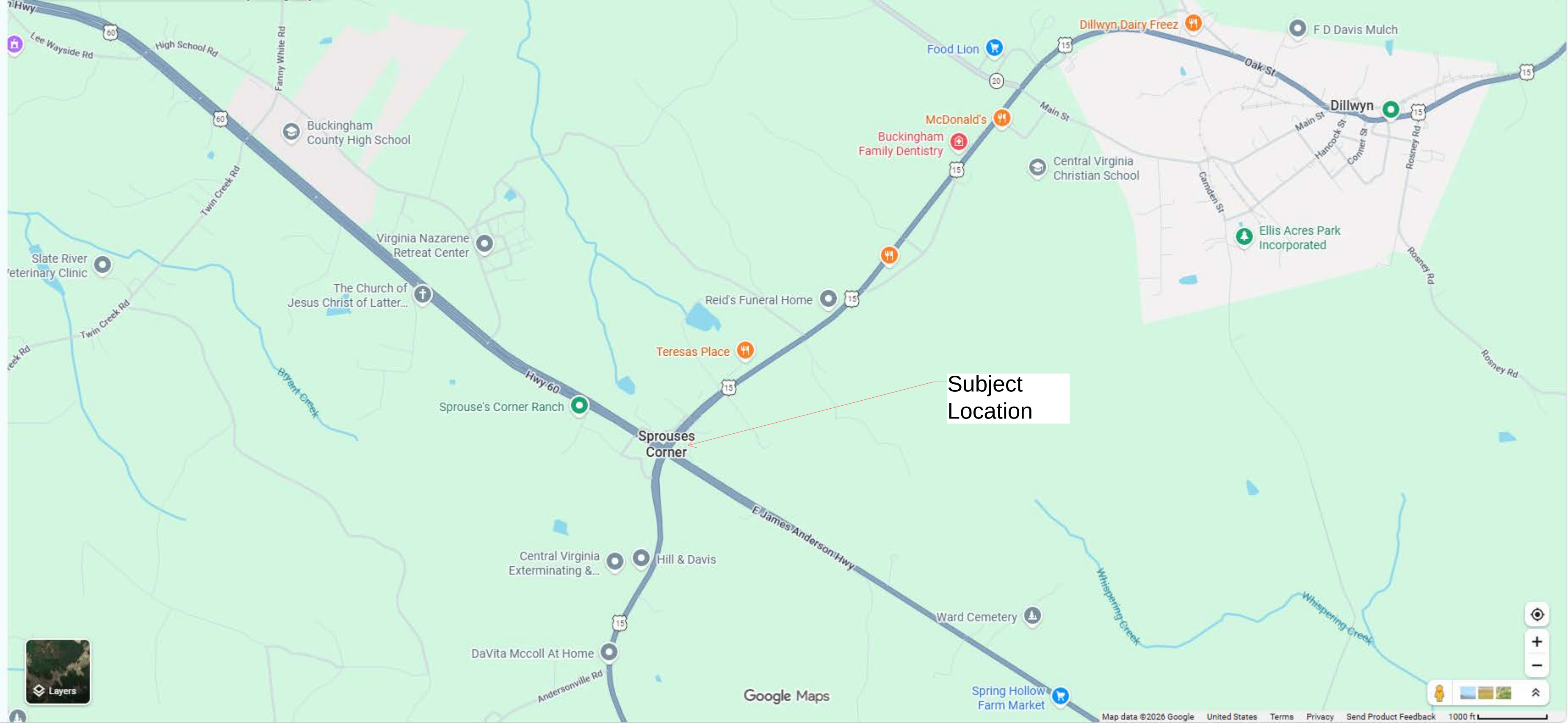
Begin Proposed
Limited Access Break
STA. 795+10

Scale



0 50 100

Page # 223



Subject
Location



Google Maps



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: Seconded By: Action:

Limited Access Control Changes (LACCs)
I-64 Denbigh Boulevard Interchange Phase 1
City of Newport News

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated all roadways on the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project 0064-121-416, P101, R201, C501, B654 (UPC# 119217), the I-64 Denbigh Boulevard Interchange Phase 1 Project (the “Project”) consists of construction of I-64 westbound access ramps to and from Denbigh Boulevard along with intersection improvements on Denbigh Boulevard at Warwick Boulevard and Jefferson Avenue; and

WHEREAS, the Project is the first of two phases of a larger project to construct a diamond interchange at I-64 and Denbigh Boulevard in Newport News, and will improve Interstate access, reduce congestion, increase safety, and support travel demand in northern Newport News; and

WHEREAS, the modifications to the Limited Access Control Lines were determined to be necessary by the Virginia Department of Transportation (VDOT) during preliminary engineering to include the proposed I-64 interchange ramps along with creating access for the VDOT’s maintenance responsibility areas as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, VDOT held a Public Hearing (the “Hearing”) on June 25, 2024, from 5 p.m. to 7 p.m. at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA 23608, for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, VDOT and the City of Newport News have reviewed the Interchange Justification Report (IJR) and found that it adequately addresses the impacts from the Project and the proposed LACCs, and the IJR was approved by the Federal Highway Administration (FHWA) on September 3, 2021; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements, and the Environmental Assessment for the Project was approved by the FHWA on October 16, 2024; and

WHEREAS, the Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the “Air Quality Standards”) as established by the Environmental Protection Agency (EPA). An air quality analysis was completed as part of the Environmental Assessment, and it was found that the Project will meet all applicable air quality analysis and conformity requirements, and will not cause or contribute to a violation of the Air Quality Standards; and

WHEREAS, the Project is in the City of Newport News and the proposed design features as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached); and

WHEREAS, FHWA has provided approval for State Highway Project 0064-121-416, P101, R201, C501, B654 (UPC# 119217) and the proposed LACCs on August 24, 2026.

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that I-64 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations to those shown on the Limited Access Control Point Stations and Offsets Table (attached).

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-64 Denbigh Boulevard Interchange Phase 1
City of Newport News

Issues: The area designated as limited access previously approved for Interstate 64 needs to be modified to accommodate the project to construct I-64 westbound access ramps to and from Denbigh Boulevard, the first of two phases of a larger project to construct a diamond interchange at I-64 and Denbigh Boulevard in Newport News. This LACC will allow the Virginia Department of Transportation (VDOT) to access I-64 in the area of the westbound access ramps to and from Denbigh Boulevard for construction and maintenance purposes. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for I-64 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), which designated the Interstate Highway System including Interstate 64 to be Limited Access Highways and in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established that the limited access line locations and limits as “the final locations of said routers, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project 0064-121-416, P101, R201, C501, B654 (UPC# 119217), the I-64 Denbigh Boulevard Interchange Phase 1 Project (the “Project”) consists of construction of I-64 westbound access ramps to and from Denbigh Boulevard, along with intersection improvements on Denbigh Boulevard at Warwick Boulevard and Jefferson Avenue. The Project will improve network access, reduce congestion, increase safety, and support travel demand in northern Newport News.
- These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- VDOT held a Public Hearing (the “Hearing”) on June 25, 2024, from 5 p.m. to 7 p.m. at the Denbigh Community Center, 15198 Warwick Boulevard, Newport News, VA, 23608 for the proposed interchange and associated LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input on the Project.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.

- VDOT and the City of Newport News have reviewed the Interchange Justification Report (IJR) and found that it adequately addresses the impacts from the Project and the proposed LACCs, and the IJR was approved by the Federal Highway Administration (FHWA) on September 3, 2021.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment was completed for the interchange. FHWA issued a Finding of No Significant Impact for the Project on October 16, 2024.
- The Project is located within an area that is currently in attainment with the National Ambient Air Quality Standards (the “Air Quality Standards”) as established by the Environmental Protection Agency (EPA). An air quality analysis was completed as part of the Environmental Assessment that was approved by the FHWA on October 16, 2024, and concluded that the Project will meet all applicable air quality analysis and conformity requirements and will not cause or contribute to a violation of the Air Quality Standards.
- The Project is in the City of Newport News and the proposed design features as shown at the Public Hearing, including LACCs, are supported by letter from the Newport News Director of Engineering dated August 27, 2024 (attached).
- FHWA has provided the approval for State Highway Projects 0064-121-416, P101, R201, C501, B654 (UPC# 119217) and the proposed LACCs on August 24, 2026.
- VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq.*, that I-64 continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB’s predecessor, the State Highway Commission, on October 4, 1956.

Action Required by CTB: Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all

documents needed to comply with the resolution and implement the LACCs, and the Project will move forward.

Options: Approve, Deny, or Defer.

- **Public Comments/Reactions:** Approximately sixty-nine (69) persons attended the Hearing. There were fifteen (15) written comments from the questionnaire provided at the hearing, and no oral comments received for the record. Two emails were received during the comment period with five (5) comments, and no letters were received.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

October 1, 2026

The Honorable Nick Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Joel Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Grindly Johnson
The Honorable C. Dulany Morison
The Honorable Jim Moye
The Honorable Charles Payne
The Honorable Marianne Moffat Radcliff
The Honorable Mariia Zimmerman
The Honorable Stephen C. Brich, P. E.

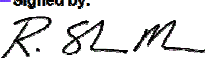
Subject: Approval of Limited Access Control Changes (LACCs) for I-64 Denbigh Boulevard Interchange Phase 1, City of Newport News

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-121-416, P101, R201, C501, B654 (UPC# 119217) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Signed by:


AFDC49E581844BF...
Shane Mann, P.E.
Deputy Chief Engineer
for Barton A. Thrasher, P.E.
Chief Engineer

VICINITY MAP

I-64 Denbigh Boulevard Interchange Phase 1

UPC 119217



FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer).



OpenRoads Computer Identification No. 119217

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

CITY OF NEWPORT NEWS
I-64 DENBIGH INTERCHANGE PHASE 1
FROM: 0.393 MILES NORTH DENBIGH BLVD.
TO: 0.405 MILES SOUTH DENBIGH BLVD.
90% RIGHT-OF-WAY PLANS

CONVENTIONAL SIGNS

STATE LINE	— — — — —
COUNTY LINE	— — — — —
CITY/TOWN OR VILLAGE	— — — — —
RIGHT OF WAY LINE	— — — — —
UNFENCED PROPERTY LINE	— — — — —
FENCED PROPERTY LINE	— — — — —
WATER LINE	— — — — —
SANITARY SEWER LINE	— — — — —
GAS LINE	— — — — —
ELECTRIC UNDERGROUND CABLE	— — — — —
TRAVELED WAY	— — — — —
RAILROAD	— — — — —
RAILROAD WALL	— — — — —
BASE OR SURVEY LINE	— — — — —
LEVÉE OR EMBANKMENT	— — — — —
BRIDGES	— — — — —
CULVERTS	— — — — —
DROP INLET	— — — — —
POWER POLES	— — — — —
TELEPHONE OR TELEGRAPH POLES	— — — — —
TELEPHONE OR TELEGRAPH LINES	— — — — —
TREES	— — — — —
HEAVY WOODS	— — — — —
GROUND	— — — — —
GRADE ELEVATION	— — — — —

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY HAS BEEN AWARDED HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS. WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

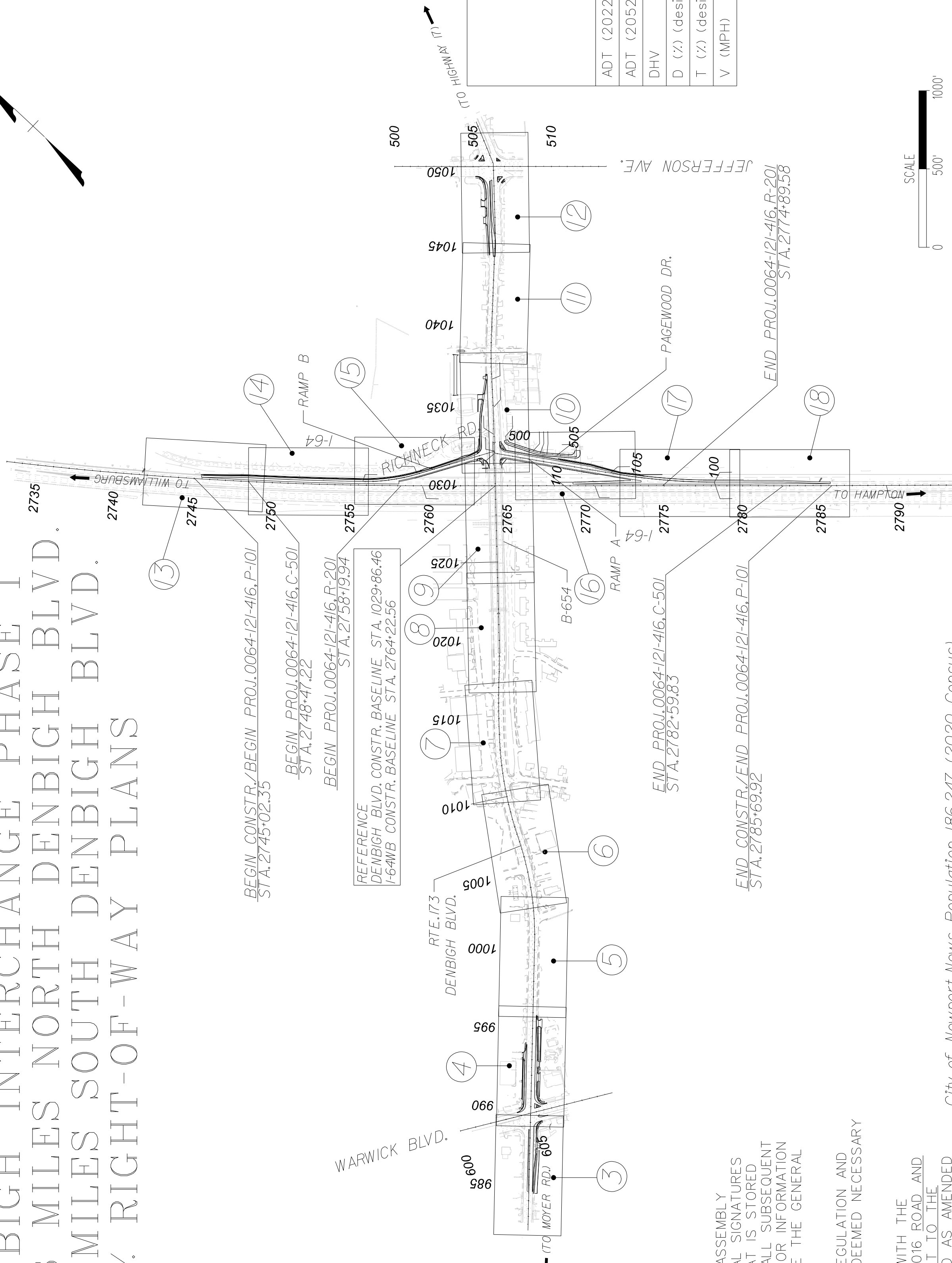
THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERSELETED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.1R, EXCEPT WHERE OTHERWISE NOTED. THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULLEXTENT OF THE LAW.

PROJECT MANAGER Adam Ktakov, PE ---J57J956-3J0Z--- Hampton Roads District
SURVEYED BY, DATE Dewberry Engineers, Inc., January 2026 ---
DESIGN BY Dewberry Engineers, Inc., J703J849-0546 ---
SUBSURFACE UTILITY BY, DATE SAM, LLC, January 2026

SUBSURFACE UTILITY BY, DATE SAM, LLC - January 2026

DESIGN BY Dewberry Engineers, Inc. (703) 849-0546

[illegible]

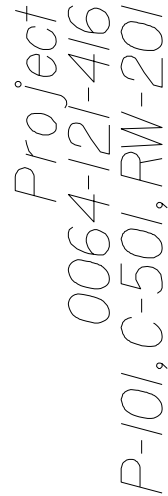
TIER 2 PROJECT RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	INFRASTRUCTURE INVESTMENT DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER
DATE	CHIEF FINANCIAL OFFICER
DATE	CHIEF ENGINEER

DATE	CHEF OF POLICY
APPROVED FOR RIGHT OF WAY ACQUISITION	

Project Lengths are based on the I-64 Westbound Baseline

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Newport News



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

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

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	64		0064-121-416 P-101, R-201, C-501	1A

NOT TO SCALE	PROJECT 0064-121-416	SHEET NO. 1A
--------------	-------------------------	-----------------

PROJECT MANAGER: Adam Krakow, PE - (757) 956-3107 - Hampton Roads District
SURVEYED BY: Dewberry Engineers Inc. - January, 2026
DESIGNED BY: Dewberry Engineers Inc. - (703) 849-0546
SUBSURFACE UTILITY BY: Surveying & Mapping LLC - January, 2026

Curve DB-05
PI = 1034+88.82
DELTA = 0°14'53.02" (LT)
D = 0°0'30.00"
T = 175.86'
L = 351.70'
R = 11,458.16'
PC = 1033+12.96
PT = 1036+64.66
e = NC
V = 40 MPH

Curve DB-06
PI = 1037+99.91
DELTA = 05°24'22.60" (RT)
D = 0°0'00.00"
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L = 270.31'
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PC = 1036+64.66
PT = 1039+34.91
e = NC
V = 40 MPH

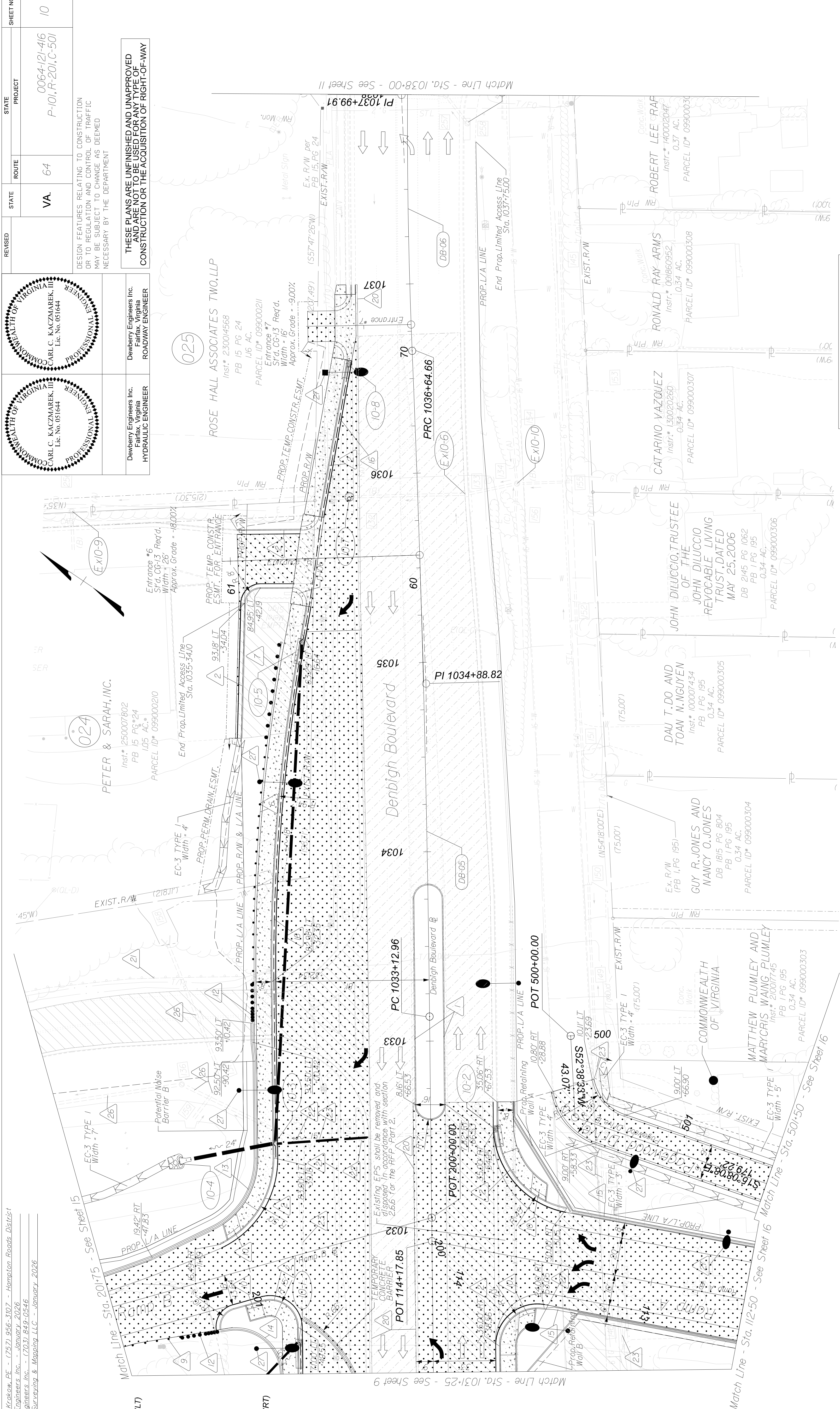
REVISION	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	64		0064-121-416 P-101, R-201, C-501	10

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

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Dewberry Engineers Inc.
Fairfax, Virginia
ROADWAY ENGINEER

Dewberry Engineers Inc.
Fairfax, Virginia
HYDRAULIC ENGINEER



Key Legend

- 1. Conc. Median Barrier, Std. MB-7D Req'd.
- 2. Conc. Median Barrier, Std. MB-7D Req'd.
- 3. Conc. Median Barrier, Std. MB-7D Req'd.
- 4. Conc. Median Barrier, Std. MB-7D Req'd.
- 5. Conc. Median Barrier, Std. MB-7D Req'd.
- 6. Conc. Median Barrier, Std. MB-7D Req'd.
- 7. Conc. Median Barrier, Std. MB-7D Req'd.
- 8. Conc. Median Barrier, Std. MB-7D Req'd.
- 9. Conc. Median Barrier, Std. MB-7D Req'd.
- 10. Conc. Median Barrier, Std. MB-7D Req'd.
- 11. Conc. Median Barrier, Std. MB-7D Req'd.
- 12. Conc. Median Barrier, Std. MB-7D Req'd.
- 13. Conc. Median Barrier, Std. MB-7D Req'd.
- 14. Conc. Median Barrier, Std. MB-7D Req'd.
- 15. Conc. Median Barrier, Std. MB-7D Req'd.
- 16. Conc. Median Barrier, Std. MB-7D Req'd.
- 17. Conc. Median Barrier, Std. MB-7D Req'd.
- 18. Conc. Median Barrier, Std. MB-7D Req'd.
- 19. Conc. Median Barrier, Std. MB-7D Req'd.
- 20. Conc. Median Barrier, Std. MB-7D Req'd.
- 21. Conc. Median Barrier, Std. MB-7D Req'd.
- 22. Conc. Median Barrier, Std. MB-7D Req'd.
- 23. Conc. Median Barrier, Std. MB-7D Req'd.
- 24. Clean Out Existing Structure -- Not Shown On Plan Yet
- 25. Clean Out Existing Pipe -- Not Shown On Plan Yet
- 26. Plug & Abandon Existing Pipe, Std. PP-1 Req'd.
- 27. Light Pole -- See Roadway Lighting Plans For Further Information

- Denotes Full Depth Pavement
- Denotes Pavement Demolition
- Denotes Mill and Overlay
- Denotes Concrete
- Denotes Median Overlay - See Bridge Plans For Details
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

- Alignment Data 1G(1)-1G(3)
- Typical Sections 2A(1)-2A(2)
- ESC Plans 2D-2H
- Right of Way Data 10FW
- Profiles 10(A)-10(B)
- Drainage Descriptions 27(1)-27(2)

SCALE	PROJECT	SHEET NO.
0 25' 50'	0064-121-416	10

LIMITED ACCESS HIGHWAY

PROJECT MANAGER: Adam Krakow, PE - (757) 956-3107 - Hampton Roads District
SURVEYED BY: Dewberry Engineers Inc. - January 2026
DESIGNED BY: Dewberry Engineers Inc. - (703) 849-0546
SUBSURFACE UTILITY BY: Surveying & Mapping LLC - January 2026

Key Legend

- 1 6" Curb, Strd, CG-2, Req'd.
- 2 6" Curb & Gutter, Strd, CG-6, Req'd.
- 3 Raised Median Strip, Strd, MS-1A, Req'd.
- 4 Raised Median Strip, Strd, MS-1A, Req'd.
- 5 Raised Median Strip, Strd, MS-2, Req'd.
- 6 Guardrail, Strd, GR-MGS1, Req'd.
- 7 Guardrail, Terminal, Strd, GR-MGS-2, Req'd.
- 8 Trailing End Terminal, Strd, GR-MGS-3, Req'd.
- 9 Guardrail Height Transition, Strd, GR-MGS4, Req'd.
- 10 Curb Ramp, Strd, CG-12, Type B, Req'd.
- 11 Curb Ramp, Strd, CG-12, Type R12, Req'd.
- 12 Fixed Object Attachment, Strd, GR-FOA-2, Ty. I, Req'd.
- 13 Conc. Median Barrier, Strd, MB-T2, Req'd.
- 14 Conc. Median Barrier, Strd, MB-T2, Req'd.
- 15 Conc. Parapet (F-Shape), Strd, BP-B4, Req'd.
- 16 Pavement Underdrain, Strd, UD-4, Req'd.
- 17 Pavement Underdrain, Strd, UD-4, 6" Pipe, Req'd.
- 18 Combination Underdrain, Strd, CD-2, Req'd.
- 19 Underdrain Endwall, Strd, EN-12, Req'd.
- 20 Full Depth Saw Cut, Req'd.
- 21 Remove Existing Guardrail
- 22 Remove Existing Structure
- 23 Remove Existing Pipe

- 24 Clean Out Existing Structure -- Not Shown On Plan Yet
25 Clean Out Existing Pipe -- Not Shown On Plan Yet
26 Plug & Abandon Existing Pipe, Srd, PP-I Req'd.
27 Light Pole -- See Roadway Lighting Plans For Further Information

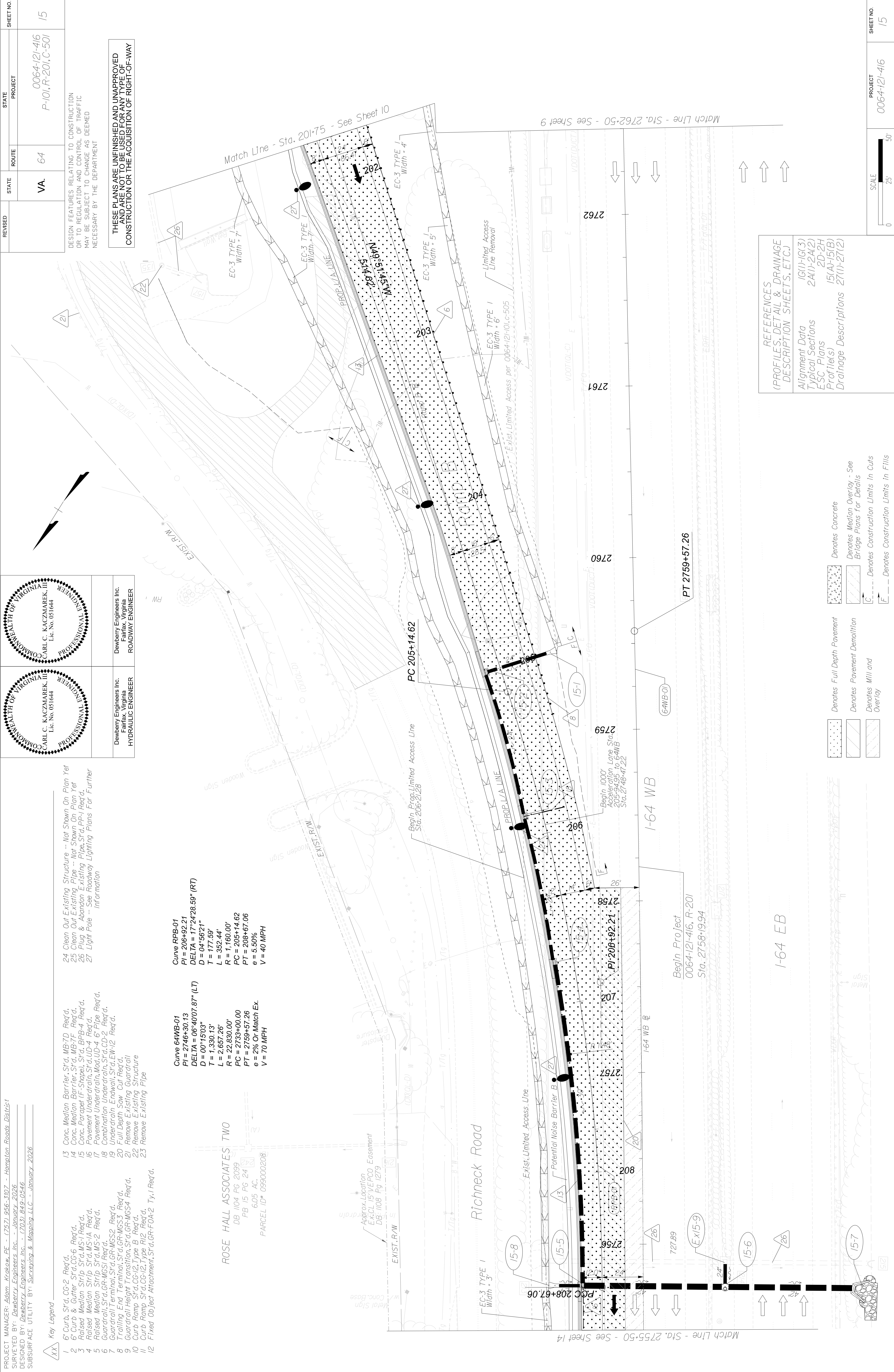
Curve RPB-01
PI = 206+92.21
DELTA = 17°24'28.59" (RT)
D = 04°56'21"
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L = 352.44'
R = 1,160.00'
PC = 205+14.62
PT = 208+67.06
e = 5.50%
V = 40 MPH

Curve 64WB-01
PI = 2746+30.13
DELTA = 06°40'07.87" (LT)
D = 00°15'03"
T = 1,330.13'
L = 2,657.26'
R = 22,830.00'
PC = 2733+00.00
PT = 2759+57.26
e = 2% Or Match Ex.
V = 70 MPH

ROSE HALL ASSOCIATES TWO

PB 15 PG 24 242
6.05 AC.
PARCEL ID* 099000208

Richneck Road



REFERENCES	
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)	
Alignment Data	1G(1)-1G(3)
Typical Sections	2A(1)-2A(2)
ESC Plans	2D-2H
Profiles	15(A)-15(B)
Drainage Descriptions	27(1)-27(2)

	
Denotes Full Depth Pavement	Denotes Concrete
	
Denotes Demolition	Denotes Median Overlay. See Bridge Plans for Details
	
Denotes Mill and Overlay	Denotes Construction Limits in Cuts
	
	Denotes Construction Limits in Fills

SCALE 0 25' 50'	PROJECT 0064-121-416	SHEET NO. 15
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PROJECT MANAGER: Adam Krakow, PE - (757) 956-3107 - Hampton Roads District
SURVEYED BY: Dewberry Engineers Inc. - January, 2026
DESIGNED BY: Dewberry Engineers Inc. - (703) 849-0546
SUBSURFACE UTILITY BY: Surveying & Mapping LLC - January, 2026

Curve PGWD-01
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T = 47.89'
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e = NC (ULS)
V = 25 MPH

Curve RPA-01
PI = 103+33.84
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L = 666.06'
R = 3,915.00'
PC = 100+00.00
PT = 106+66.06
e = 2.20%
V = 40 MPH

MATTHEW PLUMLEY AND
MARYCRIS WAING PLUMLEY
Inst.* 20007745
PB 1 PG 195
0.34 AC.
PARCEL ID* (389009)303
COMMONWEALTH
OF VIRGINIA
EC-3 TYPE I
Width = 5'
EXIST. R/W
PROPR L/LA LINE
Match Line - Sta. 501+50 - See Sheet 10
Match Line - Sta. 502+22.29
PC 502+22.29
PT 503+77.59
MIGUEL ALVAREZ
Inst.* 140013553
0.34 AC.
PARCEL ID* 099000324
HERMAN C. SHIFLETT, II
Inst.* 080018508
PB 4 PG 106
0.34 AC.
PARCEL ID* 099000325

COMMONWEALTH OF VIRGINIA
CARL C. KACZMAREK, III
Lic. No. 051644
PROFESSIONAL ENGINEER
COMMONWEALTH OF VIRGINIA
CARL C. KACZMAREK, III
Lic. No. 051644
PROFESSIONAL ENGINEER
Dewberry Engineers Inc.
Fairfax, Virginia
ROADWAY ENGINEER
Dewberry Engineers Inc.
Fairfax, Virginia
HYDRAULIC ENGINEER

THESE PLANS ARE UNFINISHED AND UNAPPROVED
AND ARE NOT TO BE USED FOR ANY TYPE OF
CONSTRUCTION OR THE ACQUISITION OF RIGHT-OF-WAY
DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC
MAY BE SUBJECT TO CHANGE AS DEEMED
NECESSARY BY THE DEPARTMENT

LIMITED ACCESS HIGHWAY

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	64		0064-121-416 P-101, P-201, C-501	16

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

Key Legend

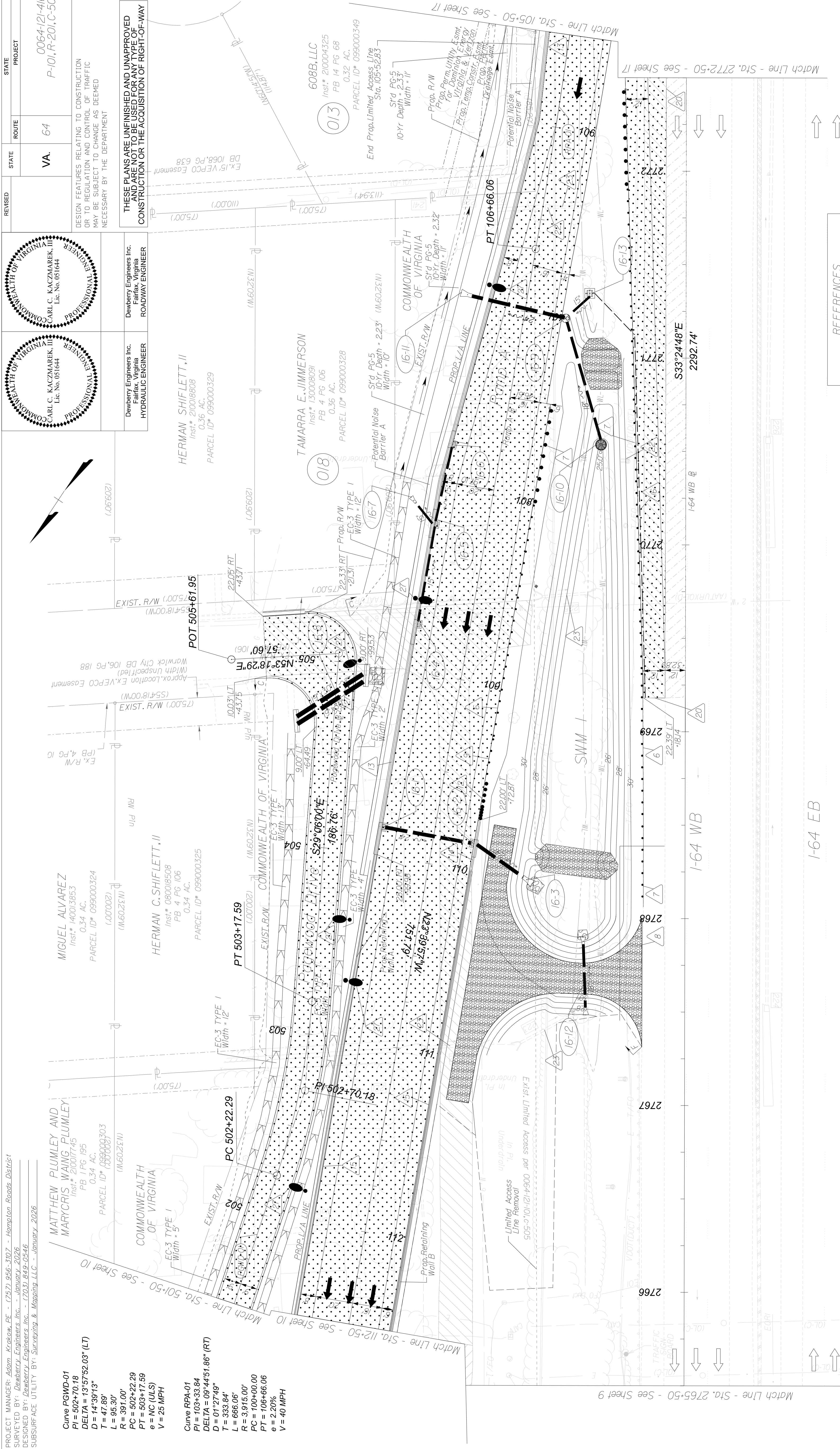
- 1 6" Curb, Std. CG-2 Req'd.
2 Curb & Gutter, Std. CG-6 Req'd.
3 Raised Median Strip, Std. MS-1 Req'd.
4 Raised Median Strip, Std. MS-1A Req'd.
5 Raised Median Strip, Std. MS-2 Req'd.
6 Guardrail, Std. GR-MGS1 Req'd.
7 Guardrail Terminal, Std. GR-MGS2 Req'd.
8 Trailing End Terminal, Std. GR-MGS3 Req'd.
9 Guardrail Height Transition, Std. GR-MGS4 Req'd.
10 Curb Ramp, Std. CG-12, Type B, Req'd.
11 Curb Ramp, Std. CG-12, Type B12, Req'd.
12 Fixed Object Attachment, Std. GR-FOA-2 Ty.1 Req'd.
13 Conc. Median Barrier, Std. MB-7D Req'd.
14 Conc. Median Barrier, Std. MB-7F Req'd.
15 Conc. Parapet (F-Shape), Std. BRB-4 Req'd.
16 Pavement Underdrain, Std. UD-4 Req'd.
17 Pavement Underdrain, Mod. UD-4 6" Pipe Req'd.
18 Combination Underdrain, Std. CD-2 Req'd.
19 Underdrain Endwall, Std. EW-12 Req'd.
20 Full Depth Saw Cut Req'd.
21 Remove Existing Guardrail
22 Remove Existing Structure
23 Remove Existing Pipe
24 Clean Out Existing Structure -- Not Shown On Plan Yet
25 Clean Out Existing Pipe -- Not Shown On Plan Yet
26 Plug & Abandon Existing Pipe, Std. PP-1 Req'd.
27 Light Pole -- See Roadway Lighting Plans For Further Information

- Denotes Full Depth Pavement
Denotes Pavement Demolition
Denotes Mill and Overlay
Denotes Concrete
Denotes Median Overlay - See Bridge Plans for Details
Denotes Construction Limits in Cuts
Denotes Construction Limits in Fills

REFERENCES
(PROFILES, DETAIL & DRAINAGE
DESCRIPTION SHEETS, ETC.)

Alignment Data
Typical Sections
ESC Plans
Profiles
Drainage Descriptions
1G(1)-1G(3)
2A(1)-2A(2)
2D-2H
16(A)-16(C)
17 RW
27(1)-27(2)

SCALE	PROJECT	SHEET NO.
0 25' 50'	0064-121-416	16



I-64 EB

I-64 WB

Key Legend

- 1 6" Curb, Std. CG-2 Req'd.
2 Curb & Gutter, Std. CG-6 Req'd.
3 Raised Median Strip, Std. MS-1 Req'd.
4 Raised Median Strip, Std. MS-1A Req'd.
5 Raised Median Strip, Std. MS-2 Req'd.
6 Guardrail, Std. GR-MGS1 Req'd.
7 Guardrail Terminal, Std. GR-MGS2 Req'd.
8 Trailing End Terminal, Std. GR-MGS3 Req'd.
9 Guardrail Height Transition, Std. GR-MGS4 Req'd.
10 Curb Ramp, Std. CG-12, Type B, Req'd.
11 Curb Ramp, Std. CG-12, Type B12, Req'd.
12 Fixed Object Attachment, Std. GR-FOA-2 Ty.1 Req'd.
13 Conc. Median Barrier, Std. MB-7D Req'd.
14 Conc. Median Barrier, Std. MB-7F Req'd.
15 Conc. Parapet (F-Shape), Std. BRB-4 Req'd.
16 Pavement Underdrain, Std. UD-4 Req'd.
17 Pavement Underdrain, Mod. UD-4 6" Pipe Req'd.
18 Combination Underdrain, Std. CD-2 Req'd.
19 Underdrain Endwall, Std. EW-12 Req'd.
20 Full Depth Saw Cut Req'd.
21 Remove Existing Guardrail
22 Remove Existing Structure
23 Remove Existing Pipe
24 Clean Out Existing Structure -- Not Shown On Plan Yet
25 Clean Out Existing Pipe -- Not Shown On Plan Yet
26 Plug & Abandon Existing Pipe, Std. PP-1 Req'd.
27 Light Pole -- See Roadway Lighting Plans For Further Information

- Denotes Full Depth Pavement
Denotes Pavement Demolition
Denotes Mill and Overlay
Denotes Concrete
Denotes Median Overlay - See Bridge Plans for Details
Denotes Construction Limits in Cuts
Denotes Construction Limits in Fills

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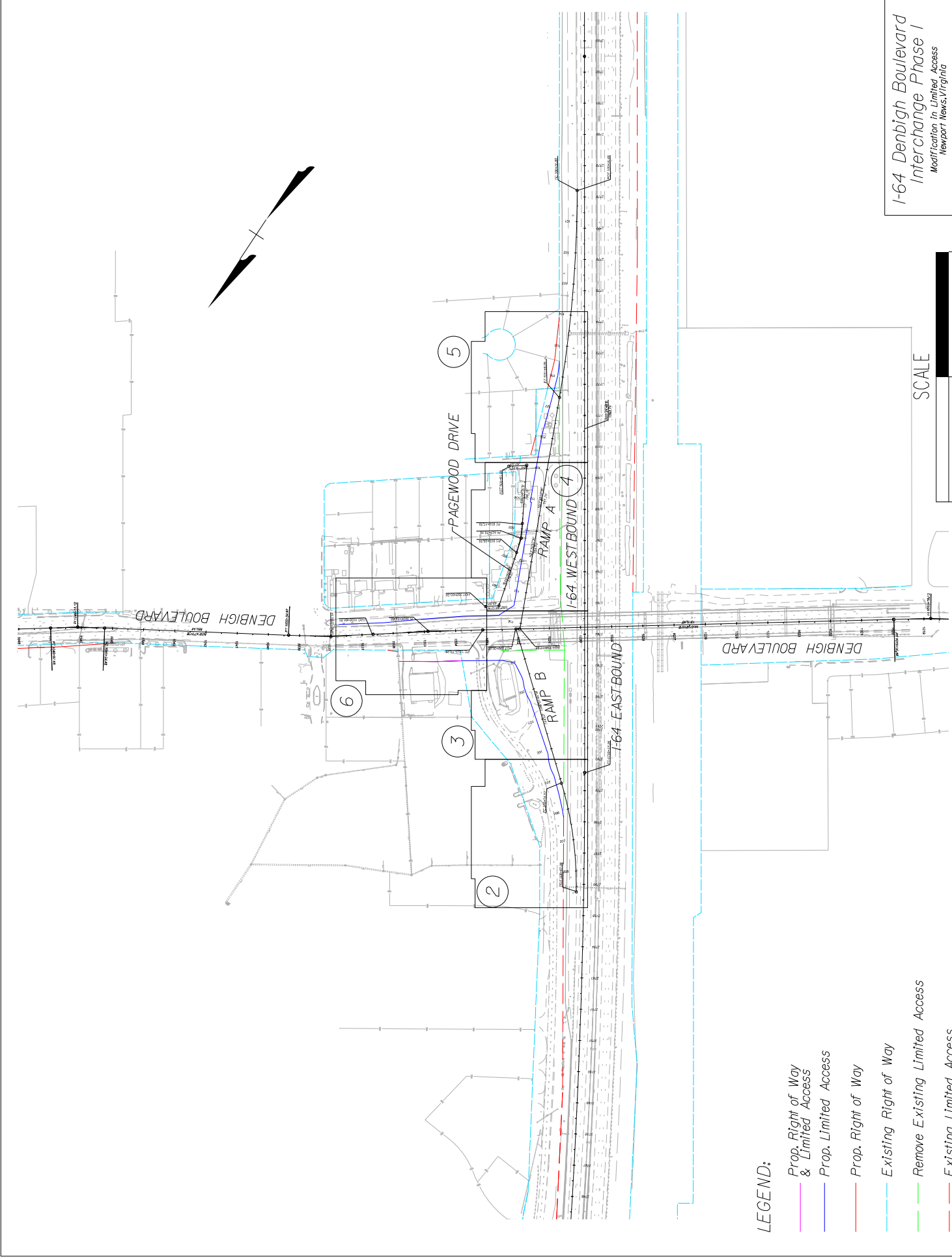
Key Legend

- 1 6" Curb, Std. CG-2 Req'd.
2 Curb & Gutter, Std. CG-6 Req'd.
3 Raised Median Strip, Std. MS-1 Req'd.
4 Raised Median Strip, Std. MS-1A Req'd.
5 Raised Median Strip, Std. MS-2 Req'd.
6 Guardrail, Std. GR-MGS1 Req'd.
7 Guardrail Terminal, Std. GR-MGS2 Req'd.
8 Trailing End Terminal, Std. GR-MGS3 Req'd.
9 Guardrail Height Transition, Std. GR-MGS4 Req'd.
10 Curb Ramp, Std. CG-12, Type B, Req'd.
11 Curb Ramp, Std. CG-12, Type B12, Req'd.
12 Fixed Object Attachment, Std. GR-FOA-2 Ty.1 Req'd.
13 Conc. Median Barrier, Std. MB-7D Req'd.
14 Conc. Median Barrier, Std. MB-7F Req'd.
15 Conc. Parapet (F-Shape), Std. BRB-4 Req'd.
16 Pavement Underdrain, Std. UD-4 Req'd.
17 Pavement Underdrain, Mod. UD-4 6" Pipe Req'd.
18 Combination Underdrain, Std. CD-2 Req'd.
19 Underdrain Endwall, Std. EW-12 Req'd.
20 Full Depth Saw Cut Req'd.
21 Remove Existing Guardrail
22 Remove Existing Structure
23 Remove Existing Pipe
24 Clean Out Existing Structure -- Not Shown On Plan Yet
25 Clean Out Existing Pipe -- Not Shown On Plan Yet
26 Plug & Abandon Existing Pipe, Std. PP-1 Req'd.
27 Light Pole -- See Roadway Lighting Plans For Further Information

- Denotes Full Depth Pavement
Denotes Pavement Demolition
Denotes Mill and Overlay
Denotes Concrete
Denotes Median Overlay - See Bridge Plans for Details
Denotes Construction Limits in Cuts
Denotes Construction Limits in Fills

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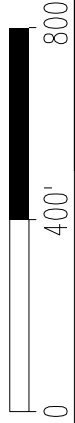
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LEGEND:

- Prop. Right of Way & Limited Access
- Prop. Limited Access
- Prop. Right of Way
- Existing Right of Way
- Remove Existing Limited Access
- Existing Limited Access

SCALE



I-64 Denbigh Boulevard
Interchange Phase I
Modification in Limited Access
Newport News, Virginia

PROJECT

0064-12-416
P-101-R-201-C-501

DATE

1/19/27

SHEET NO.

1 of 7

LEGEND:

- Prop. Right of Way & Limited Access
- Prop. Limited Access
- Prop. Right of Way

- Existing Right of Way
- Remove Existing Limited Access
- Existing Limited Access

ROSE HALL ASSOCIATES TWO
DB 1104 PG 2099
PB 15 PG 24
6.05 AC.
PARCEL ID# 095000208

Exist. Right of Way

Begin Prop. Limited Access

PC 205+14.62

17.02' RT
+14.48

906

19.09' RT
+21.28

POT 208+67.06

807

207

RAMP B

Limited Access
To Be Removed

2756

2757

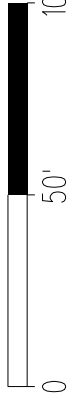
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2759

2760

I-64 WESTBOUND

SCALE



I-64 Denbigh Boulevard
Interchange Phase I
Modification in Limited Access
Newport News, Virginia

11/2/17

0064-121-416
P-101, R-201, C-501

2 of 7

Match Line - Sta. 2760+00 - See Sheet 3

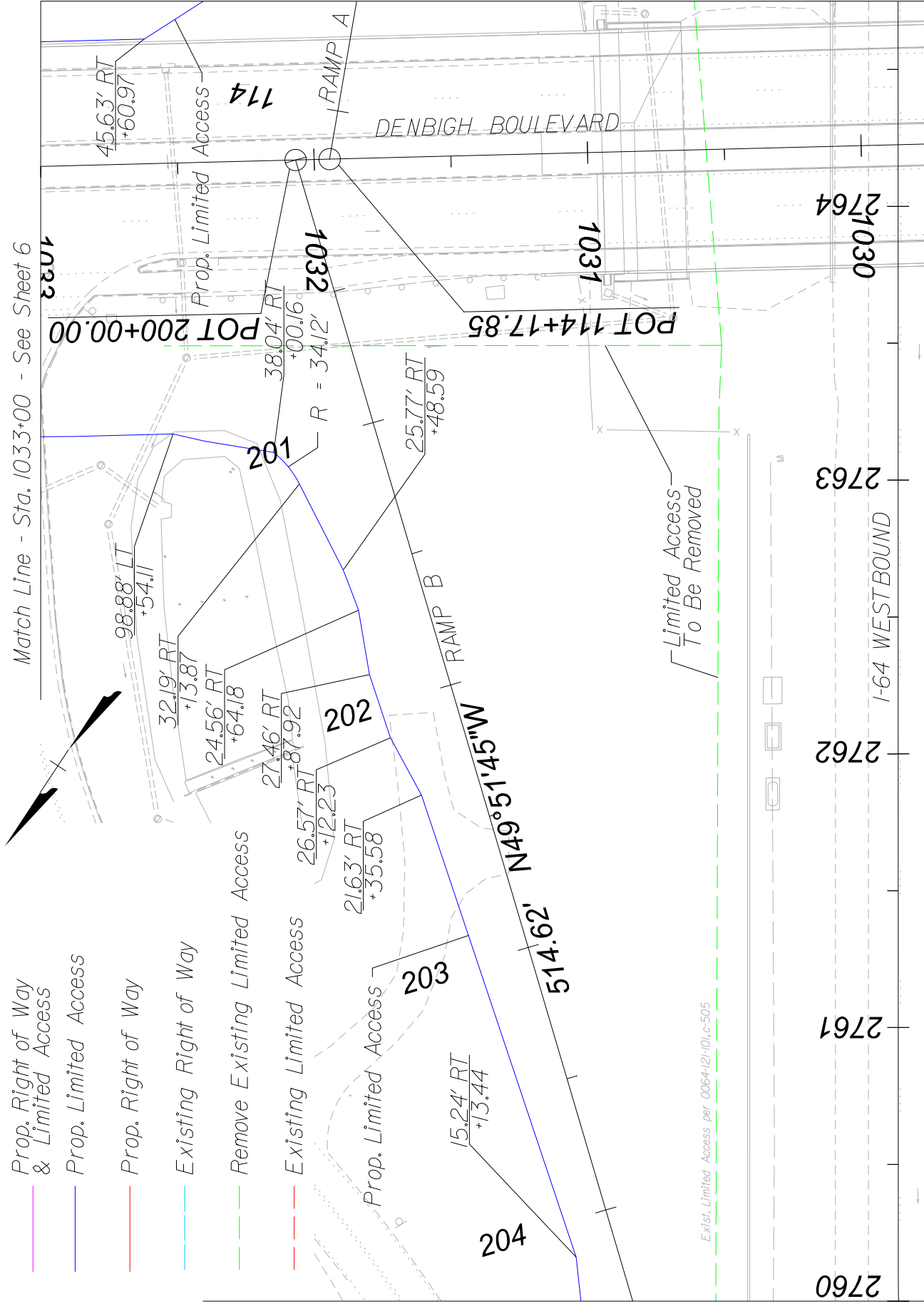
LEGEND:

- Prop. Right of Way & Limited Access
- Prop. Limited Access
- Prop. Right of Way
- Existing Right of Way
- Remove Existing Limited Access
- Existing Limited Access
- Prop. Limited Access

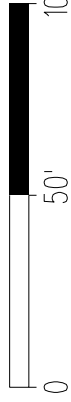
Match Line - Sta. 1033+00 - See Sheet 6

Match Line - Sta. 2760+00 - See Sheet 2

Match Line - Sta. 2764+75 - See Sheet 4

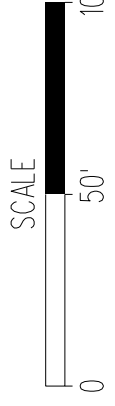


SCALE



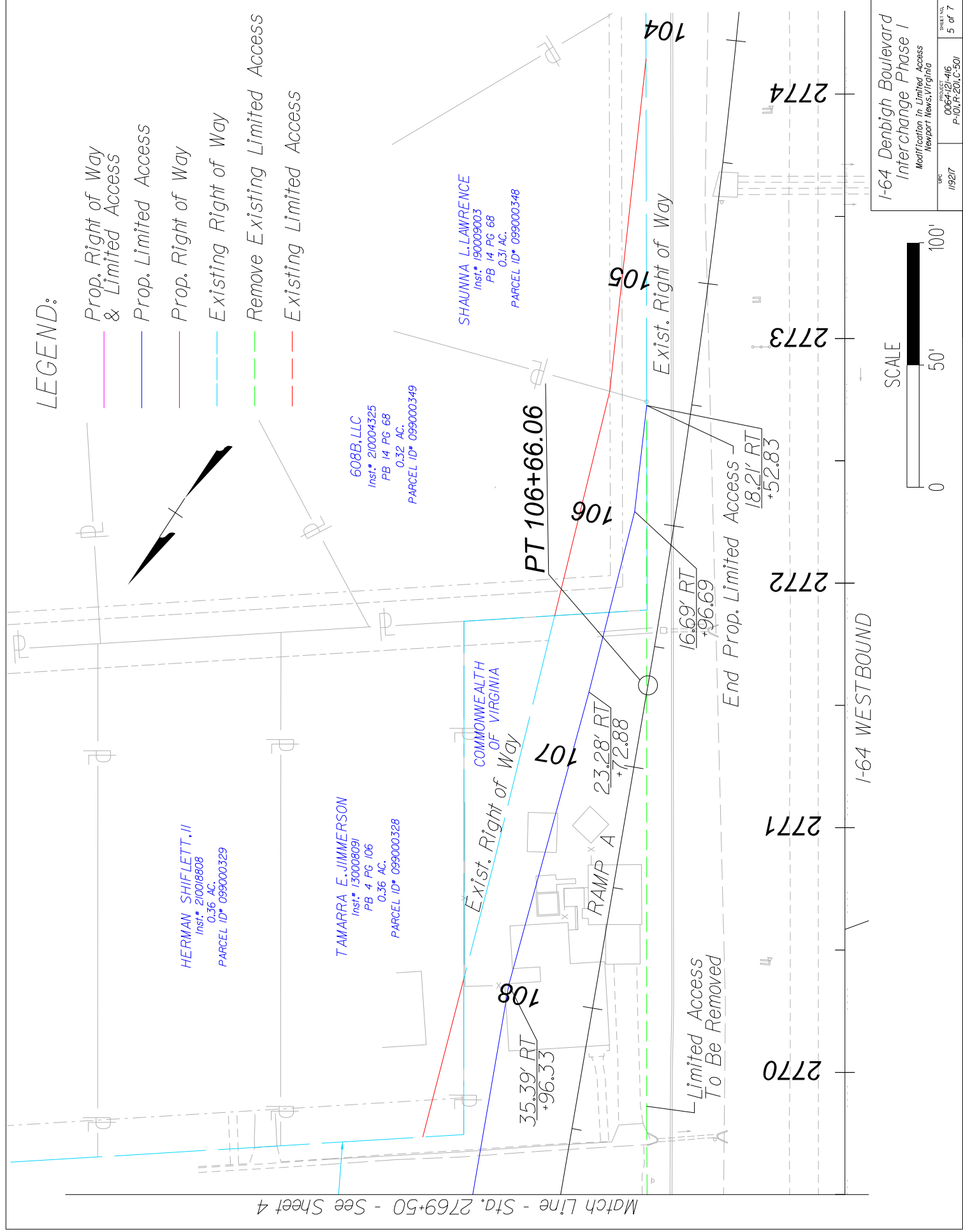
I-64 Denbigh Boulevard
Interchange Phase I
Modification in Limited Access
Newport News, Virginia

URS	PROJECT	SHEET NO.
119217	0064-12-416 P-101, R-201, C-501	3 of 7



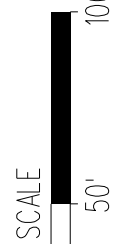
*I-64 Denbigh Boulevard
Interchange Phase I
Modification in Limited Access
Newport News, Virginia*

UNC 11/9217	PROJECT 0064-121-416 P-101, R-201, C-501	SHEET NO. 4 of 7
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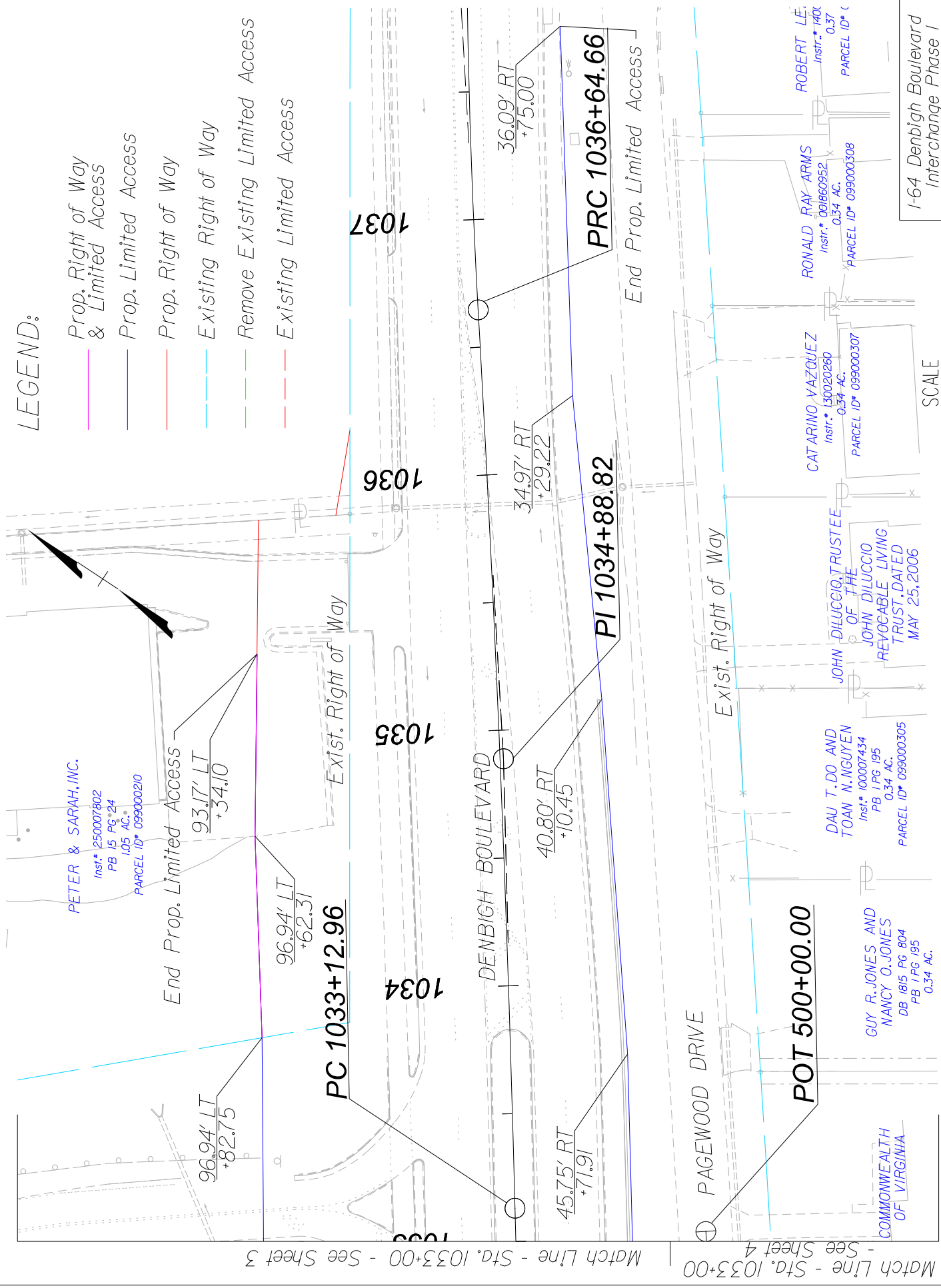
LEGEND:

- Prop. Right of Way & Limited Access
- Prop. Limited Access
- Prop. Right of Way
- Existing Right of Way
- Remove Existing Limited Access
- Existing Limited Access



LEGEND:

- Prop. Right of Way & Limited Access
- Prop. Limited Access
- Prop. Right of Way
- Existing Right of Way
- Remove Existing Limited Access
- Existing Limited Access



Match Line - Sta. 1033+00 - See Sheet 3
Match Line - Sta. 1033+00 - See Sheet 4

SCALE



I-64 Denbigh Boulevard
Interchange Phase I
Modification in Limited Access
Newport News, Virginia

DATE	11/20/21
PROJECT	0064-12-416 P-101, R-201, C-501
SHEET NO.	6 of 7

*I-64 Denbigh Boulevard Interchange Phase I
Stations and Offsets Point Table*

Sheet	Station	Off set	B.L. & LT/RT	Sheet	Station	Off set	B.L. & LT/RT
2	206+21.28	19.09'	Ramp B & RT	5	108+96.33	35.39'	Ramp A & RT
2	205+14.48	17.02'	Ramp B & RT	5	106+72.88	23.28'	Ramp A & RT
2	204+85.86	16.47'	Ramp B & RT	5	106+96.69	16.69'	Ramp A & RT
2	204+62.13	20.11'	Ramp B & RT	5	105+52.83	18.21'	Ramp A & RT
2	204+37.81	19.63'	Ramp B & RT	6	1033+82.75	96.94'	Denbigh Blvd & LT
3	204+13.44	15.24'	Ramp B & RT	6	1034+62.31	96.94'	Denbigh Blvd & LT
3	202+35.58	21.63'	Ramp B & RT	6	1035+34.10	93.17"	Denbigh Blvd & LT
3	202+12.23	26.57'	Ramp B & RT	6	1033+71.91	45.75'	Denbigh Blvd & RT
3	201+87.92	27.46'	Ramp B & RT	6	1035+10.45	40.80'	Denbigh Blvd & RT
3	201+64.18	24.56'	Ramp B & RT	6	1036+29.22	34.97'	Denbigh Blvd & RT
3	201+13.87	32.19'	Ramp B & RT	6	1037+75.00	36.09'	Denbigh Blvd & RT
3	201+00.16	38.04'	Ramp B & RT				
3	1032+54.11	98.88'	Denbigh Blvd. & LT				
3	1032+60.97	45.63'	Denbigh Blvd. & RT				
4	113+46.83	31.17'	Ramp A & RT				
4	110+11.97	31.17'	Ramp A & RT				
4	110+11.97	35.39'	Ramp A & RT				

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

October 4, 1956

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,435.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 881; 840, 0.01 Mile E. of W. Int. Route 881, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,228.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

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



Interstate 64/Denbigh Boulevard Interchange Phase 1 Project City of Newport News

Design Public Hearing

Tuesday, June 25, 2024, 5 - 7 p.m.

Denbigh Community Center

15198 Warwick Boulevard, Newport News, VA 23608

Find out about the proposed interstate access and intersection improvements on Interstate 64 (I-64) west and Denbigh Boulevard, between Fort Eustis Boulevard and Jefferson Avenue in Newport News. The proposed plans for "Phase 1" of two individual projects to add a new diamond interchange at I-64 and Denbigh Boulevard include the construction of the new I-64 west on- and off-ramps, along with intersection improvements on Denbigh Boulevard at Warwick Boulevard and Jefferson Avenue.

Review the proposed project plans and the National Environmental Policy Act document in the form of a draft Environmental Assessment (EA) at the public hearing, or at the VDOT Hampton Roads District Office located at 7511 Burbage Drive, Suffolk, VA 23435, 925-878-9608, TTY/TDD 711. The draft EA will also be posted on the VDOT website at www.vdot.virginia.gov/i64denbighph1. Please call ahead to ensure the availability of appropriate personnel to answer your questions. This project will involve a change and/or break in limited access control. Property impact information, relocation assistance policies and tentative project schedules are available for your review at the above addresses and will be available at the public hearing.

Give your written or oral comments at the hearing or submit them by **July 5, 2024**, to Mr. Adam Krakow, Virginia Department of Transportation, 7511 Burbage Drive, Suffolk, VA 23435. You may also e-mail your comments to Adam.Krakow@VDOT.Virginia.gov. Please reference "I-64 Denbigh Boulevard Interchange Phase 1 Project" in the subject line.

Compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966 is currently underway. Once completed, additional public notice and review will be conducted. Coordination and results of the Section 106 and Section 4(f) evaluations will be documented in the revised EA.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 757-956-3000 or TTY/TDD 711.



Department of Engineering
City of Newport News
2400 Washington Avenue, 7th Floor
Newport News, VA 23607

August 27, 2024

Mr. Christopher G. Hall
Hampton Roads District Engineer
Virginia Department of Transportation
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: Letter of Support (Both Phases)
Design-Build Contract Delivery Letter of Support (Phase I)
UPC 119217 (Denbigh Interchange, Phase I)
UPC 123656 (Denbigh Interchange, Phase II)

Dear Mr. Hall:

The City of Newport News supports the I-64 Denbigh Blvd Interchange Phase I and Phase II projects as shown at the Public Hearing. Furthermore, the City supports Phase I of this project being delivered with a design-build contract.

Your assistance in this matter is appreciated. If you have any questions, please feel free to contact Angela Rico at (757) 926-8113.

Sincerely,

DocuSigned by:
A handwritten signature in blue ink that reads 'Craig Galant'.

Craig M. Galant, PE
Director of Engineering

CMG/ACR

pc: City of Newport News Assistant Director of Engineering, B. Stilley
City of Newport News Chief of Transportation, L. Simpson
City of Newport News Supervising Engineer - Transportation, A. Rico



U.S. Department
of Transportation
**Federal Highway
Administration**

Virginia Division

September 3, 2021

400 North 8th Street, Suite 750
Richmond, VA 23219
Phone: (804) 775-3320
Fax: (804) 775-3356
<http://www.fhwa.dot.gov/vadiv>

Bart Thrasher, P.E.
Chief Engineer
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, VA 23219-1939

Attn: Susan Keen P.E.

Re: Request for Modified Access to Interstate 64
I-64/Denbigh Blvd. Interchange in the City of Newport News

Dear Mr. Thrasher,

The Federal Highway Administration has reviewed the Interchange Justification Report (IJR) with transmittal letter dated July 23, 2021, requesting a new access to I-64 at Denbigh Boulevard in the City of Newport News Virginia. Based on our review, we find engineering and operations of the access request acceptable. A NEPA document needs to be completed for this project. Final approval will be granted provided the scope and design of this project is consistent with the design included in the IMR and the approved environmental document. The approval will be subject to reevaluation if significant changes occur in the final design or if the construction is delayed (as specified in 23 CFR 771.129).

Should you have any questions, please contact Jose Granado, Area Engineer, at 804-775-3349.

Sincerely,

**THOMAS L
NELSON JR** Digitally signed by
THOMAS L NELSON JR
Date: 2021.09.03
08:19:23 -04'00'

Thomas L. Nelson Jr., P.E.
Division Administrator

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

PROJECT: I-64/Denbigh Boulevard Interchange

LOCATION: City of Newport News, Virginia

STATE PROJECT: 0064-121-416, B654, P101 (UPC: 119217); 0064-121-454, P101 (UPC 123656)

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human environment. This Finding of No Significant Impact is based on the Environmental Assessment, the Revised Environmental Assessment, and the Virginia Department of Transportation's September 27, 2024 letter requesting a Finding of No Significant Impact. Those documents have been independently evaluated by FHWA and determined to adequately and accurately discuss the purpose and need, alternatives, and environmental impacts of the proposed project. They provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, content, and scope of the Environmental Assessment, the Revised Environmental Assessment, and the letter requesting a Finding of No Significant Impact.

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC 139(1), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

10-16-2024

Date

Edward Ofori

Digitally signed by
Edward Ofori
Date: 2024.10.16 15:23:45
-04'00'

Division Administrator
Federal Highway Administration



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

August 14, 2026

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

Attention Ms. Mary Walker-Johnson

Interstate I-64
I-64/Denbigh Boulevard Interchange, Phase 1
Project: 0064-121-416, P101, R201, C501, B654
Federal Project Number NHPP-064-3(535)
UPC 119217
City of Newport News
Request for Modified Limited Access Line

Dear Mr. Suarez,

The Virginia Department of Transportation (VDOT) is developing plans for two projects for the creation of a new interchange on Interstate I-64 at Denbigh Boulevard in the City of Newport News. Phase 1 is a Design Build project that will be constructing the westbound ramps and Phase 2 is a Design Bid Build project that will be constructing the eastbound ramps. The Phase 1 project will be constructing the acceleration and deceleration lanes, the ramps and widening a portion of Denbigh Boulevard and construction intersection improvements at the Denbigh Boulevard intersections with Warwick Boulevard and Jefferson Avenue. I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The FHWA approved the Interchange Justification Report for the new interchange on September 3, 2021. The Federal Highway Administration (FHWA) provided the Finding of No Significant Impact (FONSI), concluding the National Environmental Policy Act process, for this project on November 11, 2024. The FHWA approved the Limited Access Control Changes for the Phase 2 project on March 23, 2026.

Mr. Daniel Suarez P.E.
Project 0064-121-416, P101, R201, C501, B654
Federal Project: NHPP-064-3(535)
UPC 119217
City of Newport News
August 14, 2026
Page 2

As a result of the design of the new ramps, the Limited Access Line along westbound I-64 needs to be modified to encompass the required construction. The limits of the changes in the Limited Access Line are shown in the attached exhibits.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access line along westbound I-64 as shown on the attached exhibits and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing the changes in the Limited Access Line, the Limited Access Point Table, and a letter of support from the City of Newport News.

VDOT approves of the Limited Access Control Changes as shown on the exhibits and point control table. We are requesting a quick review and approval of these limited access changes before the end of the month, so that the Commonwealth Transportation Board can approve the changes at their meeting on September 16, 2026.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.840.7059 or by email at richard.worssam@vdot.virginia.gov.

Sincerely,

Richard C Worssam
2026.08.14 13:08:52-04'00'

For: Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: MARY NANCY WALKER-JOHNSON Digitally signed by MARY NANCY WALKER-JOHNSON
Date: 2026.08.24 13:20:41 -04'00' Date _____

Enclosure
Exhibits

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

From: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Sent: Wednesday, August 19, 2026 12:02 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC# 119217 I-64 Denbigh Boulevard Interchange Phase 1 Limited Access Control Change

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

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Wednesday, 19 August 2026 11:57:57
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC# 119217 I-64 Denbigh Boulevard Interchange Phase 1 Limited Access Control Change

Lori,

I have received and reviewed the attached project related LACC request from L&D.

I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe.

Please let me know if you have any questions

Thank you,

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



From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Tuesday, August 18, 2026 7:45 AM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>
Cc: Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Heslinga, Joshua (VDOT) <Joshua.Heslinga@vdot.virginia.gov>; Worssam, Richard C., P.E. (VDOT) <Richard.Worssam@VDOT.Virginia.gov>; Wilkerson, Adam R., P.E. (VDOT)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: Seconded By: Action:

Title: Location Approval for the University Boulevard Extension (Devlin Road to Wellington Road)

WHEREAS, State Highway Project 0840-076-R21, P101, R201, C501, B671 (UPC# 118313), University Boulevard Extension, will extend University Boulevard from the existing Devlin Road/University Boulevard intersection westward approximately 2.5 miles to the existing four-lane University Boulevard approximately 650 feet south of the existing Wellington Road/University Boulevard intersection in Prince William County (the "Project"); and

WHEREAS, the proposed Project consists of a four-lane divided roadway with four 12-foot travel lanes, a 5-foot sidewalk, a 10-foot shared-use path, turn lanes at specific locations, traffic signals, and one bridge over a tributary of Rocky Branch; and

WHEREAS, the purpose and need of the Project is to provide additional capacity to alleviate existing and future traffic congestion on local roads and intersections; support existing and planned local development and County plans and goals; and safely improve multimodal connectivity and accessibility between the western and eastern portions of Prince William County; and

WHEREAS, in accordance with Va. Code § 33.2-208 and applicable policies and regulations of the Commonwealth Transportation Board (CTB), including 24 VAC 30-380-10, a Location and Design Public Hearing was held on April 30, 2026, from 6:00pm to 8:00pm, at Piney Branch Elementary School, 8301 Linton Hall Road, Bristow VA, in Prince William County for the purpose of receiving comments on the proposed Project and Environmental Assessment; and

WHEREAS, proper notice of the public hearing was provided in accordance with applicable VDOT requirements, and the public was provided an opportunity to review the project information, Environmental Assessment, and conceptual design plans and to submit comments through May 15, 2026; and

WHEREAS, eight attendees signed the public hearing sign-in sheet, and three comments were documented during the public comment period, including concerns regarding student and pedestrian safety near Gainesville High School and Middle School and a request for additional consideration of wildlife/animal crossing accommodations and evaluation of a roundabout at the Devlin Road intersection; and

WHEREAS, the University Boulevard Operational and Safety Analysis and a subsequent roundabout analysis were completed, and the roundabout analysis concluded that a roundabout at the Devlin Road/University Boulevard intersection would not perform adequately under the 2048 design-year condition; and

WHEREAS, the Project programmed using federal funding and is therefore subject to the National Environmental Policy Act, and an Environmental Assessment (EA) was prepared and approved by the Federal Highway Administration for public viewing on March 16, 2026, and was made available for public review in advance of the public hearing; and

WHEREAS, environmental review and coordination identified impacts to streams, wetlands, floodplains, and forested tree habitat, with additional avoidance, minimization, mitigation, and agency coordination to continue during final design and permitting; and

WHEREAS, based on preliminary design, no residential or commercial displacements or relocations are anticipated, although easements and/or minor property acquisition may be required, with additional maintenance, drainage, or utility easements potentially identified as design progresses; and

WHEREAS, the Prince William Board of County Supervisors adopted Resolution No. 26-335 on June 2, 2026, endorsing the location and design of the University Boulevard Extension, subject to additional adjustments that may be required to obtain final VDOT approval of the plans; and

WHEREAS, the economic, social, and environmental effects of the proposed Project have been examined and given proper consideration, and the information presented at the public hearing, together with the available engineering, environmental, traffic, right-of-way, and public involvement information, has been reviewed; and

WHEREAS, the proposed Project is being advanced as a design-build project, and the current project schedule identifies October 2026 for CTB action and resolution, November 2026 for approval of the revised EA, February 2027 for the issuance of the Request for Proposals, and May 2027 for the award of the design-build contract.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the proposed location of the University Boulevard Extension from Devlin Road to Wellington Road in Prince William County, as presented at the April 30, 2026, Location and Design Public Hearing and as shown in Attachment A.

BE IT FURTHER RESOLVED, that should ongoing environmental review, final design, right-of-way activities, or other project development result in a substantial change to the approved project location, the Virginia Department of Transportation shall brief the Commonwealth Transportation Board on the revised project location.

Attachment A: University Boulevard Extension Location Exhibit, Devlin Road to Wellington Road.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the University Boulevard Extension (Devlin Road to Wellington Road)

Issue: The University Boulevard Extension (the “Project”) involves extending University Boulevard from Devlin Road to Wellington Road in Prince William County. Pursuant to Va. Code § 33.2-208, the Commonwealth Transportation Board (CTB) is required to locate and establish the routes to be followed by the highways comprising the systems of state highways.

Facts:

- The Project (State Project No. 0840-076-R21, P101, R201, C501, B671; UPC #118313) will extend University Boulevard from the existing Devlin Road/University Boulevard intersection westward approximately 2.5 miles to the existing four-lane University Boulevard approximately 650 feet south of the existing Wellington Road/University Boulevard intersection.
- The proposed Project consists of a four-lane divided roadway with four 12-foot travel lanes, a 5-foot sidewalk, a 10-foot shared-use path, turn lanes at specific locations coordinated with planned adjacent development, traffic signals, and one bridge over a tributary of Rocky Branch.
- The purpose and need of the Project are to provide additional capacity to alleviate existing and future traffic congestion on local roads and intersections; support existing and planned local development and County plans and goals; and safely improve multimodal connectivity and accessibility between the western and eastern portions of Prince William County.
- The Project is programmed for design-build delivery. The public hearing materials identify a programmed project budget of \$135 million for design, engineering, environmental, right-of-way, and construction from a combination of local, state, and federal sources.
- Prince William County conducted a Location and Design Public Hearing on April 30, 2026, from 6:00pm to 8:00pm, at Piney Branch Elementary School, 8301 Linton Hall Road, Bristow, VA. Eight attendees signed the sign-in sheet. The public comment period remained open through May 15, 2026.
- Eight attendees signed the public hearing sign-in sheet, and three comments were documented during the public comment period, including concerns regarding student and pedestrian safety near Gainesville High School and Middle School and a request for additional consideration of wildlife/animal crossing accommodations and evaluation of a roundabout at the Devlin Road intersection.
- The project team evaluated a roundabout at the Devlin Road/University Boulevard intersection. The analysis concluded that a roundabout would not perform adequately under the 2048 design-year condition.

- The proposed Project is programmed using federal funding, therefore the National Environmental Policy Act (NEPA) applies and an Environmental Assessment (EA) level NEPA document is required. The EA was approved by the Federal Highway Administration for public viewing on March 16, 2026, and was made available for public review in advance of the public hearing. Environmental review and coordination will continue as the Project advances.
- The public hearing materials identify unavoidable impacts including approximately 3,150 linear feet of streams, 10 acres of wetlands, 1 acre of floodplain, and 19 acres of forested tree habitat. Further avoidance, minimization, mitigation, and agency coordination are identified for final design and permitting.
- Based on preliminary design, no residential or commercial displacements or relocations are anticipated. Easements and/or minor property acquisition may be required, with additional maintenance, drainage, or utility easements potentially identified as design progresses.
- The Prince William Board of County Supervisors adopted Resolution No. 26-335 on June 2, 2026, endorsing the location and design of the University Boulevard Extension, subject to additional adjustments that may be required to obtain final VDOT approval of the plans.
- The current public hearing schedule identifies October 2026 for CTB action and resolution, November 2026 for the approved revised EA, February 2027 for the release of the Request for Proposals, and May 2027 for award of the design-build contract.

Recommendations: The Virginia Department of Transportation recommends approval of the proposed location of the University Boulevard Extension in its entirety, as presented at the April 30, 2026, Location and Design Public Hearing and as shown in Attachment A. Prince William County supports the proposed location through Resolution No. 26-335.

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

Result, if Approved: If approved by the CTB, the University Boulevard Extension project may proceed toward final environmental clearance, final design, right-of-way activities, and design-build procurement and delivery, subject to all applicable approvals and requirements.

Options: Approve, Deny, or Defer

Attachment A: University Boulevard Extension Location Exhibit, Devlin Road to Wellington Road.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-2701

October 1, 2026

The Honorable Nicholas Donohue
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Grindly Johnson
The Honorable C. Dulany Morison
The Honorable Jim Moyer
The Honorable Charles Payne
The Honorable Marianne Moffat Radcliff
The Honorable Stephen C. Brich, P. E.
The Honorable Mariia Zimmerman

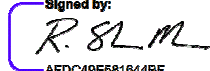
Subject: Location Approval for University Boulevard Extension (Devlin Road to Wellington Road)

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Project 0840-076-R21, P101, RW201, C501, B671 (UPC# 118313) has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

Signed by:


AFDC49E581644BF...
Shane Mann, P.E.
Deputy Chief Engineer
for Barton A. Thrasher, P.E.
Chief Engineer

CTB LOCATION AND DESIGN PUBLIC HEARING SUMMARY

University Blvd Extension Project Prince William County

State Project: 0840-076-R21

UPC: 118313

Federal Project: RSTP-5B01(576); P101, RSTP-5B01(577); R201, RSTP-5B01(578); C501 /
B671

Fr: Existing intersection of University Boulevard and Devlin Road

To: Existing four-lane University Boulevard approximately 650 feet south of the existing
Wellington Road/University Boulevard intersection

Project Length: 2.5 miles

PROJECT HISTORY –

Growth and development in western Prince William County have led to increased traffic demand and congestion on the local roadway network, demonstrating the need for the University Boulevard Extension as a critical link in the County's planned transportation network and Comprehensive Plan.

PROJECT PURPOSE –

Provide additional capacity to alleviate congestion on local roads and intersections; maintain consistency with existing and planned local development and County plans and goals; and safely improve multimodal connection and accessibility between the western and eastern portions of Prince William County

TYPICAL SECTION –

Four-lane divided roadway with four 12-foot travel lanes, a 5-foot sidewalk, a 10-foot shared-use path, turn lanes at specific locations, and one bridge over a tributary of Rocky Branch.

PUBLIC HEARING –

Type- Location and Design

Date - April 30, 2026

Time - 6:00 PM to 8:00 pm

Location – Piney Branch Elementary School, 8301 Linton Hall Road, Bristow, VA 20136

ATTENDANCE – Eight (8) attendees signed the public hearing sign-in sheet.

COMMENTS RECEIVED –

Two written comments were received by email. No formal comments were made to the court reporter and no comment forms were submitted at the hearing. Senator Danica A. Roem also made a request for additional information at the hearing.

CTB Location Public Hearing Summary
Location Approval for the University Blvd Extension Project
September 9, 2026
Page 2 of 2

ENVIRONMENTAL DATA –

The project is subject to the National Environmental Policy Act (NEPA) due to the use of federal funding. An Environmental Assessment (EA) was prepared in accordance with NEPA and 23 CFR 771.119. FHWA approved the EA for public availability on March 16, 2026. The revised EA and Finding of No Significant Impact (FONSI) are anticipated for FHWA approval in November 2026.

The University Blvd Extension Project will continue to be coordinated with the appropriate federal, state and local agencies as part of the environmental review and approval process required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of the Virginia Department of Transportation's specifications and standard best practices will protect the environment during construction.

ESTIMATED COST –

Preliminary Engineering	- \$7,00,000.00
Right of Way and Utilities	- \$36,000,000.00
Construction	- \$92,000,000.00
Total estimated cost	- \$135,000,000.00

ADVERTISEMENT – Construction is currently scheduled to begin summer of 2027.

RIGHT OF WAY – No families, businesses, or non-profit organizations will be displaced as a result of this Project.

TRAFFIC DATA – It is anticipated that in the design year of 2048, the average daily traffic volume will range from approximately 36,960 to 43,230 vehicles per day on University Boulevard within the project corridor.

STAFF RECOMMENDS – Approval of the location and design of the University Boulevard Extension from Devlin Road to Wellington Road as proposed and presented at the April 30, 2026, Location and Design Public Hearing.



LEGAL NOTICES

PRINCE WILLIAM COUNTY

PUBLIC HEARING
UNIVERSITY BOULEVARD EXTENSION PROJECT
 (Devlin Road to Wellington Road)
 VDOT UPC: 118313
 Prince William County
 Thursday, April 30th, 2026
 6:00 p.m. – 8:00 p.m.
 Piney Branch Elementary School Cafeteria
 8301 Linton Hall Road
 Bristow, VA 20136

The Prince William County Department of Transportation (PWCOT) will conduct a Public Hearing for the University Boulevard Extension project at the Piney Branch Elementary School Cafeteria, 8301 Linton Hall Road, Bristow, Virginia, 20136, from 6:00 p.m. to 8:00 p.m. on Thursday, April 30, 2026. Prince William County representatives and consultant design staff will be present to discuss the project and answer questions.

The University Boulevard Extension project includes a 2.5-mile extension of University Boulevard from Devlin Road to Wellington Road as a four-lane divided roadway with four 12-foot travel lanes, a 5' sidewalk, a 10' shared use path and one bridge over the Rocky Branch tributary. The extension project begins at the existing Devlin Road/University Boulevard intersection and extends westward approximately 13,200 feet, on new alignment, to the existing four-lane University Boulevard approximately 650 feet south of the existing Wellington Road/University Boulevard intersection. Turn lanes will be provided at specific locations (coordinated with planned adjacent developments).

The public can review project information at: <https://www.pwcva.gov/departments/transportation/current-road-projects>.

Provide your written or verbal comments at the Public Hearing or submit them by May 15, 2026 to Mr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA 22192. You may also email your comments to GLI@pwcgov.org. Please reference "University Boulevard Extension Project" in the subject heading.

Prince William County ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. For more information, call 703-792-4228 or TDD 703-792-5223.

Accessibility to Persons with Disabilities: This Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Mr. Gary Li, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA, 22192, (703) 930-2568, or at GLI@pwcgov.org no later than April 17, 2026.

ORDER OF PUBLICATION
 Commonwealth of Virginia VA. CODE § 8.01-316
 CASE# JJ163482-02-00.

() General District County Court
 (X) Juvenile and Domestic Relations District Court.
 Commonwealth of Virginia, in re **ANDRADE SANCHEZ, KEYSI YORLETH**;
 The object of the suit is to: OBTAIN CUSTODY OF MINOR CHILD.
 It is ORDERED that (X) the defendant (X) **EVER ANDRADE** appear at the above-named Court and protect his or her interests on or before APRIL 3, 2026:30PM
 BRIAN JAMES, DEPUTY CLERK

ORDER OF PUBLICATION
 Commonwealth of Virginia VA. CODE § 8.01-316
 CASE# JJ164683-01-00.

() General District County Court
 (X) Juvenile and Domestic Relations District Court.
 Commonwealth of Virginia, in re **WILLIAMS, MARIANA JANETTE**;
 The object of the suit is to: FULL & LEGAL CUSTODY OF MARIANA WILLIAMS.
 It is ORDERED that (X) the defendant (X) **TYRONE T. WILLIAMS JR** appear at the above-named Court and protect his or her interests on or before APRIL 3, 2026:30PM
 KENYEA MARTINEZ, DEPUTY CLERK

ORDER OF PUBLICATION
 Commonwealth of Virginia VA. CODE § 8.01-316
 CASE# JJ163483-02-00.

() General District County Court
 (X) Juvenile and Domestic Relations District Court.
 Commonwealth of Virginia, in re **HERRERA SANCHEZ, MIA STACY**;
 The object of the suit is to: OBTAIN CUSTODY OF MINOR CHILD.
 It is ORDERED that (X) the defendant (X) **BORRIS HERRERA** appear at the above-named Court and protect his or her interests on or before APRIL 3, 2026:30PM
 BRIAN JAMES, DEPUTY CLERK

ORDER OF PUBLICATION
 Commonwealth of Virginia VA. CODE § 8.01-316
 CASE# JJ163548-03-00.

() General District County Court
 (X) Juvenile and Domestic Relations District Court.
 Commonwealth of Virginia, in re **KAMOBAYA, AMELIA J**;
 The object of the suit is to: OBTAIN CUSTODY OF MINOR CHILD.
 It is ORDERED that (X) the defendant (X) **ALIYANNA D. CRAWFORD** appear at the above-named Court and protect his or her interests on or before APRIL 24, 2026:00AM
 BRIAN JAMES, DEPUTY CLERK

IN THE SUPERIOR COURT OF GWINNETT COUNTY STATE OF GEORGIA

E-FILED IN OFFICE - CS
 CLERK OF SUPERIOR COURT
 GWINNETT COUNTY, GEORGIA
 25-A-07712-11
 3/4/2026 4:22 PM
 TIANA P. GARNER, CLERK

CIVIL ACTION FILE NUMBER
 25-A-07712-11

LEDONNA PEREZ,
 Plaintiff,
 vs.

MARIO A. PEREZ,
 Defendant.

NOTICE OF PUBLICATION OF COMPLAINT FOR DIVORCE

To Mario A. Perez:

By Order of the Court for service by publication dated October 16th, 2025, you are hereby notified that a Complaint for Divorce has been filed in the Superior Court of Gwinnett County, Civil Action File Number 25-A-07712-11 on August 20th, 2025.

You may obtain a copy of the Complaint from two places. You may either obtain a copy from the Clerk of Gwinnett County Superior Court, 75 Langley Drive, Lawrenceville, Georgia 30046, or from the undersigned attorney's office.

You are required to file your answer or objections to the Complaint with the Clerk of Gwinnett County Superior Court, 75 Langley Drive, Lawrenceville, Georgia 30046. You must also serve a copy of your answer or objection to Plaintiff's counsel, Catherine Sartain, Stearns-Montgomery & Proctor, 291 SE Alexander Street, Marietta, Georgia 30060.

Your answer or objections must be made within 60 days of this Notice of Publication.

This 4th day of March, 2026.

Respectfully submitted,
STEARNS-MONTGOMERY & PROCTOR

/s/ Catherine Sartain
 Catherine Sartain – Gainesville Office
 Georgia Bar No. 691070
 Attorneys for Plaintiff

291 SE Alexander Street
 Marietta, Georgia 30060
 770.426.1148 (t)
csartain@stearns-law.com

ORDER OF PUBLICATION
 Commonwealth of Virginia VA. CODE § 8.01-316
 CASE# JJ158124-01-01; JJ158125-01-01.

() General District County Court
 (X) Juvenile and Domestic Relations District Court.
 Commonwealth of Virginia, in re **RODRIGUEZ, MELANIE ELIZABETH; RODRIGUEZ, ANTHONY JAMES**;
 The object of the suit is to: OBTAIN CUSTODY OF MINOR CHILD.
 It is ORDERED that (X) the defendant (X) **ORLANDO RODRIGUEZ** appear at the above-named Court and protect his or her interests on or before APRIL 17, 2026:00AM
 ANDREA MCCARTHY, DEPUTY CLERK

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LEGAL NOTICES

PRINCE WILLIAM
Transportation

PUBLIC HEARING

**UNIVERSITY BOULEVARD EXTENSION PROJECT
(Devlin Road to Wellington Road)**

VDOT UPC: 118313

State Project Number: 0840-076-R21

Federal Number: RSTP-5B01(576)

Prince William County

Thursday, April 30th, 2026, 6:00 p.m. – 8:00 p.m.

Piney Branch Elementary School Cafeteria

8301 Linton Hall Road, Bristow, VA 20136

The Prince William County Department of Transportation (PWCDOT) will conduct a Public Hearing for the University Boulevard Extension project at the Piney Branch Elementary School Cafeteria, 8301 Linton Hall Road, Bristow, Virginia, 20136, from 6:00 p.m. to 8:00 p.m. on Thursday, April 30, 2026. Prince William County representatives and consultant design staff will be present to discuss the project and answer questions.

The University Boulevard Extension project includes a 2.5-mile extension of University Boulevard from Devlin Road to Wellington Road as a four-lane divided roadway with four 12-foot travel lanes, a 5' sidewalk, a 10' shared use path and one bridge over the Rocky Branch tributary. The extension project begins at the existing Devlin Road/University Boulevard intersection and extends westward approximately 13,200 feet, on new alignment, to the existing four-lane University Boulevard approximately 650 feet south of the existing Wellington Road/University Boulevard intersection. Turn lanes will be provided at specific locations (coordinated with planned adjacent developments). Tentative project schedules will also be discussed at the Public Hearing.

In accordance with the National Environmental Policy Act (NEPA) and 23 CFR 771.119, an Environmental Assessment (EA) has been prepared to assess the project's potential effects on environmental resources. In accordance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of proposed improvements on properties listed or eligible for listing on the National Register of Historic Places are included in the NEPA documentation. Additionally, pursuant to the requirements of 23 CFR 774.5, after coordination with the Virginia Department of Historic Resources was completed, FHWA concurred with Section 4(f) applicability criteria for a *de minimis* impact determination as a result of the University Boulevard Extension project.

The public can review project information, including the EA, at: <https://www.pwcva.gov/departments/transportation/current-road-projects>. Information regarding right-of-way acquisition and relocation assistance, if applicable, will be available for review at the Public Hearing.

Provide your written or verbal comments at the Public Hearing or submit them by May 15, 2026 to Mr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA 22192. You may also email your comments to GLi@pwcgov.org. Please reference "University Boulevard Extension Project" in the subject heading.

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Accessibility to Persons with Disabilities: This Public Hearing is being held at a public facility accessible to persons with disabilities. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact Mr. Gary Li, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA, 22192, (703) 930-2568, or at GLi@pwcgov.org no later than April 24, 2026.

Class 815

PO# na

Authorized By Gary Li

Account 2010144809

PROOF OF PUBLICATION

The Washington Post

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Felecia Scott well known to me to be ACCOUNTING SPECIALIST of The Washington Post, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following dates, and was circulated in the Washington metropolitan area including specifically the following counties and independent cities: District of Columbia; in Maryland: Allegany, Anne Arundel, Baltimore (Independent City), Baltimore, Calvert, Caroline, Carroll, Charles, Dorchester, Frederick, Garrett, Harford, Howard, Kent, Montgomery, Prince George's, Queen Anne's, St. Mary's, Somerset, Talbot, Washington, Wicomico, Worcester. In Virginia: Accomack, Albemarle, Alexandria (Independent City), Arlington, Augusta, Bath, Caroline, Charlottesville (Independent City), Chesapeake (Independent City), Chesterfield, Clarke, Colonial Heights (Independent City), Culpeper, Danville (Independent City), Essex, Fairfax (Independent City), Fairfax, Falls Church (Independent City), Fauquier, Fluvanna, Frederick, Fredericksburg (Independent City), Gloucester, Greene, Hampton (Independent City), Hanover, Harrisonburg (Independent City), Henrico, Hopewell (Independent City), Isle of Wight, King George, Lancaster, Lexington (Independent City), Loudoun, Louisa, Lynchburg (Independent City), Madison, Manassas (Independent City), Manassas Park (Independent City), Nelson, Newport News (Independent City), Norfolk (Independent City), Northumberland, Orange, Page, Petersburg (Independent City), Portsmouth (Independent City), Prince Edward, Prince George, Prince William, Radford (Independent City), Rappahannock, Richmond (Independent City), Richmond, Roanoke (Independent City), Rockingham, Shenandoah, Spotsylvania, Stafford, Staunton (Independent City), Suffolk (Independent City), Virginia Beach (Independent City), Warren, Waynesboro (Independent City), Westmoreland, Williamsburg (Independent City), Winchester (Independent City), York.

Published 1.0 time(s). 04/15/2026

Account 2010144809



Witness my hand and official seal this 15th day of April 2026



My commission expires

9/30/2026



**UNIVERSITY BOULEVARD EXTENSION PROJECT
(Devlin Road to Wellington Road)**

**VDOT UPC: 118313
State Project Number: 0840-076-R21
Federal Number: RSTP-SB01(576)
Prince William County
Thursday, April 30th, 2026
6:00 p.m. - 8:00 p.m.
Piney Branch Elementary School Cafeteria
8301 Linton Hall Road Bristow, VA 20136**

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CLASIFICADOS

Llame al tel.
202-334-9100
Fax. 202-496-3599
Horario: 9 am a 5 pm.
Para publicar anuncio regular,
Martes hasta los 5 pm.
Para publicar "liners",
Miércoles hasta las 12 pm.

27 de marzo de 2026 • www.eltiempolatino.com

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Empleos

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ANUNCIO PÚBLICO ▼

**DEPARTAMENTO DE TRANSPORTE
DEL CONDADO DE FAIRFAX, VIRGINIA**

Proyecto de la Calle Lincoln

Aviso de Disposición para Realizar una Audiencia Pública

El Departamento de Transporte del Condado de Fairfax (FCDOT) está planificando una nueva carretera que conecte Old Meadow Road con Magarity Road en Tysons. La propuesta Lincoln Street proporcionará un acceso alternativo desde Old Meadow Road hacia la I-66 y la zona de McLean, evitando ciertas secciones de la Ruta 123. Forma parte de la cuadrícula de calles de Tysons, una red de calles para acomodar el crecimiento previsto, para una comunidad urbana bien conectada y más habitable. Para más información sobre la cuadrícula de calles, por favor, visite: <https://www.fairfaxcounty.gov/tysons/transportation>.

El proyecto de Lincoln Street construirá una carretera de dos carriles con aceras a ambos lados y un puente sobre Scott's Run. Además, el proyecto incluye mini rotondas dobles en Magarity Road en la intersección de Peabody Drive y Violet Ridge Place.

La financiación del proyecto incluye impuestos locales, aportaciones y subvenciones estatales.

La información relacionada con el proyecto está disponible para su revisión en el Departamento de Transporte del Condado de Fairfax, 4050 Legato Road, Suite 400, Fairfax VA 22033. Por favor llame al 703-877-5733 para concertar una cita. La información también está disponible en línea, por favor, visite: <https://www.fairfaxcounty.gov/transportation/projects/lincoln-street>.

Si sus preocupaciones no pueden ser satisfechas, FCDOT está dispuesto a realizar una audiencia pública. Puede solicitar que se celebre una audiencia pública enviando una carta por escrito a la Sra. Sonia Shahhaj, Gerente de Proyectos, Departamento de Transporte del Condado de Fairfax, 4050 Legato Road, Suite 400, Fairfax VA 22033, antes o hasta el 10 de abril de 2026. Si al recibir comentarios del público se considera necesario realizar una audiencia pública, se publicará un aviso con la fecha, hora y lugar de la audiencia.

Condado de Fairfax Proyecto #: 1400164-2023 **Proyecto Estatal #: 9999-029-R21** **UPC #: 118307**



El Condado de Fairfax garantiza la no discriminación y la igualdad de oportunidades laborales en todos sus programas y actividades, de conformidad con los Títulos VI y VII de la Ley de Derechos Civiles de 1964, y sus enmiendas. Si necesita adaptaciones para cualquier tipo de discapacidad o asistencia con el idioma, comuníquese con el FCDOT al 703-877-5600, TTY 711.

Marzo de 2026

PRINCE WILLIAM
Transportation

AUDIENCIA PÚBLICA

PROYECTO DE EXTENSIÓN DE UNIVERSITY BOULEVARD
(Desde Devlin Road hasta Wellington Road)

VDOT UPC: 118313
Condado de Prince William
Jueves 30 de abril de 2026 - 6:00 p.m. - 8:00 p.m.
Cafetería de Piney Branch Elementary School
8301 Linton Hall Road, Bristow, VA 20136

El Departamento de Transporte del Condado de Prince William llevará a cabo una audiencia pública para el Proyecto de Extensión de University Boulevard en la cafetería de Piney Branch Elementary School, 8301 Linton Hall Road, Bristow, Virginia, 20136, de 6:00 p.m. a 8:00 p.m. el jueves 30 de abril de 2026. Estarán presentes representantes del Condado de Prince William y el personal de diseño de la consultora para discutir el proyecto y responder a preguntas.

El Proyecto de Extensión de University Boulevard incluye una extensión de 2.5 millas de University Boulevard desde Devlin Road hasta Wellington Road como una carretera dividida de cuatro carriles con cuatro carriles de circulación de 12 pies de ancho, una acera de 5 pies, un sendero de uso compartido de 10 pies y un puente sobre el afluente Rocky Branch. El proyecto de extensión comienza en la intersección existente de Devlin Road y University Boulevard y se extiende hacia el oeste aproximadamente 13.200 pies, en un nuevo alineamiento, hasta la existente University Boulevard de cuatro carriles, aproximadamente 650 pies al sur de la intersección existente de Wellington Road y University Boulevard. Se instalarán carriles de giro en ubicaciones específicas (coordinados con los desarrollos adyacentes planificados).

El público puede revisar la información del proyecto en: <https://www.pwcva.gov/departament/transportation/current-road-projects>.

Presente sus comentarios por escrito o verbalmente en la audiencia pública o envíelos antes del 15 de mayo de 2026 al Sr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA 22192. También puede enviar sus comentarios por correo electrónico a GLI@pwcgov.org. Por favor, indique "Proyecto de Extensión de University Boulevard" en la referencia del correo.

El Condado de Prince William garantiza la no discriminación y la igualdad en el empleo en todos los programas y actividades, de conformidad con los Títulos VI y VII de la Ley de Derechos Civiles de 1964. Para obtener más información, llame al 703-792-4228 o al TDD 703-792-5223.

Accesibilidad para personas con discapacidades: Esta audiencia pública se llevará a cabo en una instalación pública accesible para personas con discapacidades. Si necesita más información o asistencia especial para personas con discapacidades o con dominio limitado del inglés, comuníquese con el Sr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA, 22192, (703) 930-2568, o a GLI@pwcgov.org a más tardar el 17 de abril de 2026.

Estados cambian leyes para evitar que hijos de inmigrantes detenidos entren al sistema de cuidado temporal

Por Jazmin Orozco Rodríguez / KFF Health News

■ La separación de sus padres es profundamente traumática para los niños y suele provocar diversos problemas de salud y psicológicos

Mientras las autoridades migratorias llevan a cabo lo que el presidente Donald Trump ha prometido que será la mayor operación de deportación masiva en la historia de Estados Unidos, varios estados están aprobando leyes para evitar que los niños de padres detenidos, sin otros familiares o amigos, entren al sistema de cuidado temporal.

El gobierno federal no lleva un registro de cuántos niños han ingresado a este sistema como consecuencia de operativos de control migratorio, lo que dificulta saber con qué frecuencia ocurre.

En Oregon, hasta febrero, dos niños habían sido ubicados en hogares temporales luego de ser separados de sus padres en casos de detención migratoria, según Jake Sunderland, vocero del Departamento de Servicios Humanos del estado.

"Antes del otoño de 2025, esto nunca había ocurrido", aseguró.

Hasta mediados de febrero, casi 70.000 personas se encontraban detenidas por el Servicio de Inmigración y Control de Aduanas (ICE, por sus siglas en inglés).

El récord de 73.000 personas detenidas en enero representó un aumento del 84% comparado con el año anterior. Según una investigación de ProPublica, hasta agosto de 2025, padres de 11.000 niños con ciudadanía estadounidense habían sido detenidos desde el inicio del mandato de Trump.

El medio NOTUS informó en febrero que por lo menos 32 niños de padres detenidos o deportados habían sido colocados en hogares temporales en siete estados.

Sandy Santana, director ejecutivo de Children's Rights, una organización de defensa legal, dijo que sospecha que el número real es mucho mayor.

"Este número nos parece realmente muy bajo", dijo.

La separación de sus padres es profundamente traumática para los niños y suele provocar diversos problemas de salud y psicológicos, incluido el trastorno de estrés post-traumático. El estrés prolongado e intenso también puede causar infecciones más frecuentes en los niños y problemas en el desarrollo. Ese "estrés tóxico" también se asocia con daños en áreas del cerebro responsables del aprendizaje y la memoria, según KFF, una organización sin fines de lucro dedicada

a la información en salud que incluye a KFF Health News.

Durante el primer mandato de Trump, Maryland, Nueva York, Washington, D.C. y Virginia modificaron algunas leyes para permitir que tutores recibieran derechos parentales temporales en casos relacionados con migración. Ahora, tras el regreso de Trump al poder el año pasado, el aumento en los controles migratorios está impulsando una nueva ola de respuestas estatales.

En Nueva Jersey, legisladores están considerando un proyecto para modificar una ley estatal que permite que los padres designen tutores temporales para casos de muerte o incapacidad. La nueva versión agregaría como otra razón válida la separación por control migratorio federal.

El año pasado, Nevada y California aprobaron leyes para proteger a las familias separadas por acciones de control migratorio. La ley de California, llamada Ley del Plan de Preparación Familiar (Family Preparedness Plan Act), permite que los padres designen tutores y compartan derechos de custodia, en lugar de que sus derechos se suspendan mientras están detenidos. Si son liberados y pueden reunirse con sus hijos, recuperan sus derechos parentales completos.

Existen importantes obstáculos legales para la reunificación familiar una vez que un niño entra bajo custodia estatal, explicó Juan Guzmán, director del tribunal de menores y tutela en Alliance for Children's Rights, una organización de defensa legal en Los Angeles.

Si el niño es colocado en cuidado temporal y ni el padre ni la madre pueden participar en los procesos judiciales requeridos porque están detenidos o han sido deportados, es menos probable que puedan volver a reunirse con su hijo, afirmó Guzmán.

Se estima que 8,6 millones de niños son ciudadanos estadounidenses viven con un padre u otro familiar que no tiene estatus migratorio legal, según investigaciones de Brookings Institution, un centro de estudios en Washington, D.C. Dentro de ese grupo, 2,6 millones de niños tienen a ambos padres sin estatus legal.

Santana dijo que es probable que el número de casos de separación familiar aumente a medida que el gobierno de Trump avance con su



campaña migratoria. Por lo tanto, más niños corren el riesgo de terminar en el sistema de cuidado temporal.

Las directivas del ICE exigen que la agencia se esfuerce en facilitar la participación de los padres detenidos en los procedimientos de los tribunales de familia, de bienestar infantil o de tutela, pero Santana indicó que no está claro que el ICE esté cumpliendo con estas normas.

Los funcionarios de ICE no respondieron a las solicitudes de comentarios para este artículo.

Antes de que cambiara la ley de California, la única razón por la que un padre podía compartir derechos de custodia con otro tutor era si tenía una enfermedad terminal, contó Guzmán.

Ahora, si los padres preparan un plan con anticipación y designan a alguien de confianza que pueda hacerse cargo de sus hijos si llegara a ser necesario, la agencia estatal de bienestar infantil puede iniciar el proceso para entregar a los niños a esa persona sin tener que abrir un caso formal de cuidado temporal, agregó.

Aunque los legisladores de Nevada el año pasado ampliaron una ley de tutela ya existente para incluir el control migratorio, la medida exige que los padres presenten documentación notarial ante la oficina del secretario de estado, un trámite administrativo que puede resultar costoso, dijo Cristian González Pérez, abogado en Make the Road Nevada, una organización sin fines de lucro que

ofrece recursos a comunidades inmigrantes.

González Pérez señaló que algunos inmigrantes dudan en completar formularios gubernamentales por temor a que el ICE pueda acceder a esa información y los persiga. El les asegura a los miembros de la comunidad que los formularios estatales son confidenciales y solo pueden ser consultados por hospitales y tribunales.

El gobierno de Trump ha tomado medidas sin precedentes para acceder a información sensible a través de los Centros de Servicios de Medicare y Medicaid, el Servicio de Impuestos Internos (IRS), el Programa de Asistencia Nutricional Suplementaria (SNAP), el Departamento de Vivienda y Desarrollo Urbano y otras entidades. González Pérez y Guzmán consideran que muchos padres

inmigrantes no conocen sus derechos. Designar un tutor temporal y crear un plan familiar es una forma de no sentirse impotentes, afirmó González Pérez.

"La gente no quiere hablar de esa cuestión", reflexionó Guzmán. "Que un padre tenga que hablar con un niño sobre la posibilidad de separarse da miedo. No es algo que nadie quiera hacer", concluyó.

PRINCE WILLIAM Transportation

AUDIENCIA PÚBLICA

PROYECTO DE EXTENSIÓN DE UNIVERSITY BOULEVARD
(Desde Devlin Road hasta Wellington Road)

VDOT UPC: 118313

Condado de Prince William

Jueves 30 de abril de 2026

6:00 p.m. - 8:00 p.m.

Cafetería de Piney Branch Elementary School

8301 Linton Hall Road, Bristow, VA 20136

El Departamento de Transporte del Condado de Prince William llevará a cabo una audiencia pública para el Proyecto de Extensión de University Boulevard en la cafetería de Piney Branch Elementary School, 8301 Linton Hall Road, Bristow, Virginia, 20136, de 6:00 p.m. a 8:00 p.m. el jueves 30 de abril de 2026. Estarán presentes representantes del Condado de Prince William y el personal de diseño de la consultora para discutir el proyecto y responder a preguntas. La información sobre los impactos a la propiedad, las políticas de asistencia para la reubicación, y los cronogramas tentativos estará disponible para su revisión en la audiencia pública.

El Proyecto de Extensión de University Boulevard incluye una extensión de 2,5 millas de University Boulevard desde Devlin Road hasta Wellington Road como una carretera dividida de cuatro carriles con cuatro carriles de circulación de 12 pies de ancho, una acera de 5 pies, un sendero de uso compartido de 10 pies y un puente sobre el afluente Rocky Branch. El proyecto de extensión comienza en la intersección existente de Devlin Road y University Boulevard y se extiende hacia el oeste aproximadamente 13.200 pies, en un nuevo trazado, hasta el University Boulevard existente de cuatro carriles, aproximadamente 650 pies al sur de la intersección existente de Wellington Road y University Boulevard. Se instalarán carriles de giro en ubicaciones específicas (coordinados con los desarrollos adyacentes planificados). Los cronogramas provisionales del proyecto también se discutirán en la Audiencia Pública.

De conformidad con la Ley Nacional de Política Ambiental (NEPA) y el artículo 23 C-1 (Código de Reglamentos Federales) 771.19, se ha elaborado una evaluación ambiental (EA) para analizar los posibles efectos del proyecto sobre los recursos ambientales. De conformidad con la Ley Nacional de Preservación Histórica, Sección 106 y 36 CFR Parte 800, se incluye en la documentación de la NEPA información relativa a los posibles efectos de las mejoras propuestas sobre las propiedades incluidas o elegibles para ser incluidas en el Registro Nacional de Lugares Históricos. Además, de conformidad con los requisitos del 23 CFR 774.5, una vez completada la coordinación con el Departamento de Recursos Históricos de Virginia, la FHWA (Administración Federal de Carreteras) aceptó los criterios de aplicabilidad de la Sección 4(f) para una determinación de impacto de mínimos como resultado del Proyecto de Extensión de University Boulevard.

El público puede revisar la información del proyecto, incluida la EA, en: <https://www.pwcva.gov/departament/transportation/current-road-projects>.

La información relativa a la adquisición de derechos de vía y a la asistencia para la reubicación, si corresponde, estará disponible para su consulta en la Audiencia Pública.

Presente sus comentarios por escrito o verbalmente en la audiencia pública o envíelos antes del 15 de mayo de 2026 al Sr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA 22192. También puede enviar sus comentarios por correo electrónico a GLI@pwcgov.org. Por favor, indique "Proyecto de Extensión de University Boulevard" en el asunto del correo.

Accesibilidad para personas con discapacidades: Esta audiencia pública se llevará a cabo en una instalación pública accesible para personas con discapacidades. Si necesita más información o asistencia especial para personas con discapacidades o con dominio limitado del inglés, comuníquese con el Sr. Gary Li, Project Manager, Prince William County Department of Transportation, 5 County Complex Court, Suite 290, Prince William, VA, 22192, (703) 930-2568, o a GLI@pwcgov.org a más tardar el 24 de abril de 2026.

NEWSLETTER LOCAL

El Tiempo Latino Daily

Suscríbete gratis a nuestro newsletter

MOTION: STEWART

**June 2, 2026
Regular Meeting
Res. No. 26-335**

SECOND: BAILEY

**RE: ENDORSE THE LOCATION AND DESIGN OF THE UNIVERSITY BOULEVARD
EXTENSION (DEVLIN ROAD TO WELLINGTON ROAD) PROJECT, PROJECT NUMBER
0840-076-R21, UPC 118313 – BRENTSVILLE MAGISTERIAL DISTRICT**

ACTION: APPROVED

WHEREAS, the University Boulevard Extension (Devlin Road to Wellington Road) Project (Project) involves the extension of University Boulevard from Devlin Road to Wellington Road as a four (4) lane roadway with four (4) 12-foot travel lanes, a five (5) foot-wide sidewalk, and a ten (10) foot-wide shared-use path with turn lanes and traffic signals; and

WHEREAS, on June 6, 2023, via Resolution Number (Res. No.) 23-304, a County-State agreement from the Virginia Department of Transportation (VDOT) was approved by the Prince William Board of County Supervisors (Board) that grants the County local administration over the County Project and budgeted and appropriated \$30,678,323 in federal funding, \$4,927,118 in Northern Virginia Transportation Authority (NVTA) 30 percent local funding, and \$4,927,118 in state revenue sharing funding to the Project; and

WHEREAS, on May 14, 2024, via Res. No. 24-385, the Board approved the forward appropriation of \$53,000,000 of NVTA 70 percent regional funding to the County Project; and, on July 29, 2025, via Res. No. 25-399, the Board approved the appropriation of \$89,950 from Prince William Water for the County Project, bringing the total Project budget to \$93,622,509; and

WHEREAS, in accordance with the National Environmental Policy Act and 23 CFR 771.117, an Environmental Assessment (EA) document was prepared to assess the Project's potential effects on environmental resources; and

WHEREAS, the EA was approved by the Federal Highway Administration for public viewing. The document was available for public viewing online, and a copy of the EA was available for review at the location of the public hearing; and

WHEREAS, on April 30, 2026, a public hearing on the location and design of the Project was held at Piney Branch Elementary School to discuss the Project, answer questions, and receive comments on the proposed improvements. Comments provided by the attendees during the public hearing, along with those submitted within ten (10) business days following the meeting, were documented and will be taken into consideration as the design progresses; and

June 2, 2026
Regular Meeting
Res. No. 26-335
Page Two

WHEREAS, the Board's endorsement of the Project's location and design is needed before the release of the design-build Request for Proposals;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the location and design of the University Boulevard Extension (Devlin Road to Wellington Road) Project in the Brentsville Magisterial District, subject to additional adjustments that may be required after the design and location endorsement as necessary to ensure the final approval of the plans by the Virginia Department of Transportation.

Votes:

Ayes: Angry, Bailey, Boddye, Jefferson, Stewart, Vega

Nays: None

Absent from Vote: LaCroix

Absent from Meeting: Gordy

For Information:

Transportation Director

County Attorney

ATTEST: _____

A handwritten signature in blue ink, reading "Andrea P. Madden", is written over a horizontal line.

Clerk to the Board



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: FY2027-FY2032 SYIP Project Updates General Fund Transit Capital

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, the Board adopted the Six-Year Improvement Program of projects for Fiscal Years 2027-2032 on June 17, 2026, which included \$12,400,000 in Commonwealth Mass Transit Funds for TRIP Passenger Amenities & Facilities and MERIT Capital projects; and

WHEREAS, the Board adopted the Six-Year Improvement Program of projects for Fiscal Years 2027-2032 on June 17, 2026, which included \$6,600,000 in I-66 Outside the Beltway funds for the Virginia Railway Express Broad Run Yard Property; and

WHEREAS, the General Assembly adopted the 2026-2028 Biennial Budget on June 29, 2026, which appropriated \$19,000,000 in General Fund money for Transit Capital Projects; and

WHEREAS, the Board adopted revisions to the Six-Year Improvement Program of projects for Fiscal Years 2027-2032 on July 22, 2026, which included \$19,000,000 in capital assistance projects identified in Appendix A; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, by the Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 and are approved.

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CTB Decision Brief

Title: Six-Year Improvement Program Updates for General Fund Transit Capital projects 2027 - 2032

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with policy or statutory formula.

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.2-214 (B). The CTB adopted the FY 2027-2032 SYIP on June 17, 2026. Revisions to the FY 2027-2032 SYIP were adopted by the CTB on July 22, 2026, once the General Assembly adopted the 2026-2028 Biennial Budget.

Recommendations: The Department of Rail and Public Transportation (DRPT) recommends the inclusion of the projects and \$19,000,000 of General Fund money for projects in Appendix A to the Program for Fiscal Years 2027-2032.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in DRPT Appendix A to the Program for FY 2027-2032.

Results, if Approved: If the resolution is approved, the projects listed in DRPT Appendix A will be added to the Program for FY 2027-2032.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

CTB Action: Allocation of \$19 million in Capital Funding provided by General Assembly for FY 2027

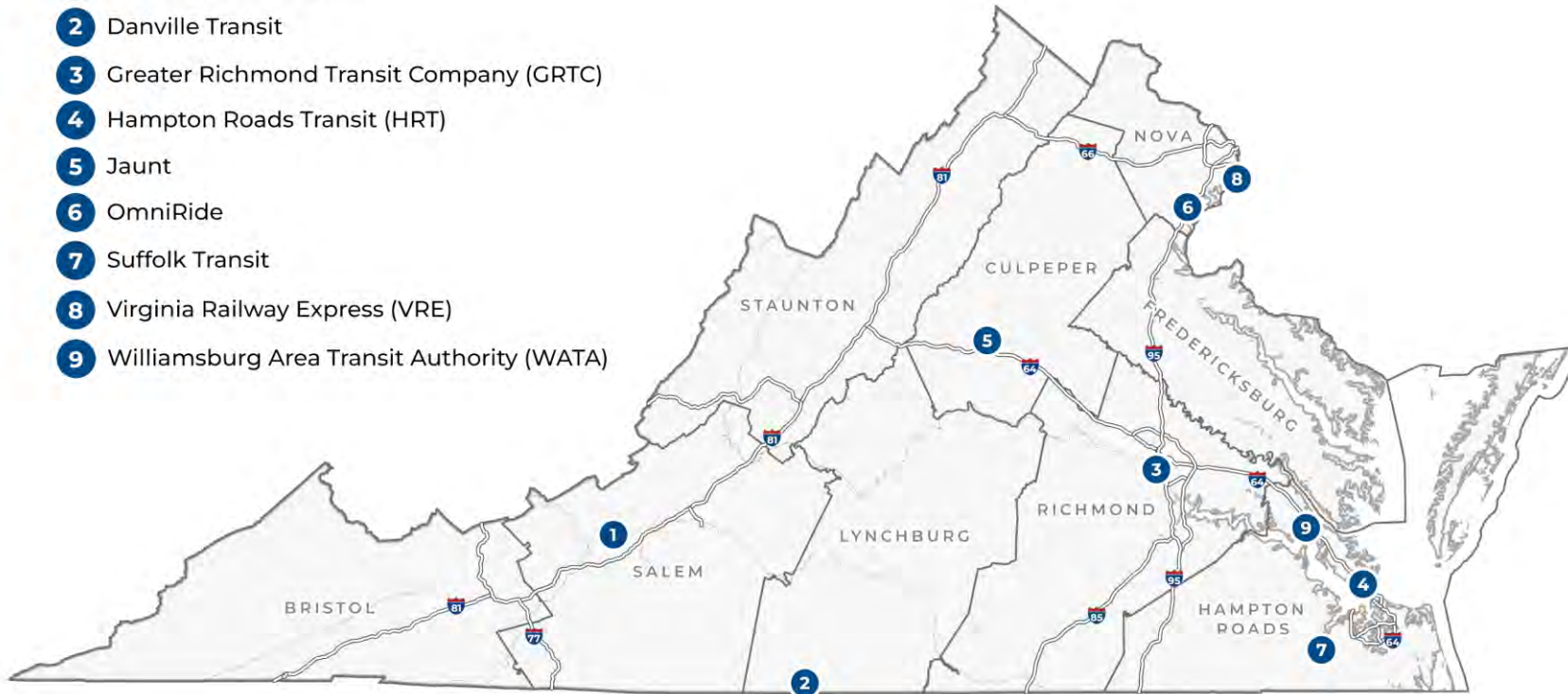
- The FY 2027 Budget included \$19 million from the General Fund to support transit capital projects. These funds must be spent by the end of the fiscal year.
 - Transit capital projects have a longer lead time for spending - DRPT is putting these additional dollars towards grants that were identified in FY 2027 SYIP which will allow more capital funding to be allocated for FY 2028.
- The \$19 million in FY 2027 funds will support the purchase of 43 vehicles, including Light-Duty Transit Vehicles and 35'/40' Heavy Duty Transit Buses
 - All State and Federal match commitments remain unchanged.
 - If there is a balance of General Funds at the end of the year, DRPT will apply it to other expenses at one of the agencies included on the list.
- CTB will vote on this allocation in its October 2026 meeting.

Projects Receiving Transit Capital General Funds

Project	General Fund replacing FY27 CTF Program Funds	State Match	State Cost Estimate
Virginia Railway Express (VRE): Broad Run Yard Property Acquisition*	N/A	NA	\$6,600,000
Williamsburg Area Transit Authority: Old Mooretown Rd. Transfer Facility	TRIP Passenger Amenities & Facilities	65%	\$4,258,705
Blacksburg Transit: 5 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$713,128
Suffolk Transit: 2 Replacement Light-Duty Transit Vehicles	MERIT Capital	16%	\$85,917
Danville Transit System (DTS): 1 Replacement Medium-Duty Transit Vehicle	MERIT Capital	68%	\$198,847
GRTC (Richmond): 13 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$1,723,800
Jaunt: 8 Replacement Light-Duty Transit Vehicles	MERIT Capital	68%	\$1,008,317
PRTC (OmniRide): Replacement of 7 Heavy Duty Transit Buses	MERIT Capital	16%	\$915,776
HRT: Replacement of 7 Heavy Duty Transit Buses	MERIT Capital	68%	\$3,487,188

* DRPT will amend an existing VRE grant for this capital project.

- 1 Blacksburg Transit (BT)
- 2 Danville Transit
- 3 Greater Richmond Transit Company (GRTC)
- 4 Hampton Roads Transit (HRT)
- 5 Jaunt
- 6 OmniRide
- 7 Suffolk Transit
- 8 Virginia Railway Express (VRE)
- 9 Williamsburg Area Transit Authority (WATA)



Proposed Projects



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: SMART SCALE Project Cancellation - Southside Bicycle and Pedestrian Improvements (UPC 123054) – Hampton Roads District

WHEREAS, the Commonwealth Transportation Board's (the "Board's") SMART SCALE Project Prioritization Process, last approved December 4, 2023, and as revised January 16, 2024, (the "Policy") states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, the Board's Policy states that surplus Construction District Grant Program Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board's Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the High Priority Projects Program and, further, provides that such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle; and

WHEREAS, the Board's Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedules changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

Resolution of the Board

SMART SCALE Project Cancellation for Southside Bicycle and Pedestrian Improvements (UPC 123054) in City of Norfolk

October 13, 2026

Page 2 of 2

WHEREAS, the Southside Bicycle and Pedestrian Improvements project (UPC 123054) (the Project) was submitted for consideration by the City of Norfolk and selected for \$3,606,814 in funding through the Highway Construction District Grant Program in the fifth round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project was intended to serve as a subsequent phase of a previously funded and underway project (Southside Bike Lane Network UPC 115424), and the Southside Bike Lane Network project is being cancelled by the City of Norfolk; and

WHEREAS, the SMART SCALE project (UPC 123054) was recommended for cancellation due to the City of Norfolk cancelling the previous phase of the project; and

WHEREAS, the Project has not started and has not expended any funds to date; and

WHEREAS, at its meeting on September 15, 2026, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant Program funds to the Hampton Roads District Grant Program deallocation balance entry (UPC -21763); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant Program funds to the Hampton Roads District Grant Program deallocation balance entry (UPC -21763); and

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Southside Bicycle and Pedestrian Improvements project (UPC 123054) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant Program funds be transferred to the Hampton Roads District deallocation balance entry (UPC -21763).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Southside Bicycle and Pedestrian Improvements (UPC 123054)

Issue: The Southside Bicycle and Pedestrian Improvements project (UPC 123054) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in August 2026, the City of Norfolk (“City”) requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The City submitted the Southside Bicycle and Pedestrian Improvements project for consideration in Round 5 of SMART SCALE and it was selected for \$3,606,814 in funding through the Highway Construction District Grant Program (DGP). The Project consisted of the removal of on-street parking, the decrease of the number of travel lanes, the construction of buffered and protected bike lanes, construction of a sidewalk, installation of high-visibility crosswalks with accessible ramps, and the addition of a pedestrian-activated crossing beacon.

The Project was intended to serve as a subsequent phase of a previously funded and underway project (Southside Bike Lane Network UPC 115424) which was funded with RSTP funds through the Hampton Roads TPO and included a similar scope of work. The Project was delayed in reaching construction. At a spring public meeting with the Southside Task Force and Civil League leadership, there was significant opposition to the underway project and the City moved to cancel it. With the Southside Bike Lane Network project no longer advancing, the City determined the companion SMART SCALE project was no longer supported. The Project has not incurred any expenditures to date.

The Board’s Policy states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. The Board’s Policy also states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, the Prioritization Process provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

On September 15th, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of the proposed cancellation and return of \$3,606,814 of the Highway Construction District Grant Program funds to the Hampton Roads District deallocation balance entry (UPC - 21763).

Recommendation: Approval of the cancellation of the Project and return of \$3,606,814 of the Highway Construction District Grant Program funds to the Hampton Roads District deallocation balance entry (UPC -21763).

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

Result, if Approved: If approved, funds will be transferred back to the Hampton Roads District deallocation balance entry.

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 # 15

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: SMART SCALE Project Cancellation - Monticello Ave - Richmond Rd - Lafayette St Roundabout (UPC 115505) – Hampton Roads District

WHEREAS, the Commonwealth Transportation Board's (the "Board's") SMART SCALE Project Prioritization Process, last approved December 4, 2023, and as revised January 16, 2024, (the "Policy") states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, the Board's Policy states that surplus Construction District Grant Program Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board's Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the High Priority Projects Program and, further, provides that such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle; and

WHEREAS, the Board's Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedules changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

Resolution of the Board

SMART SCALE Project Cancellation for Monticello Ave - Richmond Rd - Lafayette St Roundabout (UPC 115505) in City of Williamsburg

October 13, 2026

Page 2 of 2

WHEREAS, the Monticello Ave - Richmond Rd - Lafayette St Roundabout project (UPC 115505) (the Project) was submitted for consideration by the City of Williamsburg and selected for \$6,381,090 in funding through the Highway Construction District Grant Program in the third round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, after selection, the Project was recommended for cancellation due to significant cost increases since its original application submittal in 2018; and

WHEREAS, the City of Williamsburg desires to focus additional local funding on other higher priority transportation improvements; and

WHEREAS, the Project has not started and has not expended any funds to date; and

WHEREAS, at its meeting on September 15, 2026, the Board was briefed on the proposed cancellation of the Project and transfer of all Highway Construction District Grant Program funds to the Hampton Roads District Grant Program deallocation balance entry (UPC - 21763); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all Highway Construction District Grant Program funds to the Hampton Roads District Grant Program deallocation balance entry (UPC -21763); and

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Monticello Ave - Richmond Rd - Lafayette St Roundabout project (UPC 115505) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Highway Construction District Grant Program funds be transferred to the Hampton Roads District deallocation balance entry (UPC -21763).

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CTB Decision Brief
SMART SCALE Project Cancellation
Monticello Ave - Richmond Rd - Lafayette St Roundabout (UPC 115505)

Issue: The Monticello Ave - Richmond Rd - Lafayette St Roundabout project (UPC 115505) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in June 2026, the City of Williamsburg (“City”) requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: The City submitted the Monticello Ave - Richmond Rd - Lafayette St Roundabout project for consideration in Round 3 of SMART SCALE and it was selected for \$6,381,090 in funding through the Highway Construction District Grant Program (DGP). The project consisted of the conversion of the existing signalized intersection at Monticello Ave, Richmond Rd, and LaFayette St to a roundabout, and the replacement of sidewalk and addition of pedestrian refuge islands and new crosswalks at each leg of the roundabout.

The cost for the project has escalated since its original application submittal in 2018 from \$6,381,090 to \$10,569,000. Based on the significantly increased cost estimate in relation to its public benefit, the City has elected to focus additional local funding on other higher priority transportation improvements. As such, the City Council no longer desires to pursue the Monticello Avenue - Richmond Road - Lafayette Street Roundabout Project. The Project has not incurred any expenditures to date.

The Board’s Policy states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. The Board’s Policy also states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, the Prioritization Process provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

On September 15th, 2026, VDOT fully briefed the Board on this matter and recommends Board approval of the proposed cancellation and return of \$6,381,090 of the Highway Construction District Grant Program funds to the Hampton Roads District deallocation balance entry (UPC - 21763).

Recommendation: Approval of the cancellation of the Project and return of \$6,381,090 of the Highway Construction District Grant Program funds to the Hampton Roads District deallocation balance entry (UPC -21763).

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

Result, if Approved: If approved, funds will be transferred back to the Hampton Roads District deallocation balance entry.

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 # 16

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: FY2027-2032 Six-Year Improvement Program Transfers
August 22, 2026 through September 18, 2026

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2027-2032 Program on June 16, 2026; 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 2027 through 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 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; 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

Resolution of the Board

FY2027-2032 Six-Year Improvement Program Transfers for August 22, 2026 through
September 18, 2026

October 13, 2026

Page 2 of 2

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 of the Code of Virginia, 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

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CTB Decision Brief

FY2027-2032 Six-Year Improvement Program Transfers

August 22, 2026 through September 18, 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 16, 2026, 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 2027 through 2032 (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 August 22, 2026 through September 18, 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

FY2027-2032 Six-Year Improvement Program Transfers for August 22, 2026

October 13, 2026

Page 2 of 2

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

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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	Culpeper	SAFETY PRESCOPING - CULPEPER	126512	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 300,000	\$ 551,208	\$ 551,208	> 100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund an underway project.
2	Culpeper	#SGR Culpeper - Local SGR Paving - Balance Entry	T9557	Culpeper	#SGR26LP- RTE 17 BUSINESS SGR PAVING	127673	SGR - State (SS0100)	\$ 17,005	\$ 75,000	\$ 75,000	29.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
Subtotal Culpeper District								\$ 317,005				
3	Fredericksburg	FREDERICKSBURG DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70713	Fredericksburg	PE STUDY - HARRISON RD / LAFAYETTE BLVD INTERSECTION	129619	RSTP : Fredericksburg (CF2MA0), RSTP Match : Fredericksburg (CS2MA1)	\$ 125,000	\$ 300,000	\$ 300,000	71.4%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
4	Fredericksburg	FREDERICKSBURG DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70713	Fredericksburg	ROUTE 17 SHARED USE PATH STUDY	129620	RSTP : Fredericksburg (CF2MA0), RSTP Match : Fredericksburg (CS2MA1)	\$ 200,000	\$ 300,000	\$ 300,000	> 100%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project.
5	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	SAFETY PRESCOPING UPC - FREDERICKSBURG	129862	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 300,000	\$ 535,000	\$ 535,000	> 100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 625,000				
6	Hampton Roads	HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY	70715	Hampton Roads	#SMART18 - Route 17 Widening between Rte 630 and Rte 173	111787	RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31)	\$ 1,046,154	\$ 29,211,832	\$ 29,211,832	3.7%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	CITY OF EMPORIA PEDESTRIAN CROSSING SAFETY	125086	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 737,927	\$ 4,378,805	\$ 4,378,805	20.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
8	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR25VB RTE 626 / STALLINGS CRK (FED ID 10406) REPLACEMENT	125626	SGR - State (SS0100)	\$ 111,704	\$ 6,355,944	\$ 6,355,944	1.8%	Transfer of surplus funds recommended by District from the District SGR VDOT Bridge Balance Entry line item to fund a scheduled project.
9	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	HRD HSIP EXPANDED TLRR - SIGNS	130261	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 390,000	\$ 390,000	\$ 390,000	100.0%	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.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
10	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#SMART22 CAMP PARKWAY CGT	119218	DGP - State (GS0100)	\$ 477,973	\$ 3,820,423	\$ 3,820,423	13.1%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund an underway project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
11	Hampton Roads	HAMPTON DGP DEALLOCATION BALANCE ENTRY	T21763	Hampton Roads	#SMART20 Longhill Road Shared Use Path	115512	HB1887 - DGP (1): DGP - State (GS0100)	\$ 1,030,063	\$ 8,470,891	\$ 8,470,891	13.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund an underway project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Hampton Roads District								\$ 3,793,821				
12	Lynchburg	TLRR25 DISTRICTWIDE FY27 SELECT TREE REMOVAL	125991	Lynchburg	TLRR25 DISTRICTWIDE ON- CALL SUPPLEMENTAL SIGNS (AD ONLY UPC)	125997	Access PTF (CNS246), VA Safety State State (CS3SS0)	\$ 614,386	\$ 986,886	\$ 986,886	> 100%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
13	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	VHSIP SAFETY PRESCOPING - LYNCHBURG	126636	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 300,000	\$ 650,000	\$ 650,000	85.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund an underway project.
Subtotal Lynchburg District								\$ 914,386				
14	Northern Virginia	MOUNT VERNON AVE N MULTI- MODAL AND SAFETY IMPV	114864	Northern Virginia	VAN DORN ST-BEAUREGARD ST SHARED USE PATH	105563	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	\$ 2,400,000	\$ 5,977,107	\$ 5,957,834	67.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund an underway project.
15	Northern Virginia	DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD	121761	Northern Virginia	RTE 123 AND OLD BRIDGE ROAD INTERSECTION IMPROVEMENTS	119364	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 1,500,000	\$ 46,777,553	\$ 97,200,000	3.3%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
16	Northern Virginia	RTE 123 AND OLD BRIDGE ROAD INTERSECTION IMPROVEMENTS	119364	Northern Virginia	NORTH WOODBRIDGE PEDESTRIAN BRIDGE PROJECT	122979	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 4,500,000	\$ 14,707,903	\$ 14,707,903	44.1%	Transfer of surplus funds recommended by District and MPO and from a scheduled project to an underway project.
17	Northern Virginia	PARKING TECHNOLOGIES	102943	Northern Virginia	SAFE ROUTES TO SCHOOL CURB EXTENSIONS	125401	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 1,000,000	\$ 3,667,026	\$ 3,667,026	37.5%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
18	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Northern Virginia	TOWN OF CLIFTON STREETSCAPE PHASE II - DUCT BANK CONST	126584	Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100)	\$ 440,749	\$ 950,936	\$ 950,936	86.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
19	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Northern Virginia	#I95 CIP DYNAMIC RAMP METERING NORTHERN VIRGINIA	128127	I-95 Corridor Funds - State (CS9195)	\$ 344,693	\$ 6,044,693	\$ 6,044,693	6.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Operations and Enhancement Program Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
20	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Northern Virginia	#I-95 CIP CCTV NOVA PHASE 1	128964	I-95 Corridor Funds - State (CS9195)	\$ 800,000	\$ 2,200,000	\$ 2,200,000	57.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Interstate Operations and Enhancement Program Balance Entry line item to an underway project.
Subtotal Northern Virginia District								\$ 10,985,442				
21	Richmond	#SMART26 I-95 AT RIVES RD EXIT ROUNDABOUTS	127921	Richmond	Appomattox River Trail (ART) - Western Extension	118949	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	\$ 297,261	\$ 1,428,153	\$ 1,328,759	26.3%	Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project.
22	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG CURVE IMPROVEMENTS	127585	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 107,046	\$ 253,492	\$ 253,492	73.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
Subtotal Richmond District								\$ 404,307				
23	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	SAFETY PRESCOPING - STAUNTON	126449	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 300,000	\$ 550,000	\$ 550,000	> 100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund an underway project.
Subtotal Staunton District								\$ 300,000				
Grand Total								\$ 17,339,961				

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	Culpeper	#SGR Culpeper - Local SGR Paving - Balance Entry	T9557	Culpeper	#SGR25LP - RTE 15 BUSINESS SGR PAVING	125617	SGR - State (SS0100)	\$ 33,800	\$ 798,615	\$ 798,615	4.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
Subtotal Culpeper District								\$ 33,800				
B	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Newport News Pedestrian Improvements	103059	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 190,000	\$ 2,598,632	\$ 2,598,675	7.9%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a completed project.
C	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Warwick Boulevard Sidewalk Widening	108981	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 75,000	\$ 1,723,083	\$ 1,723,083	4.6%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								\$ 265,000				
E	Statewide	STATEWIDE PTF FUND BALANCE ENTRY	T29646	Lynchburg	PTF22 - RTE 15/906 (OAK) & UR 3852 (GRIFFIN) ROUNDABOUT	120710	Access PTF (CNS246)	\$ 439,826	\$ 12,360,317	\$ 12,360,317	3.7%	Transfer of surplus funds recommended by District from the Statewide PTF Balance Entry line item to fund an underway project for award.
Subtotal Lynchburg District								\$ 439,826				
F	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	SIDEWALKS TO METRORAIL - KINGSLEY RD SW	106963	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11), Local Project Contributions - Urban (NOP723)	\$ 98,081	\$ 1,057,278	\$ 1,057,278	10.2%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to an underway project.
G	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Northern Virginia	TOWN OF CLIFTON STREETSCAPE PROJECT - PHASE II	109949	Local Funds for Enhancement Projects (NPL206), TAP > 200K : Northern Virginia (CF6M10), TAP Statewide (CF6100)	\$ 52,059	\$ 2,230,375	\$ 2,230,375	2.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
H	Northern Virginia	NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716	Northern Virginia	TRAFFIC SIGNAL OPTIMIZATION - PH8	T28056	CMAQ PM 2.5 Set-Aside (CF5200), CMAQ Set-Aside Match (CS5201)	\$ 100,238	\$ 1,125,000	\$ 1,125,000	9.8%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
Subtotal Northern Virginia District								\$ 250,378				
I	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Richmond	#SMART20 - Scott's Add BRT Station Ped Safety/Streetscape	115555	HPP - NHPP (HF1100), HPP - NHPP Soft Match (HF1101), Local Project Contributions - Primary (NPL423)	\$ 322,400	\$ 2,466,119	\$ 2,466,119	15.0%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to fund a scheduled project.
J	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG UNSIGNALIZED INTERSECTION IMPROVEMENTS	127589	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 18,708	\$ 127,242	\$ 127,242	17.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item balance entry to fund a scheduled project.
K	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY	70722	Richmond	TRI-CITIES MPO RIDEFINDERS PROGRAM	T204	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	\$ 35,000	\$ 890,000	\$ 890,000	4.1%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to an underway project.
L	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART18 - US360 Hull St Streetscape, 9th St - Mayo Bridge	111703	DGP - NHPP (GF1100), DGP - NHPP Soft Match (GF1101)	\$ 306,276	\$ 6,657,727	\$ 6,657,727	4.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund an underway project.
Subtotal Richmond District								\$ 682,384				

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
M	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	VHSIP - PEDESTRIAN CROSSWALKS AND SIGNALS- BUENA VISTA CITY	122968	Open Container Funds - Statewide (CNF221)	\$ 160,000	\$ 1,202,229	\$ 1,202,229	15.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry to a scheduled project.
Subtotal Staunton District								\$ 160,000				
Grand Total								\$ 1,831,388				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 10**CTB Member Concurrence:** Stant, Hampton Roads District

Project Information	Original Application	Current
District	Hampton Roads	
Project Description	UPC 119218 #SMART22 – Camp Parkway CGT (Continuous Green-T)	
Organization	Southampton County	
SMART SCALE Round	4	
Scope	Reconfigure intersection of US 58 (Southampton Parkway) and BUS US 58 (Camp Parkway) to Continuous Green-T (CGT).	
Benefits	Safety, Environment	
Original Score	7.52	
Rank	17/24	
SMART SCALE Budget	\$2,349,105 (DGP)	\$3,342,450 (DGP) (Greater than threshold increase approved in November 2025)
Other Funds	\$0	\$0
Total Allocations	\$2,349,105	\$3,342,450
Total Cost	\$2,349,105	\$3,820,423
Shortfall		\$477,973

Project Information	Original Application	Current
Expenditures		\$865,972
Status		Project is VDOT administered and is advancing to award.
Justification		Bids came in higher than the estimate. Additional funding is needed for award.
Proposed SMART SCALE Budget Increase		Increase of \$477,973 (DGP) for a total revised SMART SCALE budget of \$3,820,423. Revised score of 4.62 and a reduction in rank to 22/24.
Remaining Balance in DGP Deallocation BE		\$17,825,752 after proposed change.

Line Item on Threshold Report: 11**CTB Member Concurrence:** Stant, Hampton Roads District

Project Information	Original Application	Current
District	Hampton Roads	
Project Description	UPC 115512 #SMART20 Longhill Road Shared Use Path	
Organization	James City County	
SMART SCALE Round	3	
Scope	Construction of a shared use path to fill gaps on Longhill Road from DePue Dr to Lane Place.	
Benefits	Safety, Accessibility, Environment, and Land Use	
Original Score	1.83	
Rank	25/32	
SMART SCALE Budget	4,400,000 (Both) (\$4,305,080 DGP, \$94,920 HPP)	4,400,000 (Both) (\$4,305,080 DGP, \$94,920 HPP)
Other Funds	\$0	\$3,040,828 (Revenue Sharing and Carbon Reduction Program funds)
Total Allocations	\$4,400,000	\$7,440,828
Total Cost	\$4,400,000	\$8,470,891
Shortfall		\$1,030,063

Project Information	Original Application	Current
Expenditures		\$1,356,879
Status		Project is VDOT administered and is advancing to award.
Justification		Bids came in higher than the estimate. Additional funding is needed for award.
Proposed SMART SCALE Budget Increase		Increase of \$1,030,063 (DGP) for a total revised SMART SCALE budget of \$5,430,063. Revised score of 1.48 and a reduction in rank to 28/32.
Remaining Balance in DGP Deallocation BE		\$16,795,689 after proposed change.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

.Agenda item # 17

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By:

Action:

Title: Addition of Projects to the Six-Year Improvement Program 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, after due consideration the Board adopted a 2027-2032 Program on June 16, 2026; and

WHEREAS, the Board is required by § 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, § 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the Board recognizes that the projects are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth.

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 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.

#####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2027 – 2032

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (Program) and allocations in accordance with the statutory formula.

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 16, 2026, after due consideration, the CTB adopted FY 2027-2032 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2027–2032.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2027–2032 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2027-2032. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 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. The resolution also authorizes the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Appendix A
Amendments to the FY2027-2032 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	T-32199	Bristol	Tazewell County	0460	#Pipeline27- US 460 from Thru Drive to Claypool Hill Mall Drive	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
2	T-32206	Bristol	Town of Wytheville	0011	#Pipeline27- US 11 from N 11th St& E Monroe St to Cassell Rd/ Withers Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
3	T-32209	Bristol	Town of Abingdon	0011	#Pipeline27- US 11 from Hillman Highway to Empire Drive	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
4	T-32210	Bristol	City of Bristol	0421	#Pipeline27- US 421 (W State Street) at Euclid Avenue and Gate City Highway	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
5	T-32200	Culpeper	Culpeper County	0029	#Pipeline27- US 29 From Alanthus Rd to Kellys Ford Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
6	T-32203	Culpeper	Fauquier County	0029	#Pipeline27- US 29 & Covington's Corner	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
7	T-32205	Culpeper	Greene County and Albemarle County	0029	#Pipeline27- US 29 From Matthew Mill Rd to Frays Mill Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
8	T-32207	Culpeper	Louisa County	0033	#Pipeline27- US 33 & Shannon Hill Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
9	T-32208	Culpeper	Albemarle County	0029	#Pipeline27- US 29 (Airport Road)	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
10	T-32197	Fredericksburg	Stafford County	0610	#Pipeline27- Garrisonville Rd From Staffordboro Blvd/ Mine Rd to US 1/95 ramps	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
11	T-32198	Fredericksburg	Stafford County	0001	#Pipeline27- US 1 From Truslow Rd to Warrenton Rd / Butler Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
12	T-32201	Fredericksburg	Caroline County, Spotsylvania County	0207	#Pipeline27- Route 207 From US 1 to Enterprise Parkway	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
13	T-32202	Fredericksburg	Gloucester County	0017	#Pipeline27- Route 17 (Gloucester) From Crewe Road to Coleman Bridge	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
14	T-32204	Fredericksburg	Spotsylvania County, City of Fredericksburg	0003	#Pipeline27- Route 3 From Salem Church Rd to Lafayette Blvd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
15	T-32195	Hampton Roads	Isle of Wight County and Town of Smithfield	0258	#Pipeline27- US 258/Rte 10 From Rte 10 to Benns Grant Blvd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes

Appendix A
Amendments to the FY2027-2032 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
16	T-32194	Hampton Roads	Isle of Wight County	0017	#Pipeline27- US 17 (Brewers Neck Blvd) & US 258 (Carrollton Blvd)	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
17	T-32211	Hampton Roads	Franklin County	0058	#Pipeline27- Armory Drive from US 58 (Southampton Parkway) to College Drive	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
18	T-32212	Hampton Roads	City of Virginia Beach	0264	#Pipeline27- Rosemont Rd from Chesteto to Street VA Beach Blvd & Virginia Beach Blvd from Birchwood Shopping Center to N Plaza Trl/Little Neck Road	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
19	T-32196	Hampton Roads	City of Emporia	0301	#Pipeline27- Market Dr/Atlantic St from Cloverleaf Dr to US 301 (Main St)	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
20	T-32218	Lynchburg	City of Danville	0029	#Pipeline27- BUS US-29N (Central Blvd) From Coleman Market Pl to Beavers Mill Rd BUS US 29 N From Nor- Dan Dr to Davis Dr	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
21	T-32219	Lynchburg	Nelson County	0029	#Pipeline27- US 29 & VA-6 (River Road)	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
22	T-32220	Lynchburg	Campbell County	0024	#Pipeline27- Leesville Rd & VA-24 (Colonial Hwy)	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
23	T-32222	Lynchburg	Pittsylvania County	0750	#Pipeline27- Mount Cross Road From Laniers Mill Rd to Mill Creek Rd plus intersection of Mt. Olivet Lane and Mill Creek Road	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
24	T-32223	Lynchburg	Pittsylvania County	9999	#Pipeline27- Kentuck Road From Dodson Ln to Ringgold Church Rd; Ringgold Church Rd From Fire Department to Dan River HS Entrance #1	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
25	T-32240	Northern Virginia	Loudoun County	0643	#Pipeline27- Sycolin Road From Crosstrail Boulevard to Belmont Ridge Road	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
26	T-32241	Northern Virginia	City of Manassas	0028	#Pipeline27- VA 28 From Cockrell Rd to Commerce Ct	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
27	T-32242	Northern Virginia	Prince William County	0640	#Pipeline27- Minniecille Rd. From Caton Hill Rd. To Cardinal Drive	\$100,000	\$100,000	\$0	Prescoping Funds	Yes

Appendix A
Amendments to the FY2027-2032 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
28	T-32243	Northern Virginia	Fairfax County	0286	#Pipeline27- Rte 286 & West Ox Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
29	T-32237	Richmond	Prince George County	0460	#Pipeline27- Route 460 from Bull Hill Rd to Hines Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
30	T-32236	Richmond	City of Colonial Heights	0144	#Pipeline27- Route 144 Between Conduit Road & Puddledock Road	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
31	T-32238	Richmond	Chesterfield County	0001	#Pipeline27- Route 1 from Rio Vista Street to Brightpoint Drive	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
32	T-32234	Salem	Botetourt County	0460	#Pipeline27- US 460 at Laymantown Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
33	T-32232	Salem	Town of Vinton, Roanoke County	0024	#Pipeline27- SR 24 (E Washington Ave) from Dogwood Blvd to WBHS Entrance	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
34	T-32231	Salem	City of Roanoke	0460	#Pipeline27- Melrose Ave from Lafayette Blvd to Roanoke/Salem City Limit at Barnett Rd NW	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
35	T-32230	Salem	City of Roanoke, Town of Vinton	8050	#Pipeline27- Gus Nicks from US 460 to Pollard St	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
36	T-32233	Salem	Pulaski County	0100	#Pipeline27- Cleburne Blvd from New Bern Rd to Alexander Rd	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
37	T-32214	Staunton	Frederick County, City of Winchester	0081	#Pipeline27- I-81 Exit 315 & Route 7	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
38	T-32215	Staunton	Frederick County, City of Winchester	0037	#Pipeline27- Route 37 & Route 50	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
39	T-32216	Staunton	City of Staunton	0250	#Pipeline27- US-250 from Statler Boulevard to Sangers Lane	\$100,000	\$100,000	\$0	Prescoping Funds	Yes
40	T-31488	Salem	City of Roanoke	0128	Salem Turnpike CGS (36th St. to Westwood Blvd.)	\$1,589,443	\$1,589,443	\$0	TAP	Yes
Total						\$5,489,443	\$5,489,443	\$0		

SMART SCALE Round 3
Consensus Scenario
Date as of June 2019

Proposed Budget Change for Hampton Roads District UPC 115512

App ID	UPC	District	Organization	Description	Benefit Score	Project Total Cost	SMART SCALE Request	SMART SCALE Score
3668	115503	Hampton Roads	Williamsburg City	Lafayette Street Signal & Pedestrian Improvements	0.60	\$ 91,000	\$ 91,000	65.74
3548	115350	Hampton Roads	Chesapeake City	Battlefield Blvd/Volvo Pkwy Intersection Improvements	9.09	\$ 1,475,129	\$ 1,447,129	62.83
3666	115418	Hampton Roads	Williamsburg City	Richmond Road Signal Coordination & Pedestrian Improvements	1.17	\$ 203,500	\$ 203,500	57.28
3966	115235	Hampton Roads	Norfolk City	Ballentine Blvd Lane Improvements	5.52	\$ 1,067,388	\$ 1,067,388	51.75
4392	115351	Hampton Roads	Portsmouth City	Portsmouth Railroad Crossing Message Signs	2.72	\$ 753,699	\$ 570,000	47.68
3692	115880	Hampton Roads	Williamsburg Area Transit Authority (WATA)	WATA Bus Stop Pull Offs	0.57	\$ 255,000	\$ 255,000	22.17
4057	115236	Hampton Roads	Norfolk City	Terminal Blvd/Diven St Intersection Improvements	3.32	\$ 1,732,600	\$ 1,732,600	19.19
4175	115506	Hampton Roads	Northampton County	Shoulder Widening Rte 13	3.04	\$ 2,923,357	\$ 2,923,357	10.41
3884	115507	Hampton Roads	Greensville County	HWY 301S Sidewalk Greensville Project	0.55	\$ 576,903	\$ 576,903	9.54
3583	115237	Hampton Roads	Newport News City	J. Clyde Morris Blvd Intersection Improvements	1.34	\$ 1,768,528	\$ 1,768,528	7.58
4947	115871	Hampton Roads	Hampton Roads Transit	Newport News Shipyard - Gloucester MAX Service	0.90	\$ 1,200,000	\$ 1,200,000	7.52
3581	115241	Hampton Roads	Newport News City	Jefferson Ave & Oyster Point Rd Intersection Improvements	7.25	\$ 10,856,521	\$ 10,856,521	6.68
3672	115242	Hampton Roads	Hampton City	Hampton Roads Center Pkwy Bike & Pedestrian Access	1.39	\$ 2,163,325	\$ 2,158,325	6.42
3632	115508	Hampton Roads	Sussex County	Wakefield 460 Eastbound Turnlane	0.61	\$ 994,846	\$ 981,290	6.21
3670	115243	Hampton Roads	Hampton City	N Armistead Ave Reconstruction, Ped, & Drainage Improvements	1.85	\$ 5,298,528	\$ 4,818,528	3.83
4971	115513	Hampton Roads	Isle of Wight County	Carrollton Boulevard (Route 17) Crosswalks	0.08	\$ 212,000	\$ 212,000	3.82
3470	115010	Hampton Roads	Hampton Roads Transportation Planning Organization	Hampton Roads Bridge-Tunnel Widening/I-64 Expansion	74.16	\$ 3,662,372,004	\$ 200,000,000	3.71
4105	115509	Hampton Roads	York County	Route 171 capacity enhancements between Routes 134 and 1740	0.73	\$ 3,630,000	\$ 2,420,000	3.03
3463	115504	Hampton Roads	Newport News City	Warwick Blvd & Oyster Point Rd Intersection Improvements	1.64	\$ 5,445,737	\$ 5,445,737	3.01
4179	115510	Hampton Roads	Northampton County	Bicycle Lane on US Business 13	0.56	\$ 2,360,061	\$ 2,360,061	2.37
4642	115244	Hampton Roads	Norfolk City	Virginia Beach Blvd Widening - George St to Newtown Rd	3.71	\$ 15,701,021	\$ 15,701,021	2.37
3582	115245	Hampton Roads	Virginia Beach City	General Booth Blvd/Oceana Blvd Intersection Improvements	0.80	\$ 4,100,277	\$ 3,600,000	2.21
3468	115339	Hampton Roads	Williamsburg City	Lafayette Street Widening	0.84	\$ 5,870,000	\$ 4,329,000	1.94
3469	115505	Hampton Roads	Williamsburg City	Monticello Ave-Richmond Rd-Lafayette St Roundabout	1.20	\$ 6,381,090	\$ 6,381,090	1.88
4125	115512	Hampton Roads	James City County	Longhill Road Shared Use Path	0.81	\$ 4,400,000	\$ 4,400,000	1.83
4967	115511	Hampton Roads	Surry County	Route 31 Bicycle Accomodations	1.72	\$ 9,600,000	\$ 9,600,000	1.79
3630	115524	Hampton Roads	Poquoson City	Victory Blvd Enhancement App 2: Poquoson Segment	0.64	\$ 3,729,000	\$ 3,686,000	1.75
3635	115525	Hampton Roads	Suffolk City	Seaboard Coastline Trail Segment 1	0.69	\$ 4,223,089	\$ 4,073,089	1.68
4125	115512	Hampton Roads	James City County	Longhill Road Shared Use Path*	0.81	\$ 8,470,891	\$ 5,430,063	1.48
4022	115529	Hampton Roads	Northampton County	Median crossover to Rte 13	0.17	\$ 1,120,000	\$ 1,120,000	1.48
3546	115526	Hampton Roads	Chesapeake City	Mt Pleasant Road/Great Bridge Bypass Interchange Improvement	0.82	\$ 6,000,708	\$ 5,963,508	1.37
3451		Hampton Roads	Hampton City	Coliseum Drive Extension Phase B	2.92	\$ 24,193,124	\$ 23,345,623	1.25
5080	115528	Hampton Roads	Isle of Wight County	U.S. Route 460 at U.S. Route 258 Turn Lane Improvements	0.39	\$ 3,234,936	\$ 3,234,936	1.20
3646	115527	Hampton Roads	Hampton City	Little Back River Peak Directional & Two Way Left Turn Lane	0.98	\$ 8,835,000	\$ 8,835,000	1.11
3636		Hampton Roads	Suffolk City	Route 58 Arterial Preservation Plan Study Recommendations	0.61	\$ 6,600,000	\$ 6,600,000	0.93
3545		Hampton Roads	Chesapeake City	George Washington Highway Widening	1.25	\$ 29,954,143	\$ 14,954,143	0.84
3631		Hampton Roads	Poquoson City	Victory Blvd Enhancement App 1: Poquoson & York Segments	1.22	\$ 17,045,000	\$ 15,432,000	0.79
4637		Hampton Roads	Norfolk City	Virginia Beach Blvd Improvements: Glenrock Rd to Clarence St	3.91	\$ 54,760,141	\$ 54,760,141	0.71
3569		Hampton Roads	Virginia Beach City	Laskin Road Phase III	1.79	\$ 31,503,154	\$ 25,800,000	0.69
4633		Hampton Roads	Norfolk City	Virginia Beach Blvd Improvements: Glenrock Rd to Newtown Rd	4.16	\$ 61,003,077	\$ 61,003,077	0.68
3623		Hampton Roads	Suffolk City	North Suffolk Connector	3.13	\$ 46,064,948	\$ 45,964,948	0.68
3957		Hampton Roads	York County	Route 171 capacity enhancements between Routes 134 and 782	0.78	\$ 13,763,000	\$ 12,193,000	0.64
4108		Hampton Roads	York County	Route 171 capacity enhancements between Routes 1740 and 782	0.55	\$ 10,094,000	\$ 9,734,000	0.56
3708		Hampton Roads	Chesapeake City	Mt. Pleasant Road Improvements Phase 1	1.43	\$ 30,500,283	\$ 28,200,283	0.51
3547		Hampton Roads	Chesapeake City	Freeman Avenue/Norfolk Portsmouth Beltline Overpass	1.21	\$ 28,256,673	\$ 23,950,741	0.50
3589		Hampton Roads	Virginia Beach City	General Booth Boulevard	0.83	\$ 20,026,357	\$ 18,000,000	0.46
3576		Hampton Roads	Virginia Beach City	First Colonial Road	1.98	\$ 52,014,828	\$ 44,200,000	0.45
4225		Hampton Roads	James City County	Pocahontas Trail (Rt 60) Improvements - Segments C & D	0.16	\$ 11,944,000	\$ 4,319,934	0.38
4290		Hampton Roads	James City County	Pocahontas Trail (Rt 60) Improvements - Segments C,D & E1	0.25	\$ 15,338,000	\$ 7,713,934	0.32
3624		Hampton Roads	Suffolk City	Route 460 Safety and Operations Study Improvements	1.37	\$ 59,242,290	\$ 59,242,290	0.23
4169		Hampton Roads	York County	Mooretown Rd/Lightfoot Rd Intersection Improvements	0.25	\$ 12,868,713	\$ 11,534,305	0.22
5082		Hampton Roads	Isle of Wight County	U.S. Route 460 at Five Points Intersection Improvements	0.04	\$ 2,153,180	\$ 2,153,180	0.19
4581		Hampton Roads	Isle of Wight County	Broadwater (Route 620) Reconstruction with No New Capacity	0.16	\$ 8,732,351	\$ 8,732,351	0.19
3920		Hampton Roads	James City County	Pocahontas Trail (Rt 60) Improvements	0.49	\$ 42,394,000	\$ 30,850,734	0.16
4085		Hampton Roads	Greensville County	Low Ground Road Sidewalk Project	0.00	\$ 334,455	\$ 334,455	0.02

Project funded with Construction District Grant Funds

Project funded with High Priority Projects Funds

Project funded with BOTH Construction District Grant Funds and High Priority Projects Funds

* Rank based on proposed budget increase and revised score

SMART SCALE Round 4 Consensus Scenario
Date as of May 2021
Proposed Budget Change for Hampton Roads UPC 119218

App ID	UPC	District	Organization	Description	Benefit Score	Project Total Cost	SMART SCALE Request	SMART SCALE Score
6718	119273	Hampton Roads	Suffolk Transit	Suffolk Express Commuter Bus	8.51	\$ 357,569	\$ 357,569	238.12
6678	119210	Hampton Roads	Norfolk City	Centralized Transit Signal Priority	13.59	\$ 1,992,292	\$ 1,992,292	68.22
6773	119211	Hampton Roads	Portsmouth City	Portsmouth Transit Station	16.10	\$ 4,072,858	\$ 4,072,858	39.52
6972	119274	Hampton Roads	Suffolk Transit	College Drive Bus Pullout	3.11	\$ 871,930	\$ 871,930	35.68
6957	119209	Hampton Roads	Chesapeake City	Battlefield Blvd and Johnston Road Intersection Improvements	4.57	\$ 3,247,706	\$ 2,197,706	20.80
7144	119213	Hampton Roads	Southampton County	New Market Road Turn Lane Improvements	2.11	\$ 1,151,162	\$ 1,151,162	18.35
6665	119212	Hampton Roads	Hampton City	N King St Corridor Improvements Segment 5	8.23	\$ 5,018,859	\$ 5,018,859	16.40
6664	119233	Hampton Roads	Hampton City	North Campus Pkwy Bicycle & Pedestrian Improvements	4.02	\$ 3,166,096	\$ 3,166,096	12.71
7005	119219	Hampton Roads	Chesapeake City	Western Branch Rails-to-Trails Phase 2	3.12	\$ 2,575,728	\$ 2,575,728	12.09
6690	119222	Hampton Roads	Virginia Beach City	Holland Road Phase I	19.06	\$ 24,510,485	\$ 16,800,000	11.35
6692	119231	Hampton Roads	Virginia Beach City	Independence Blvd/Edwin Drive Intersection Improvements	11.00	\$ 14,592,026	\$ 9,800,000	11.22
7116	119229	Hampton Roads	Norfolk City	Railroad Crossing Message Signs	6.45	\$ 5,828,059	\$ 5,828,059	11.06
6779	119214	Hampton Roads	Portsmouth City	Greenwood Park & Ride Lot	6.94	\$ 6,407,605	\$ 6,407,605	10.84
6796	119232	Hampton Roads	Chesapeake City	Battlefield Blvd Continuous RTL: Volvo Pkwy to Walmart Way	2.62	\$ 2,836,382	\$ 2,836,382	9.25
7102	119216	Hampton Roads	Isle of Wight County	Rt 644 (Turner Dr) at Rt 10 (Benns Church Blvd) Turn Lane	0.88	\$ 972,244	\$ 972,244	9.04
6696	119234	Hampton Roads	Virginia Beach City	Northampton Blvd/Diamond Springs Intersection Improvements	7.43	\$ 13,431,136	\$ 9,800,000	7.58
7178	119218	Hampton Roads	Southampton County	Camp Parkway CGT	1.77	\$ 2,349,105	\$ 2,349,105	7.52
7069	119230	Hampton Roads	Suffolk Transit	Suffolk Seaboard Coastline Trail - Phase IIIA	2.32	\$ 3,452,239	\$ 3,112,652	7.45
6705	119217	Hampton Roads	Newport News City	I-64/Denbigh Boulevard Interchange	33.98	\$ 46,592,997	\$ 46,592,997	7.29
6711	119360	Hampton Roads	Newport News City	Oyster Point Rd Improvements: Jefferson Ave to Operations Dr	8.91	\$ 15,985,681	\$ 15,985,681	5.57
6720	119334	Hampton Roads	Suffolk City	Godwin Boulevard Improvements	4.65	\$ 11,060,754	\$ 8,560,754	5.44
7006	119376	Hampton Roads	James City County	Airport Rd., Mooretown Rd. and Richmond Rd. Improvements	6.75	\$ 12,569,213	\$ 12,569,213	5.37
7178	119218	Hampton Roads	Southampton County	Camp Parkway CGT*	1.77	\$ 3,820,423	\$ 3,820,423	4.62
7174	119282	Hampton Roads	Southampton County	Southampton High School US 58 Crossover	1.51	\$ 3,644,419	\$ 3,644,419	4.15
7047		Hampton Roads	Suffolk City	Route 10/32 Diverging Diamond Interchange	5.20	\$ 16,401,047	\$ 12,901,047	4.03
7064		Hampton Roads	Suffolk City	Route 17 (Bridge Road) Roadway Widening	3.90	\$ 12,796,731	\$ 9,796,731	3.98
7100		Hampton Roads	Isle of Wight County	Main Street (U.S. Route 258) at Route 10 Bypass	3.22	\$ 8,451,458	\$ 8,451,458	3.82
7001		Hampton Roads	York County	Route 17-Route 171 Intersection Improvements	6.28	\$ 16,768,352	\$ 16,768,352	3.74
7000		Hampton Roads	Norfolk City	Chesapeake Blvd Sidewalk - Little Creek to Fishermans	6.82	\$ 18,664,287	\$ 18,664,287	3.66
6688		Hampton Roads	Virginia Beach City	Laskin Road Phase III	8.62	\$ 34,836,248	\$ 25,600,000	3.37
6663		Hampton Roads	Hampton City	Coliseum Drive Extension Phase B	9.73	\$ 30,059,990	\$ 30,059,990	3.24
6795		Hampton Roads	Chesapeake City	NB RT 168/RT 17 TO WB I-64 RAMP IMPROVEMENTS	2.60	\$ 8,096,052	\$ 8,096,052	3.22
6913		Hampton Roads	Suffolk City	Rte 58 Improvements - Longstreet Lane to Holland Bypass	2.99	\$ 14,530,737	\$ 11,030,737	2.71
7112	119283	Hampton Roads	Accomack County	Route 179-Market Street Road Diet	0.46	\$ 1,728,540	\$ 1,728,540	2.67
6965		Hampton Roads	Norfolk City	Virginia Beach Blvd Improvements: Kempville Rd to George St	6.44	\$ 26,706,275	\$ 26,706,275	2.41
6716		Hampton Roads	Newport News City	Complete Streets 16th St: Marshall Ave to Peterson's Yacht	5.87	\$ 26,438,394	\$ 26,438,394	2.22
6881		Hampton Roads	James City County	Pocahontas Trail (Rt 60) Improvements - Segments C & D	1.18	\$ 13,143,872	\$ 5,626,936	2.09
7146		Hampton Roads	Accomack-Norhampton Planning District Commission	Town of Cape Charles Rail to Trail	1.10	\$ 5,679,634	\$ 5,679,634	1.95
7104		Hampton Roads	Isle of Wight County	US Rt 17 Right Turn Lane Extension @ Rt 669 (Smiths Neck Rd)	0.46	\$ 2,787,473	\$ 2,787,473	1.66
7090		Hampton Roads	Chesapeake City	460/58/13 Safety Improvements	3.08	\$ 18,658,993	\$ 18,658,993	1.65
6725		Hampton Roads	Chesapeake City	George Washington Highway Widening	4.12	\$ 38,154,124	\$ 26,854,124	1.53
7086		Hampton Roads	Norfolk City	Virginia Beach Blvd/Kempville Rd Intersection Improvements	5.74	\$ 39,885,141	\$ 39,885,141	1.44
6802		Hampton Roads	Northampton County	Nassawadox Route 13 Improvements	0.21	\$ 1,878,860	\$ 1,878,860	1.11
7172		Hampton Roads	Southampton County	US 58 Courtland Additional Left-Turn Lanes	0.16	\$ 1,483,507	\$ 1,483,507	1.06
6715		Hampton Roads	Newport News City	Warwick Blvd Improvements: Fort Eustis Blvd to Enterprise Dr	2.40	\$ 23,892,721	\$ 23,892,721	1.01
6834		Hampton Roads	Hampton Roads Transportation Planning Organization	I-64/I-264 Interchange - Phase 3-I	16.17	\$ 182,479,279	\$ 172,479,279	0.94
7188		Hampton Roads	Emporia City	Pedestrian Accommodation across US 58 at Purdy RD	0.08	\$ 1,345,485	\$ 1,345,485	0.60
7181		Hampton Roads	Accomack County	Onley to Accomack Route 13 Crossover Improvements	0.16	\$ 2,760,664	\$ 2,760,664	0.59
7036		Hampton Roads	Accomack County	Route 175 Improvements: 3-Lane Undivided Highway	2.80	\$ 63,310,535	\$ 63,310,535	0.44
7148		Hampton Roads	Accomack-Norhampton Planning District Commission	Town of Onley Rail to Trail	0.15	\$ 4,226,950	\$ 4,226,950	0.35
6798		Hampton Roads	Northampton County	Cape Charles to Cheriton Route 13 Improvements		\$ 1,610,530	\$ 1,610,530	
6855		Hampton Roads	Accomack-Norhampton Planning District Commission	Exmore Route 13 Improvements		\$ 1,401,329	\$ 1,401,329	
7147		Hampton Roads	Accomack-Norhampton Planning District Commission	Accomack County Rail to Trail		\$ 22,450,670	\$ 22,450,670	
7158		Hampton Roads	Northampton County	Realignment of Bayside Road and Wilsonia Neck Drive		\$ 3,150,168	\$ 3,150,168	

Project funded with Construction District Grant Funds

Project funded with High Priority Projects Funds

* Rank based on proposed budget increase and revised score



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 18

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Adoption of Updated Six-Year Improvement Program Development and Management Policy

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 (SYIP) of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy; and

WHEREAS, the Board believes it is in the public interest that transportation funds be programmed to projects and strategies that demonstrate the ability to address identified transportation needs in a cost-effective manner and that such programming of funds be prioritized to advance critical projects and strategies as quickly as possible; and

WHEREAS, on March 19, 2024, the Board adopted a Six-Year Improvement Program Development Policy; and

WHEREAS, since adoption of the Six-Year Improvement Program Development Policy by the Board in March 2024, the value and number of projects advancing in the SYIP have continued to increase; and

WHEREAS, VDOT has implemented a Portfolio Management approach for the development and delivery of projects included in the SYIP to ensure financial resources under

the purview of the Board are fully leveraged and with a focus on the timely and efficient delivery of projects within expected project development time frames; and

WHEREAS, any future changes to such project development time frame expectations will be shared with the Board as appropriate; and

WHEREAS, the Board believes that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, should be adopted and used to guide development and management of the SYIP.

NOW THEREFORE, BE IT RESOLVED, that the Six-Year Improvement Program Development and Management Policy, as set forth in Attachment A, is approved; and

BE IT FURTHER RESOLVED, that the Board directs the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to, update of technical, guidance, and policy documents to be consistent with the Six-Year Improvement Program Development and Management Policy adopted herein; and

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the March 19, 2024 resolution titled “Six-Year Improvement Program Development and Management Policy.”

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Attachment A

Six-Year Improvement Program Development and Management Policy (October 13, 2026)

I. Overview

The Six-Year Improvement Program (SYIP) is developed annually and identifies the planned use of funds available for highway construction and rail and public transportation. For highway construction, the SYIP identifies for each project, the timing, amount, and type of funding planned to be available over the upcoming six years. The rail and transit programs in the SYIP identify the planned uses of available funding for transit and rail capital as well as the planned support for transit operations and other programs administered by the Virginia Department of Rail and Public Transportation (DRPT) for the next year.

Section 2.2-229 of the Code of Virginia charges the Office of Intermodal Planning and Investment (OIPI) to oversee and coordinate with the Department of Transportation (VDOT) and DRPT the development of, for the Commonwealth Transportation Board's (the Board's) approval, the SYIP of the Board pursuant to § [33.2-214](#). Furthermore, VDOT and DRPT shall coordinate in the development of the SYIP regarding items of mutual responsibility. The SYIP shall be based on the most recent official revenue forecasts and a debt management policy adopted by the Board in consultation with the Debt Capacity Advisory Committee and the Virginia Department of the Treasury.

The basis for the Draft Six-Year Financial Plan (SYFP) and Draft SYIP is driven by the official December revenue forecast provided by the Department of Taxation and program assumptions in the Governor's proposed budget. A Draft SYFP and Draft SYIP, based on these program assumptions as well as other data and programmatic assumptions are generally presented to the Board in April of each year. This is followed by a series of public meetings across the state. Data and assumptions that form the basis for the Draft SYFP and Draft SYIP are revised based on General Assembly actions and the Commonwealth's final biennial budget approved by the General Assembly and signed by the Governor and incorporated into the Final SYFP and Final SYIP presented to the Board for adoption in June of each year.

II. Key Funding Programs Included in the SYIP

A. Highway Construction Funding Programs

- o State of Good Repair Program (SGR) pursuant to § 33.2-369; and
- o High Priority Projects Program (HPP through SMART SCALE) pursuant to § 33.2-370; and
- o Innovation and Technology Transportation (ITTF) pursuant to § 33.2-1531; and
- o Highway Construction District Grant Programs (DGP through SMART SCALE) pursuant to § 33.2-371; and
- o Unpaved Roads pursuant to § 33.2-359; and
- o Interstate Operations and Enhancement Program (IOEP) pursuant to § 33.2-372; and

- o Virginia Highway Safety Improvement Program (VHSIP) pursuant to § 33.2-373; and
- o Special Structures Program pursuant to §33.2-374; and
- o Revenue Sharing Program (RS) pursuant to §33.2-357; and
- o Surface Transportation Block Grant Program set-aside for Transportation Alternatives (TAP) pursuant to § 11109 of the Infrastructure Investment and Jobs Act (IIJA); 23 U.S.C. 133; and
- o Bridge Rehabilitation and Replacement Program pursuant to Title VIII of Division J of the Infrastructure Investment and Jobs Act (Public Law 117-58, 135 STAT. 429, 1420); and
- o Carbon Reduction Program pursuant to § 11403 of the IIJA; 23 U.S.C. 175; and
- o PROTECT Program pursuant to §11405 of the IIJA; 23 U.S.C. 176; and
- o National Electric Vehicle Infrastructure Program pursuant to Title VIII of Division J of the Infrastructure Investment and Jobs Act (Public Law 117-58, 135 STAT. 429, 1421); and
- o Congestion Mitigation and Air Quality Improvement Program (CMAQ) pursuant to § 11115 of the IIJA; 23 U.S.C. 149; and
- o Regional Surface Transportation Program (RSTP) pursuant to § 11109; 23 U.S.C. 133.

B. Rail and Public Transportation Programs

- o Transit programs pursuant to §33.2-1526.1 and 33.2-3401, including statewide operating assistance; statewide capital assistance; special; ridership incentive; WMATA operating and capital assistance; commuter assistance; human service transportation; planning, regulation, and safety; and WMATA dedicated; and
- o Rail programs pursuant to §33.2-1526.4 and 33.2-1602, including rail preservation and planning and freight rail.
- o Formula grant and discretionary funding distributed to DRPT and its rail and transit partners by the Federal Transit Administration and the Federal Railroad Administration.

III. Projects in the SYIP

VDOT and DRPT solicit applications on an annual basis, evaluate and prioritize potential projects based upon Board policies, and selected projects are reflected within the six-year horizon of the SYIP.

Highway Construction Program

Projects are included in the highway construction portion of the SYIP if they are funded through one or more of the Board's funding programs and/or administered by VDOT.

In general, it is the Board's intent to demonstrate commitment to projects selected for funding in the SYIP through one of the Board's funding programs by fully funding the projects through

construction. Section 33.2-214 of the Code of Virginia states that the Board shall only include a project or program wholly or partially funded with funds from the State of Good Repair Program pursuant to § 33.2-369, the High Priority Projects Program pursuant to § 33.2-370, the Highway Construction District Grant Programs pursuant to § 33.2-371, the Interstate Operations and Enhancement Program pursuant to § 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to § 33.2-373 in the Six-Year Improvement Program if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program.

Rail and Public Transportation Program

Projects are included in the SYIP if they are funded through the Commonwealth Mass Transit Fund, the Washington Metropolitan Area Transit Authority Capital Fund, the Commonwealth Rail Fund, FREIGHT (Rail Grant), or the Shortline Railway Preservation and Development program.

IV. Timing of Updates to Various Funding Programs in the SYIP

Updates to various funding program in the SYIP will be as follows:

- A. Allocations available in the following funding programs will be programmed in the SYIP annually:
 - Transit Programs pursuant to §33.2-1526.1(D); and
 - Freight Rail Programs pursuant to §33.2-1526.4 (DRPT share only) and §33.2-1602; and
 - State of Good Repair Program pursuant to §33.2-369; and
 - Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to § 11109 of the IIJA; 23 U.S.C. 133; and
 - Congestion Mitigation Air Quality funds pursuant to § 11115 of the IIJA; 23 U.S.C. 149; and
 - Highway Safety Improvement Program pursuant to § 33.2-373; and
 - Special Structures Fund pursuant to §33.2-1532.
- B. Allocations at least equivalent to those available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:
 - High Priority Projects Program pursuant to §33.2-370; and
 - Highway Construction District Grants Program pursuant to §33.2-371.
- C. Development of the SMART SCALE program will be in accordance with the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process according to the following schedule:
 - October – Release of list of submitted projects to the Board and the public.

- No later than the December Board meeting
 - Consideration of a resolution to identify up to two additional projects to be evaluated and considered for funding, if necessary.
 - January Board meeting
 - Release the results of the screening and analysis of candidate projects and strategies, including the weighting factors and the criteria used to determine the value of each factor no later than 150 days prior to a vote on such projects or strategies to the Board and the public pursuant to § 33.2-214.2.
 - Release and discussion of a preliminary funding scenario determined as follows
 - For purposes of determining priorities, scores will be based on benefit relative to SMART SCALE request. Scores based on benefit relative to total cost will also be provided to the Board for their consideration.
 - Step 1 – Fund top scoring projects within each district eligible for Highway Construction District Grant Program funds using Highway Construction District Grant Program funds until remaining funds are insufficient to fund the next highest scoring project.
 - Step 2 – Fund top scoring projects statewide eligible for High Priority Projects Program funds using High Priority Projects Program funds until funds are insufficient to fund the next highest scoring project.
 - Remaining balances will be reserved for allocation in a subsequent round or to address budget adjustments on selected projects according to the thresholds established in the SMART SCALE Prioritization Policy.
 - April Board meeting
 - Release of the Draft SYIP, incorporating the preliminary funding scenario, for review and comment.
 - May Board meeting
 - Consideration of proposed modifications to the preliminary funding scenario.
 - June Board Meeting
 - Consideration of the proposed Final SYIP, incorporating approved modifications to the preliminary funding scenario, for adoption.
- D. Allocations equivalent to those available in the first and second year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to § 11109; 23 U.S.C. 133.
- E. Allocations at least equivalent to those available in the third and fourth year of the SYIP under development for the following funding program will be programmed in odd-numbered fiscal year SYIP updates:
- Revenue Sharing Program pursuant to §33.2-357.

V. Management of the SYIP

- A. Subject to the provisions governing each funding program, the Board may adjust the timing of funds programmed to projects from previously adopted programs to meet the cash flow needs of the individual projects, maximize the use of federal funds, or to address revised revenue projections and project priorities.
- B. Consistent with the Board's Systematic Review of Funding Policy, as last amended on February 18, 2015, and subject to federal/state eligibility requirements and the provisions governing each of these funding programs, as part of the annual SYIP update, funds no longer needed for the delivery of a project will be reallocated.
- C. In the event of a reduced revenue forecast that impacts the funds available to support the projects previously committed to by the Board, the Board will maintain its commitment to previously approved projects by committing funds from a subsequent solicitation cycle. In the event of an increased revenue forecast that impacts the funds available for a previous solicitation cycle, the additional funds will be reserved to address budget adjustments on existing projects selected within those programs or reserved for allocation in the next solicitation cycle for those programs.
- D. Subject to the provisions governing each of these programs, the scope of a project selected for funding by the Board should not be substantially modified in such a manner that the selected project no longer accomplishes substantially similar purpose and benefits as the original scope.
- E. Subject to the provisions governing each of these programs, in the event the anticipated cost to deliver a project exceeds the approved budget, efforts must be made to review the scope of the project for opportunities to modify or reduce scope to bring the cost back in line with the original budget while maintaining similar benefits.
- F. Subject to the provisions governing each of these programs, a project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming. Additionally, once a project has been initiated, projects are expected to efficiently progress to construction within expected project development timeframes and in a manner consistent with the VDOT Commissioner's Memorandum for Portfolio Management dated September 4, 2026, including any future supplements to such guidance.
- G. Subject to the provisions governing each of these programs, in the event that a project is not advanced to the next phase of construction within the Department's expected project development timeframes, the Department will make a recommendation to the Board to (i) cancel the project, (ii) deallocate project funding, or (iii) request additional action.

- H. In the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required, pursuant to §33.2-214 of the Code of Virginia, to reimburse VDOT for all state and federal funds expended on the project.
- I. VDOT will provide to the Board, not less than annually and in conjunction with Draft SYIP development processes, information regarding projects making slow progress toward construction for its use in informing the selection of additional projects for inclusion in the SYIP.
- J. Transfers of allocations programmed to projects in the approved SYIP necessary to release funds no longer needed for the delivery of the projects or to provide additional allocations to support the delivery of eligible projects in the approved SYIP consistent with Board priorities for programming funds and federal/state eligibility requirements, will be provided to the Board on a monthly basis, per the Board's resolution to adopt the Six-Year Improvement Program and Rail and Public Transportation Allocations For Fiscal Years 2027 – 2032, as revised.

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CTB Decision Brief

Adoption of Updated Six-Year Improvement Program Development and Management Policy

Issue: Commonwealth Transportation Board (Board) policies are systematically reviewed on an ongoing basis to identify those that are outdated or obsolete. The Six-Year Improvement Program (SYIP) Development and Management Policy was adopted by the Board in March 2024. Since March 2024, VDOT has implemented a Portfolio Management approach to executing the SYIP which outlines expected durations for projects to reach construction once being added to the SYIP. Several individual funding programs have minimal references to timeline expectations for delivery and VDOT will apply such expectations across all projects in the SYIP regardless of funding program. Updates to the SYIP Development Policy are needed.

Facts: Section 33.2-214(B) of the Code of Virginia requires the Board to adopt by July 1st of each year an SYIP of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy. On March 19, 2024, the Board adopted an SYIP Development and Management Policy. The current policy sets out the timing for allocating key funding programs, establishes the Board's general intent to fully fund projects through construction, and establishes high level policy parameters for projects and programs advancing in the SYIP.

Since adoption of the Six-Year Improvement Program Development and Management Policy by the Board in March 2024, VDOT has implemented a Portfolio Management approach to executing development and delivery of projects in the SYIP.

At its July 21, 2026 meeting, the Board was presented [Development and Delivery Results - Preliminary FY2026 Data as of 7/14/2026](#) with information pertaining to VDOT's Portfolio Management approach including:

- Observations from past years of VDOT Project Dashboard monitoring which measured success on the percentage of projects delivered on time
- Updates on the Construction Backlog whereas projects scheduled to go to construction in previous fiscal years are prioritized for recovery and critical decision making to ensure inflation does not erode the value and benefits of selected projects
- Information for VDOT's updated approach to focus on leading performance indicators that prioritize project delivery targets based on project value and benefit rather than project count
- Summary information regarding the VDOT Commissioner's Executive Memorandum for Portfolio Management outlining expectations of VDOT and Locality staff in the delivery of projects within expected timelines to successfully leverage the financial resources in the SYIP

At its September 15, 2026 meeting, the Board was presented [Development and Delivery Continued - Proposed Updates to SYIP Development and Management Policy](#), discussing proposed revisions to the SYIP Development and Management Policy. Proposed revisions including the following information pertaining to policy changes related to expected project timeframes:

- Update to require that once projects in the SYIP have been initiated, they are expected to progress to construction within expected project development timeframes and in a manner consistent with the VDOT Commissioner's Memorandum for Portfolio Management dated January 29, 2025, including any future supplements to such guidance.
- Update to require that if projects do not progress to the next phase of construction within the Department's expected timeframes, the Department will make a recommendation to the Board to (i) cancel the project, (ii) deallocate project funding, or (iii) request additional action.
- The policy continues requirements that pursuant to 33.2-214 of the Code of Virginia stating that in the event a locally-administered project is not advanced to the next phase of construction when requested by the Board, the locality may be required to reimburse VDOT for all state and federal funds expended on the project.
- Requires VDOT to report to the Board, not less than annually and in conjunction with Draft SYIP development processes, information regarding projects making slow progress toward construction for its use in informing the selection of additional projects for inclusion in the SYIP.
- The policy continues to authorize the Board to make monthly transfers of allocations no longer needed for the delivery of projects or to provide additional allocations to support the delivery of eligible projects.

Aside from those noted above the Revised Policy does not include any new or revised provisions not already included in another CTB Policy, federal or state code, or existing funding program requirements.

The Board was provided a Draft Revised Six-Year Improvement Program Development and Management Policy and a summary of the proposed revisions.

Recommendation: VDOT recommends that the Board approve the Six-Year Improvement Program Development and Management Policy (October 13, 2026).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the revised Six-Year Improvement Program Development and Management Policy and to replace and supersede the March 19, 2024 Policy.

Result, if Approved: If approved, the Revised Six-Year Improvement Program Development and Management Policy (October 13, 2026) will replace and supersede the March 19, 2024 resolution titled "Updated Six-Year Improvement Program Development and Management Policy."

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 # 19

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: 2026 Virginia PPEA Implementation Manual and Guidelines

WHEREAS, pursuant to the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA), (Code of Virginia § 56-575.1 *et seq.*), the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) are responsible public entities (RPEs), defined as a public entity that has the power to develop or operate a qualifying project under the PPEA; and

WHEREAS, RPEs are required, in accordance with § 56-575.3:1, to adopt and make publicly available guidelines that establish a process for acceptance and review of proposals to develop and/or operate qualifying projects; and

WHEREAS, the VDOT Office of Public-Private Partnerships (VDOT P3 Office) has developed the 2026 PPEA Implementation Manual and Guidelines in accordance with the statutory requirements.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby accepts the recommendations of the VDOT P3 Office and endorses the 2026 PPEA Implementation Manual and Guidelines as presented to the Board (attached hereto as Appendix A).

BE IT FURTHER RESOLVED, that the Board hereby recommends that VDOT and DRPT, as RPEs pursuant to the PPEA, adopt the 2026 PPEA Implementation Manual and Guidelines.

BE IT FURTHER RESOLVED, that the Board hereby prescribes compliance with the 2026 PPEA Implementation Manual and Guidelines for all qualifying projects requiring funding authorization from the Board.

BE IT FURTHER RESOLVED, that this resolution shall supersede all resolutions heretofore adopted by this Board governing guidelines developed for use in implementation of the PPEA, provided however that nothing herein is intended to invalidate any actions previously taken pursuant to those resolutions.

Commonwealth Transportation Board (CTB) Decision Brief

2026 Virginia PPEA Implementation Manual and Guidelines

Issue: Pursuant to § 56-575.3:1 of the Code of Virginia, the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), as responsible public entities (RPEs) under the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA), (Code of Virginia §§ 56-575.1 *et seq.*), are required to adopt and make publicly available guidelines for the acceptance and review of qualifying project proposals. The VDOT Office of Public-Private Partnerships (VDOT P3 Office) has developed the 2026 PPEA Implementation Manual and Guidelines and is seeking the Board's endorsement and recommendation of adoption by VDOT and DRPT.

Facts: The PPEA authorizes RPEs to enter into public-private partnership agreements for qualifying projects including education facilities, government buildings, technology infrastructure, and other public facilities. Although the PPEA has been in effect since 2002, neither VDOT nor DRPT have previously had a need to accept or review proposals related to qualifying projects under the PPEA. Adoption of these guidelines is required before VDOT or DRPT may evaluate or pursue any opportunities under the PPEA moving forward.

The VDOT P3 Office developed the 2026 PPEA Implementation Manual and Guidelines in accordance with the statutory requirements of the PPEA as in effect on April 1, 2026. The development process included consultation with the Office of the Attorney General, Governance and Legal Affairs Division (GALA), and DRPT.

The 2026 PPEA Implementation Manual and Guidelines establish a framework for identifying, screening, developing, procuring, and implementing qualifying projects under the PPEA, covering both Solicited Projects and Unsolicited Proposals. The framework includes a cost-benefit and opportunity cost analysis, and a Declaration of Public Purpose. The guidelines are designed to provide a level of transparency and consistency comparable to the Public Private Transportation Act Implementation Manual and Guidelines. VDOT and DRPT elected to maintain a joint document for VDOT and DRPT, consistent with the PPTA Implementation Manual and Guidelines.

Recommendations: The VDOT P3 Office recommends that the Board endorse the 2026 PPEA Implementation Manual and Guidelines and recommend their adoption by VDOT and DRPT. The VDOT P3 Office further recommends that the Board prescribe compliance with the 2026 PPEA Implementation Manual and Guidelines for all qualifying projects requiring funding authorization from the Board.

Action Required by CTB: A majority vote of the CTB is required to endorse the 2026 PPEA Implementation Manual and Guidelines and recommend that VDOT and DRPT adopt the 2026 PPEA Implementation Manual and Guidelines.

Result, if Approved: Upon Board endorsement, and following publication in the Virginia Register of Regulations (Virginia Register) and the completion of a 30-day public comment period, VDOT and DRPT will formally adopt the 2026 PPEA Implementation Manual and Guidelines as RPEs under the PPEA and will be authorized to evaluate and pursue qualifying project opportunities under the PPEA framework.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Upon Board endorsement, the 2026 PPEA Implementation Manual and Guidelines will be posted to the Virginia Regulatory Town Hall as a guidance document and published in the Virginia Register. Publication in the Virginia Register will initiate a 30-day public comment period.

The Commonwealth of Virginia



PPEA Implementation Manual And Guidelines

For the

**Public-Private Education Facilities and Infrastructure
Act of 2002**

(As Amended)

July 2026

Document Version control

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1.0	March 2026

PREFACE

This initial version of the PPEA Guidelines was developed in accordance with statutory requirements in the Public-Private Education Facilities and Infrastructure Act of 2002, Va. Code § 56-575.1 *et seq.* (PPEA) in effect as of March 1, 2026. These guidelines will be updated periodically to reflect changes in legislation, policies, procedures, and industry practice. It tailors the guidance specifically to the use of the public-private partnership (P3) delivery method by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). These guidelines have been developed to include congruency and consistency with the Public-Private Transportation Act of 1995, Va. Code § 33.2-1800 *et seq.* (PPTA) process that was established in the May 2015 updates to the PPEA Guidelines.

That congruency was driven in large part by two parallel efforts. While the VDOT P3 Office reviewed and revised its Guidelines for projects under the PPTA in 2014, other groups within VDOT began to investigate the consolidation of existing offices and facilities in Hampton Roads and the prospect of co-locating in new facilities with the state police and emergency services. Because such a project might be developed and procured through the PPEA, VDOT began to look at processes that guide non-transportation project procurements in Virginia and at best practices from around the country for delivering “social infrastructure” .

In 2015, the VDOT P3 Office discovered that guideline changes to make the PPTA process more open and transparent, to improve accountability by a series of public discussions and decisions and to stimulate competition also could prompt greater and more efficient use of the PPEA by state transportation agencies. Despite significant differences in the PPTA and PPEA laws, they asked how they could make the PPEA guidelines more congruent with the PPTA guidelines that had been adopted by VDOT and DRPT and added into law by the 2015 Virginia General Assembly.

Those PPEA Guideline updates allow the strengths of public engagement, risk management and cost-benefit analysis to illustrate for a transportation agency (a responsible public entity) the potential for a public-private partnership. The process provides for an early review by the required legislative commission prior to moving project development and, subsequently, into a PPEA procurement. That emphasis on building a stakeholder consensus on a PPEA project before moving to procurement moderates the risk to potential private partners of one all-or-nothing review by the legislative commission at the end of the process. That consensus on project scope and broad business terms is in place before private teams invest millions of dollars in time and resources preparing proposals. Furthermore, and consistent with the PPEA, these guidelines are designed to encourage competition and guide the selection of projects under the purview of VDOT, as a responsible public entity (as defined in the PPEA).

A congruent set of guidelines for all P3 procurements in Virginia at some point may suggest that the PPEA and PPTA laws, themselves, might be combined so that all state transportation agencies have equal opportunities to develop public-private partnership procurements for priority projects. A consistent, disciplined process that attracts efficiencies and new resources to address Commonwealth infrastructure needs is the real goal.

Faizan Habib

Director, VDOT Office of Public-Private Partnerships

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EXECUTIVE SUMMARY

The Public-Private Education Facilities and Infrastructure Act of 2002, as amended, Chapter 22.1 of Title 56 of the Code of Virginia (Va. Code § 56-575.1 *et seq.*, or PPEA), grants Responsible Public Entities (RPEs) the authority to utilize Public-Private Partnerships (P3) to develop a wide range of projects for public use. The PPEA defines Responsible Public Entity to include any Public Entity that has the power to develop or operate an applicable Qualifying Project (as defined by the PPEA). Public Entities must determine there is a need for the project, and that private involvement may deliver the project to the public in a more timely and cost-effective fashion.

The 2026 PPEA Implementation Manual and Guidelines (PPEA Manual and Guidelines), developed by the Virginia Department of Transportation's Office of Public-Private Partnerships (VDOT P3 Office), provide a P3 Project Delivery Framework (Framework) that identifies, evaluates, develops, procures and delivers Qualifying Projects in a consistent, transparent, timely, and cost-effective manner. In this guidance, any project advanced using the PPEA is generally referred to as a P3 project and the RPE's under this PPEA Manual and Guidelines are the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT).

The Framework, shown in **Figure 1**, formalizes the process to enhance delivery of Qualifying Projects in the Commonwealth. It is designed to highlight the multiple decision points; salient points of transparency and public engagement opportunities, and the competitive nature of the procurement process.

The PPEA Manual and Guidelines are organized into chapters that provide specific details and address roles and responsibilities. The document reflects the processes and decision points inherent in a P3 project for both Solicited Projects (initiated by the RPE) and Unsolicited Proposals (submitted by Private Entities) to develop or operate a Qualifying Project.

Chapter 1 is the **introduction** to the PPEA Manual and Guidelines and includes descriptions of the: purpose; project objectives; Framework; organizational structure; pre-procurement funding and public engagement.

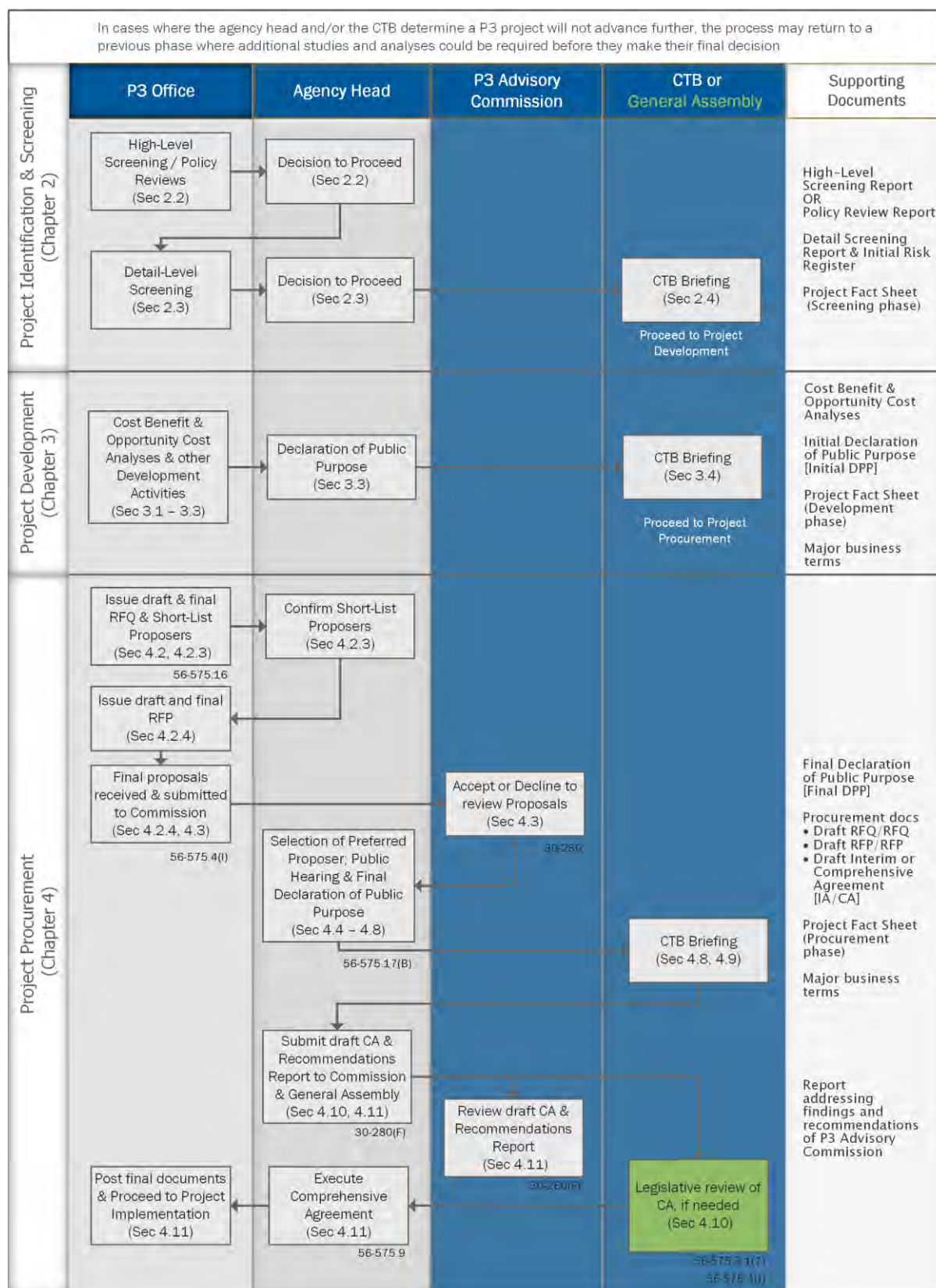
Chapter 2 lists the types of projects defined as Qualifying Projects in the PPEA and describes the **project identification and screening phase** for potential P3 projects and the steps related to both Solicited Projects and Unsolicited Proposals.

Chapter 3 describes the **project development phase** including a number of key tasks, which could take place to prepare the project for procurement depending on the characteristics and scope of the project.

Chapter 4 describes the **project procurement phase** that includes issuing a Request for Qualifications (RFQ), short-listing qualified Proposers, issuing a Request for Proposals (RFP), establishing the basis for award, and selecting a Preferred Proposer.

Chapter 5 describes the **project implementation phase** which commences after the execution of the Comprehensive Agreement until the completion of both (i) VDOT / DRPT and (ii) the selected Proposer's contractual obligations.

Figure 1: P3 Project Delivery Framework (Framework)



1 INTRODUCTION

The Public-Private Education Facilities and Infrastructure Act of 2002, as amended, Chapter 22.1 of Title 56 of the Code of Virginia (PPEA) is intended to facilitate the timely development and/or operation of Qualifying Projects and to encourage investment in the Commonwealth of Virginia by Private Entities. This legislative framework enables the Commonwealth, local governments, and Public Entities, as defined in the PPEA, to enter into Public-Private Partnerships (P3s) to facilitate the development and/or operation of education facilities, technology infrastructure, and other public infrastructure and government facilities. The PPEA allows a Private Entity to develop a project for public use if a Responsible Public Entity (RPE) determines that there is a need for the project and that private involvement may provide the project to the public in a more timely or cost-effective manner that promotes optimal risk sharing. P3 projects, under the PPEA may bring private funding and/or private sector expertise and efficiencies to the development and/or operation of Qualifying Projects.

This PPEA Manual and Guidelines is organized into chapters, which include: Project Identification and Screening; Project Development; Project Procurement; and Project Implementation. Each chapter concludes with a summary of key action items and the entity(ies) responsible for each item. The purpose of the PPEA Manual and Guidelines is to define consistent, transparent, and efficient processes relevant to the development of P3s, and to encourage private sector innovation and investment addressing educational and public use facility needs of the Commonwealth.

1.1 Applicability of the PPEA Manual and Guidelines

The PPEA requires the RPEs to develop and/or adopt guidelines for the acceptance and review of both Solicited Projects and Unsolicited Proposals. Before an RPE can identify and initiate a Solicited Project or accept an Unsolicited Proposal for consideration, the PPEA requires an RPE to adopt and make publicly available guidelines that are reasonable, encourage competition and guide the selection of projects by the RPE. Va. Code §56-575.3:1(A)). The PPEA also requires that the guidelines establish a specific schedule for review of a Solicited Project or an Unsolicited Proposal by the RPE; a process for alteration of that schedule by the RPE if it deems changes are necessary; and the type and amount of information necessary for adequate review in each phase. The processes outlined in this PPEA Manual and Guidelines are specifically designed for use by the Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT). They should also be used by members of the private sector interested in submitting Proposals for P3 projects to VDOT or DRPT.

Each P3 project is unique and certain elements set forth in this PPEA Manual and Guidelines may not apply in all circumstances or may be subject to change. Therefore, the agency head, in coordination with the VDOT P3 Office Director, retains flexibility to modify the development, procurement and implementation processes contained herein to address the specific needs of a particular P3 project, provided the process modifications are in accordance with the PPEA. The public, private entities (industry) and other stakeholders will be notified of modifications to project development, procurement and implementation processes set forth in this PPEA Manual and Guidelines by means of a statement issued with the Request for Qualifications (RFQ) and/or Request for Proposals (RFP) documents, outlining and explaining the modifications.

The PPEA Manual and Guidelines do not modify or override requirements of the PPEA or other applicable law. In the event of any conflicts between the PPEA (or other applicable law) and the PPEA Manual and Guidelines, the PPEA shall govern. The PPEA Manual and Guidelines may be updated periodically in order to reflect changes in applicable law, policies and best practices.

1.2 P3 Project Objectives

To ensure that P3 projects are consistent with the purpose of the PPEA (see Va. Code § 56-575.2) and the Commonwealth's goals, the following objectives for P3 projects have been established:

- create investment opportunities that increase the quality of public infrastructure and government facilities;
- administer a fair, reliable, uniform and competitive project development and procurement process that encourages innovation and private sector investment and creates long term value for the Commonwealth;
- achieve lifecycle cost efficiencies through appropriate risk transfer and optimal risk allocation;
- facilitate timely delivery of P3 projects, within established laws and regulations;
- promote transparency and accountability through active public engagement, coupled with informed and timely decision making; and
- foster efficient management of Commonwealth financial and organizational resources.

1.3 Organizational Structure

The VDOT P3 Office reports directly to the Chief Financial Officer (CFO) at the Virginia Department of Transportation (or their designee) and supports DRPT for any P3 project considered under the PPEA. Key participants in the development and delivery of a PPEA project in this regard would include the: VDOT P3 Office; VDOT / DRPT; Affected Jurisdiction(s); RPE Oversight Body (under the guidance of the Commonwealth Transportation Board); Appropriating Bodies (if the statutory criteria are met); and the Public-Private Partnership Advisory Commission.

VDOT P3 Office - The VDOT P3 Office coordinates all aspects of the development and procurement of PPEA projects initiated as Solicited Projects or submitted as Unsolicited Proposals for VDOT / DRPT. The VDOT P3 Office works closely with VDOT / DRPT and Affected Jurisdictions to facilitate public awareness, understanding, and support for P3 projects. Other responsibilities of the VDOT P3 Office include:

- *Project Identification and Screening* - The VDOT P3 Office screens and evaluates potential Qualifying Projects to determine whether or not to advance the potential project using the P3 delivery method. Further descriptions of VDOT P3 Office's role in the project identification, advancement and decision-making phase can be found in **Chapter 2**.
- *Developing and Procuring P3 Projects* - A VDOT P3 Office project manager works with all stakeholders to develop and procure P3 projects. A description of the project development and project procurement phases can be found in **Chapter 3 and 4**, respectively.

Responsible Public Entity (RPE) - According to the PPEA, the RPE is the legal entity that has the authority and power to develop and/or operate (§56-575.1) a Qualifying Project. The RPE has the responsibility and legal authority to make decisions on commercial and contractual terms related to P3 projects and to enter into contractual agreements. In this PPEA Manual and Guidelines the RPE is VDOT or DRPT.

Agency head – Subject to the oversight of other officials and entities provided by law, each agency's agency head has the responsibility and authority to make decisions on the P3 project delivery model,

including business and contractual terms related to the P3 projects. At VDOT, the agency head is the Commissioner of Highways; at DRPT, the agency head is the Director.

Affected Jurisdiction(s) - An Affected Jurisdiction is any county, city, or town in which all or a portion of a Qualifying Project is located (Va. Code § 56-575.1). It is important that Affected Jurisdictions are part of the process and have input in potential Qualifying Projects. Qualifying Projects should be compatible with the goals and objectives of the Affected Jurisdiction(s).

RPE Oversight Bodies – RPEs developing public use facility P3 projects may rely on direction from various Oversight Bodies. For example, the Commonwealth Transportation Board (CTB) oversees the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) as provided by law.

It is important that RPE Oversight Body(ies) are regularly informed regarding the status of a P3 project. The VDOT P3 Office keeps the CTB informed at major milestones as shown in **Figure 1**.

Appropriating Bodies - The Appropriating Body reviews financial studies and analyses related to a Qualifying Project; including but not limited to: a Cost-Benefit Analysis and an assessment of opportunity cost prior to execution of an Interim Agreement (IA) or Comprehensive Agreement (CA) (Va. Code § 56-575.3:1(B)). Transportation funds for VDOT and DRPT are appropriated through the Commonwealth's budget process.

Public-Private Partnership Advisory Commission – The Public-Private Partnership Advisory Commission (the Commission) advises RPEs that are agencies or institutions of the Commonwealth on financial impacts, policy aspects and general business terms and conditions for Proposals received pursuant to the PPEA.

As defined in the Virginia Code § 30-279, the Commission shall consist of the following eleven members:

- Chair of the House Committee on Appropriations, or designee;
- four members of the House of Delegates appointed by the Speaker of the House
- Chair of the Senate Committee on Finance and Appropriations, or designee;
- two members of the Senate appointed by the Senate Committee on Rules; and
- three Secretaries as defined in § 2.2-200 to be appointed by the Governor to serve *ex officio*.

According to the Virginia Code § 30-280 each RPE receiving detailed Proposals from Private Entities for a Qualifying Project shall provide copies of such Proposals to the chairs of the Commission, the House Committee on Appropriations, the House Committee on Finance, the Senate Committee on Finance and Appropriations or their designees, and the Director of the Department of General Services for review and comment prior to the development of an IA or CA.

1.4 P3 Project Delivery Framework(Framework)

The Framework shown in **Figure 1** formalizes P3 project delivery for Qualifying Projects. It highlights the phases and decision points inherent in P3 project development for both Solicited Projects and Unsolicited Proposals. Further information on each phase of the P3 Framework is contained in each of the chapters of the PPEA Manual and Guidelines.

1.5 Public Engagement

Active public engagement is important to ensure transparency, accountability and the successful delivery of the Qualifying Project. There are numerous public engagement opportunities identified throughout the PPEA. The PPEA requires that a RPE make publicly available the guidelines that it has adopted (Va. Code § 56-575.3:1(A)). In addition, the PPEA Manual and Guidelines are available on the VDOT P3 Office website: p3.virginia.gov

For Unsolicited Proposals the PPEA requires, the advertising of a public notice in the Virginia Business Opportunities publication and posting on the Department of General Services' centralized electronic procurement website (eva.virginia.gov) (Va. Code § 56-575.3:1(B)(11)). The PPEA also addresses the posting of Proposals, public comment, and public access to procurement records (Va. Code § 56-575.17), as noted below.

VDOT / DRPT will post Proposals within 10 working days after acceptance of such Proposals. Posting, or a link to the Proposal documents, will be on the VDOT P3 Office website and the eva.virginia.gov website.

In addition to the posting requirements, at least one copy of the Proposals will be made available for public inspection. Trade secrets, financial records, or other records of the Private Entity eligible to be excluded from disclosure under the provisions of § 2.2-3705.6 (11) of the Code of Virginia will not be required to be posted, except as otherwise agreed to by VDOT / DRPT and the Private Entity.

VDOT / DRPT will also hold a public hearing on the Proposals during the Proposal review process, but not later than 30 calendar days prior to entering into an IA or CA (Va. Code § 56-575.17(B)).

Once the development of an IA or a CA is complete, but before it is executed, the VDOT / DRPT will make the proposed agreement available for public inspection.

Once an IA or a CA has been executed, VDOT / DRPT will make the procurement records available for public inspection.

1.6 Pre-Procurement Funding

The agency head and the VDOT P3 Office Director will establish a funding mechanism to advance the development of a Qualifying Project submitted through the required steps identified in the P3 Framework shown in **Figure 1**.

2 PROJECT IDENTIFICATION AND SCREENING PHASE



This chapter discusses the criteria for identification of Qualifying Projects. The chapter also outlines the two step process by which the VDOT P3 Office screens a Qualifying Project. The screenings assist VDOT / DRPT in making decisions about advancing the Qualifying Project to project development and potential procurement through the PPEA.

2.1 Project Identification

For a project to be identified for development under the PPEA it must first be considered for its suitability as a Qualifying Project. In terms of the PPEA, Qualifying Projects are defined as one or more of the following (Va. Code § 56-575.1):

- i. any education facility, including, but not limited to a school building, any functionally related and subordinate facility and land to a school building (including any stadium or other facility primarily used for school events), and any depreciable property provided for use in a school facility that is operated as part of the public school system or as an institution of higher education;
- ii. any building or facility that meets a public purpose and is developed or operated by or for any Public Entity;
- iii. any improvements, together with equipment, necessary to enhance public safety and security of buildings to be principally used by a Public Entity;
- iv. utility and telecommunications and other communications infrastructure;
- v. a recreational facility;
- vi. technology infrastructure, services, and applications, including, but not limited to, telecommunications, automated data processing, word processing and management information systems, and related information, equipment, goods and services;
- vii. any services designed to increase the productivity or efficiency of the Responsible Public Entity through the use of technology or other means;
- viii. any technology, equipment, or infrastructure designed to deploy wireless broadband services to schools, businesses, or residential areas;
- ix. any improvements necessary or desirable to any unimproved locally- or state-owned real estate; or
- x. any solid waste management facility as defined in § 10.1-1400 that produces electric energy derived from solid waste.

In addition to determining if the project satisfies the criteria of a Qualifying Project, each project needs to be screened for applicability with the criteria listed below to ensure that the project is consistent with the purpose of the PPEA (Va. Code § 56-575.2):

1. There is a public need for timely acquisition, design, construction, improvement, renovation, expansion, equipping, maintenance, operation, implementation, or installation of education facilities, technology infrastructure and other public infrastructure and government facilities within the Commonwealth that serve a public need and purpose;
2. Such public need may not be wholly satisfied by existing methods of procurement in which Qualifying Projects are acquired, designed, constructed, improved, renovated, expanded, equipped, maintained, operated, implemented, or installed;
3. There are inadequate resources to develop new education facilities, technology infrastructure and other public infrastructure and government facilities for the benefit of citizens of the Commonwealth, and there is demonstrated evidence that public-private partnerships will meet these needs by improving the schedule for delivery, lowering the cost, and providing other benefits to the public;
4. Financial incentives exist under state and federal tax provisions that promote Public Entities to enter into partnerships with Private Entities to develop Qualifying Projects; and
5. Authorizing Private Entities to develop or operate one or more Qualifying Projects may result in the availability of such projects to the public in a more, timely, or less costly fashion, thereby serving the public safety, benefit, and welfare.

PPEA candidate projects are identified from two primary sources, either as Solicited Projects, or as Unsolicited Proposals. For Qualifying Projects, whether Solicited or Unsolicited, that are deemed in writing by the agency head to be a priority for the VDOT / DRPT, the P3 Office may develop an accelerated selection and review process and documentation timelines for development, procurement and implementation. (See Va. Code § 56-575.3:1(B)(4))

2.1.1 SOLICITED PROJECTS

Any Solicited Project candidate for P3 consideration should meet P3 suitability criteria as outlined below in Section 2.2. The VDOT P3 Office will maintain a portfolio of candidate P3 projects and perform High-Level Screenings, as described below, to determine their feasibility.

2.1.2 UNSOLICITED PROPOSALS

Unsolicited Proposals for a PPEA project are submitted to an RPE by a Private Entity. Private Entities interested in submitting an Unsolicited Proposal to VDOT may wish to coordinate with the VDOT P3 Office prior to submission. When ready, the Private Entity may submit the Unsolicited Proposal to the agency head at the below address. Private Entities must also notify each Affected Jurisdiction by furnishing a copy of the Unsolicited Proposal to each Affected Jurisdiction (See Va. Code § 56-575.6 and Appendix E).

Director of VDOT Public-Private Partnerships Office
Virginia Department of Transportation
1221 E. Broad St
Richmond, VA 23219

Private Entities may request approval of a potential Qualifying Project by submitting an Unsolicited Proposal. Any such request shall be accompanied by the following material and information (in accordance with Virginia Code § 56-575.4) unless waived by the RPE in coordination with the VDOT P3 Office:

1. A topographic map (1:2,000 or other appropriate scale) indicating the location of the Qualifying Project;
2. A description of the Qualifying Project, including the conceptual design of such facility or facilities or a conceptual plan for the provision of services or technology infrastructure, and a schedule for the initiation of and completion of the Qualifying Project to include the proposed major responsibilities and timeline for activities to be performed by both the Public Entity and the Private Entity;
3. A statement setting forth the method by which the Private Entity proposes to secure necessary property interests required for the Qualifying Project;
4. Information relating to the current plans for development of facilities or technology infrastructure to be used by a Public Entity that is similar to the Qualifying Project being proposed by the Private Entity, if any, of each Affected Jurisdiction;
5. A list of all permits and approvals required for the Qualifying Project from local, state, or federal agencies and a projected schedule for obtaining such permits and approvals;
6. A list of public utility facilities, if any, that will be crossed by the Qualifying Project and a statement of the plans of the Private Entity to accommodate such crossings;
7. A statement setting forth the Private Entity's general plans for financing the Qualifying Project including the sources of the Private Entity's funds and identification of any dedicated revenue source or proposed debt or equity investment on the behalf of the Private Entity;
8. The names and addresses of the persons who may be contacted for further information concerning the request;
9. User Fees, lease payments, and other service payments over the term of the IA or CA and the methodology and circumstances for changes to such User Fees, Lease Payments, and other service payments over time;
10. Any additional material and information as VDOT / DRPT may reasonably request; and
11. Private Entities will also be required to submit an initial Cost-Benefit Analysis and Opportunity Cost Analysis (Va. Code § 56-575.3:1(B)(5)).

Using the information listed above, a Policy Review (see Section 2.2.2) of Unsolicited Proposals submitted will be performed to determine their feasibility.

2.1.2.1 Unsolicited Proposal Review Fee

Private Entities interested in submitting an Unsolicited Proposal are required to pay a non-negotiable Proposal Review Fee at the time of submitting the Unsolicited Proposal to VDOT / DRPT.

The Proposal Review Fee is \$25,000.00 for all Unsolicited Proposals submitted with a total proposed and conceptual value of under \$50M. For Unsolicited Proposals submitted with a total proposed and conceptual

value of \$50M and greater, the Proposal Review Fee will be \$50,000.00. Fees may be paid by certified check or money order made payable to the Treasurer of the Commonwealth.

The form and manner of the Proposal Review Fee payment submission shall be determined and specified by VDOT / DRPT. Proposers submitting multiple Proposals for unrelated P3 projects will be required to submit a Proposal Review Fee for each Unsolicited Proposal submission.

2.2 High-Level Screening and Policy Review

The project screening process within the Framework is designed to assist the VDOT / DRPT in determining the suitability of delivering projects under the PPEA and is a means of systematically and consistently applying evaluation criteria to Solicited Projects and Unsolicited Proposals.

Project screening is organized into two stages:

1. Solicited Projects will undergo a [High-Level Screening](#) and Unsolicited Proposals will undergo a [Policy Review](#).
2. Those Solicited Projects and Unsolicited Proposals that are recommended to advance for further consideration will undergo a [Detail-Level Screening](#).

The VDOT P3 Office Director will appoint a project manager for each project selected for screening. The project manager will work with representatives from other VDOT / DRPT divisions, as applicable, to conduct and document the screening results.

2.2.1 SOLICITED PROJECTS: HIGH LEVEL SCREENING

In coordination with VDOT / DRPT, the VDOT P3 Office will conduct the High-Level Screening of Solicited Projects identified as candidates for P3 delivery.

Figure 2 depicts steps taken during the [High-Level Screening](#).

Figure 2: High-Level Screening Process

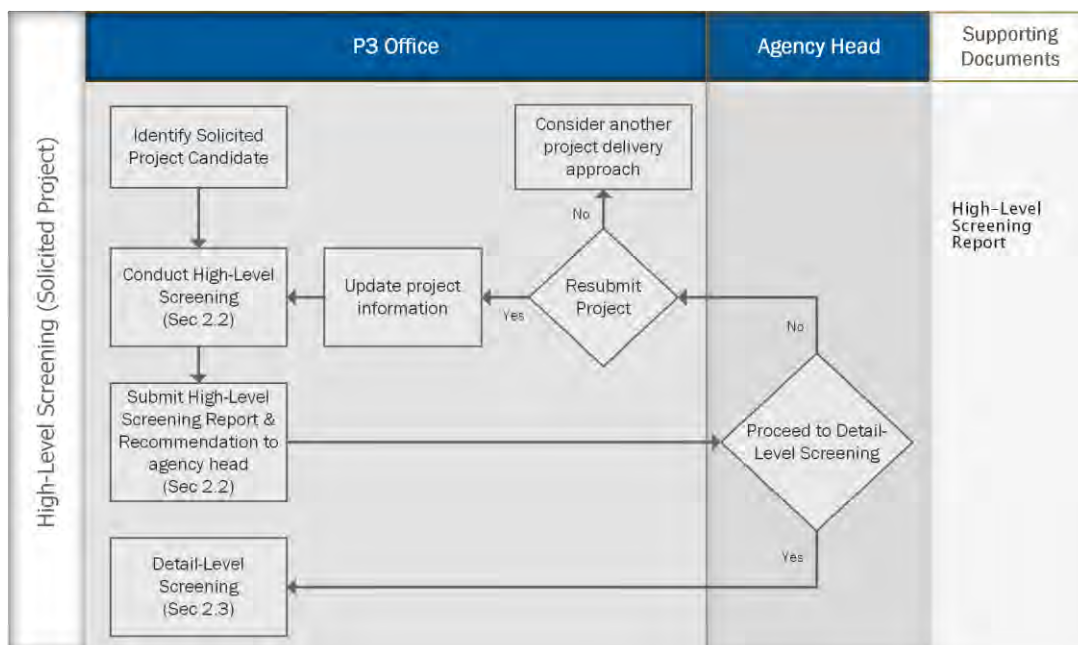


Table 1 below provides guidance for the [High-Level Screening](#) criteria intended to assess whether a project is a potential candidate P3 project.

Table 1: High-Level Screening Criteria for Solicited Projects

High-Level Screening Criteria	
Project Complexity	Is the project sufficiently complex in terms of technical and/or financial requirements to effectively leverage private sector innovation and expertise?
Accelerating Project Development	If the required public funding is not currently available for the project, could using a P3 delivery method accelerate project delivery?
Education, Technology, Public Infrastructure and Government Facility Priorities	Is the project consistent with the overall objectives and missions of the Commonwealth and/or the VDOT / DRPT? Does the project adequately address education infrastructure, technology infrastructure or public infrastructure and government facility needs? Are any mandatory source requirements applicable to the project, and if so, are these requirements adequately addressed? Examples include: • <i>Virginia Correctional Enterprises (VCE). Section 53.1-47 of the Code of Virginia provides that goods and services produced or manufactured by state correctional facilities must be purchased by state agencies.</i> • <i>Virginia Information Technologies Agency (VITA) – VITA approval is required for the purchase of information technology. See Va. Code § 2.2-2012.</i>
Project Efficiencies	Would the P3 delivery method provide efficiencies over the project lifecycle? Is there an opportunity to provide economies of scale, or achieve efficiencies through the inclusion of long-term operations and maintenance functions?
Ability to Transfer Risk	Would the P3 delivery method provide optimal transfer of project risks and potential future responsibilities to the private sector either on a short-term basis or a long-term basis?
Funding Requirement	Does the project have any revenue generation potential to offset any public funding requirement, if necessary? Could VDOT / DRPT pay for the project over time, such as through an availability payment, or bridge financing as opposed to paying for the entire cost upfront?
Ability to Raise Capital	Would delivering the project under the PPEA help free up capital from other sources for other priorities within the Commonwealth or for the VDOT / DRPT? Is the project consistent with federal requirements and potential agreements for federal funding and/or approval for P3 projects, if required?
Nonfinancial Considerations	Considerations of the nonfinancial benefits of a proposed Qualifying Project

The VDOT P3 Office will rely on these High-Level Screening criteria to initially assess the suitability of candidate projects for P3 delivery and to determine which projects should advance to a Detail-Level Screening. The VDOT / DRPT may amend these High-Level Screening criteria to address unique aspects of each candidate project.

Within 10 calendar days of completing the High-Level Screening, the VDOT P3 Office Director will submit a recommendation to the agency head as to whether a given candidate project should advance to the Detail-Level Screening process. The agency head will then make the final determination.

2.2.2 UNSOLICITED PROPOSALS: POLICY REVIEW

Private Entities may submit Unsolicited Proposals to VDOT / DRPT at any time pursuant to the PPEA and this PPEA Manual and Guidelines. Private Entities should note the requirements with respect to submission of Unsolicited Proposals are described in Section 2.1.2.

Within 30 calendar days of receiving an Unsolicited Proposal from a Private Entity, the VDOT P3 Office will perform a Policy Review and brief evaluation of the concept and benefits to ensure the Unsolicited Proposal is in accordance with the Code of Virginia, this PPEA Manual and Guidelines and is consistent with the PPEA's intent and policy objectives. The findings of the evaluation and the VDOT P3 Office's recommendation's will be documented in a Policy Review Report, which will be submitted by the VDOT P3 Office Director to the agency head.

Figure 3 below represents the steps to be taken during the Policy Review process.

Figure 3: Policy Review Process

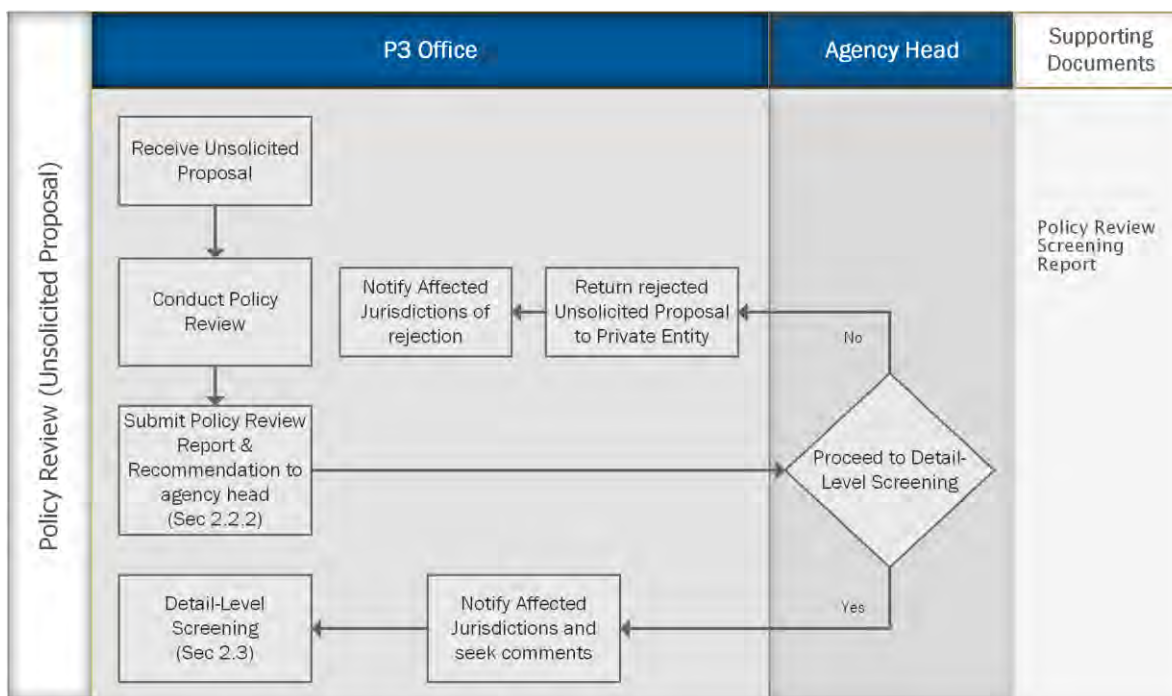


Table 2 provides guidance for the Policy Review criteria intended to assess whether an Unsolicited Proposal is a potential candidate P3 project.

Table 2: Policy Review Criteria for Unsolicited Proposals

Policy Review Criteria	
Policy Objectives	The Unsolicited Proposal conforms to the policy objectives and intent of the PPEA.
Timely Development	The Unsolicited Proposal satisfies a public need for timely development and operation of a Qualifying Project.
Demonstrated Need	The Unsolicited Proposal addresses a demonstrated need as identified by a state, regional, and/or local agency, or capital improvement plans.
Interface with Existing/Planned Systems	The Unsolicited Proposal interfaces with existing and planned systems.
Potential for Market Interest	The Unsolicited Proposal has the potential to generate market interest from other private sector entities.
Project Efficiencies	The Unsolicited Proposal would make the Qualifying Project available to the public in a more efficient and less costly fashion as compared to the traditional procurement method
Nonfinancial Considerations	Considerations of the nonfinancial benefits of a proposed Qualifying Project
Funding Requirement	The Unsolicited Proposal is consistent with federal requirements and potential agreements for federal funding and/or approval for P3 projects if required
Not on List of Solicited Projects	The Unsolicited Proposal is not currently on the list of proposed Solicited Projects.
Proposal Completeness	Does the Proposal contain the minimum required material and information listed in Va Code §56-575.4A?
Cost Benefit Analysis and Opportunity Cost Analysis Review	Does the Cost Benefit Analysis and Opportunity Cost Analysis submitted indicate a positive benefit to cost ratio and a favorable opportunity cost scenario? Are the assumptions used to generate the Cost Benefit Analysis and Opportunity Cost Analysis reasonable?

Within 10 calendar days of completing the Policy Review, the VDOT P3 Office will submit a Policy Review Report containing a recommendation to the agency head as to whether the Unsolicited Proposal meets the policy requirements and is compliant with applicable laws and this PPEA Manual and Guidelines. The agency head will then make the final determination as to whether the Unsolicited Proposal should advance to the Detail-Level Screening review.

If the VDOT P3 Office recommends that the Unsolicited Proposal does not meet the PPEA requirements and Policy Review criteria, or if the Unsolicited Proposal pertains to a project for which VDOT / DRPT plans to issue a solicitation, VDOT / DRPT may decide to return the Unsolicited Proposal and any unused portion of the Proposal Review Fee to the Private Entity that submitted it. The VDOT P3 Office Director will notify the Affected Jurisdiction(s) of the decision to reject the Unsolicited Proposal.

If the Unsolicited Proposal passes the Policy Review, the VDOT P3 Office Director may notify the Affected Jurisdiction(s) of the decision to proceed to the Detail-Level Screening and include a written request for

comments. An Affected Jurisdiction is required by the PPEA to submit in writing any comments regarding the proposed project to VDOT / DRPT within 60 calendar days from the date of notification from the Private Entity regarding an Unsolicited Proposal.

2.3 Detail-Level Screening Process

The Detail-Level Screening criteria, found in Appendix F (Guidance on Detail-Level Screening Criteria) shall form the basis upon which the VDOT P3 Office determines the desirability and feasibility of delivering Qualifying Projects utilizing the P3 delivery method.

The VDOT P3 Office intends to evaluate Solicited Projects and Unsolicited Proposals against the same criteria wherever possible; however, due to differences in project characteristics across Qualifying Projects, screening criteria may be modified accordingly.

The steps to be taken for both Solicited Projects and Unsolicited Proposals through the Detail-Level Screening phase are summarized in the discussion below.

The VDOT P3 Office will conduct a Detail-Level Screening for Solicited Projects advancing through the High-Level Screening and Unsolicited Proposals advancing through the Policy Review. As part of the Detail-Level Screening, the VDOT P3 Office will assess each Solicited Project and Unsolicited Proposal for its feasibility as a P3 project. The VDOT P3 Office will capture the output of the Detail-Level Screening and summarize the results in a Detail-Level Screening Report for each Solicited Project or Unsolicited Proposal evaluated. The final report and recommendation will be presented by the VDOT P3 Office Director to the agency head. The agency head will either continue to advance the Solicited Project or Unsolicited Proposal or will withdraw it from further advancement. Withdrawn Solicited Projects may be re-submitted for consideration as a P3 project at a later date or implemented through traditional planning and procurement. Rejected Unsolicited Proposals are returned to the Proposer along with any remainder of the Proposal Review Fee. The VDOT P3 Office may notify the Affected Jurisdiction in writing of the agency head's decision.

2.4 Report to RPE Oversight Body

The VDOT P3 Office Director and the agency head will present a Project Fact Sheet (identification and screening phase) to the CTB and brief them on the results of the [Detail-Level Screening Report](#) and the planned duration of the P3 development and procurement at the next available scheduled public meeting of the CTB. An estimated budget to complete the project development activities will also be presented.

Once the Unsolicited Proposal is accepted in writing by the agency head, a notice of the Proposal's acceptance is posted within 10 working days (Va. Code § 56-575.17). Section 2.6 below elaborates on the posting of public notices for both Solicited Projects and Unsolicited Proposals.

For Unsolicited Proposals, VDOT / DRPT will provide notice of the agency's decision to move forward to the Private Entity and each Affected Jurisdiction identified in the Unsolicited Proposal.

The Project Fact Sheet developed in the identification and screening phase will be posted on the VDOT P3 Office website (<https://p3.virginia.gov/>) for public awareness and feedback.

Figure 4 below represents the steps to be taken during the Detail-Level Screening process for Solicited Projects:

Figure 4: Detail-Level Screening Process – Solicited Projects

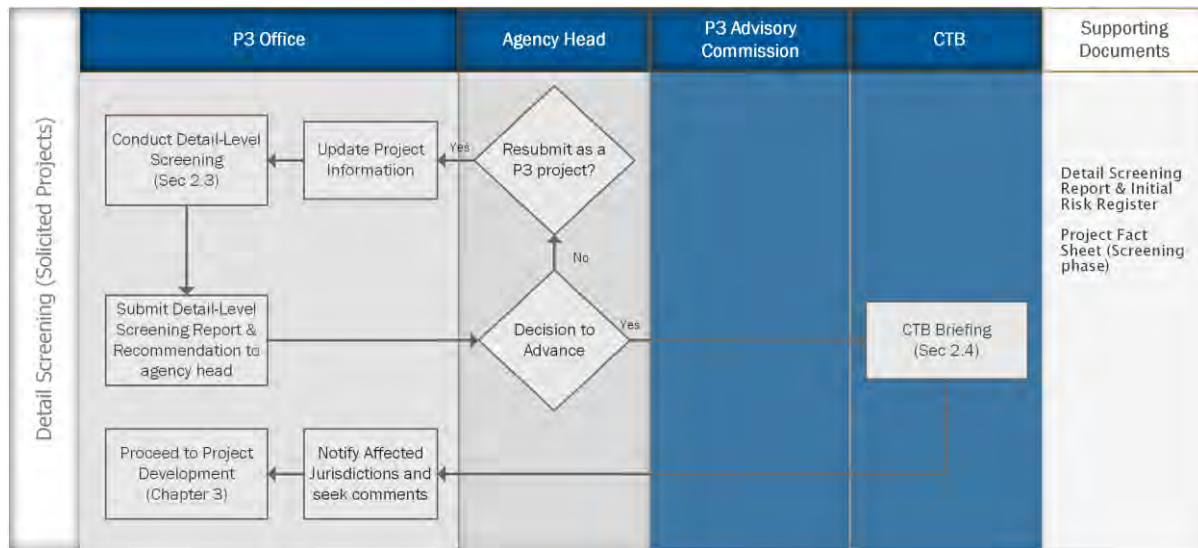
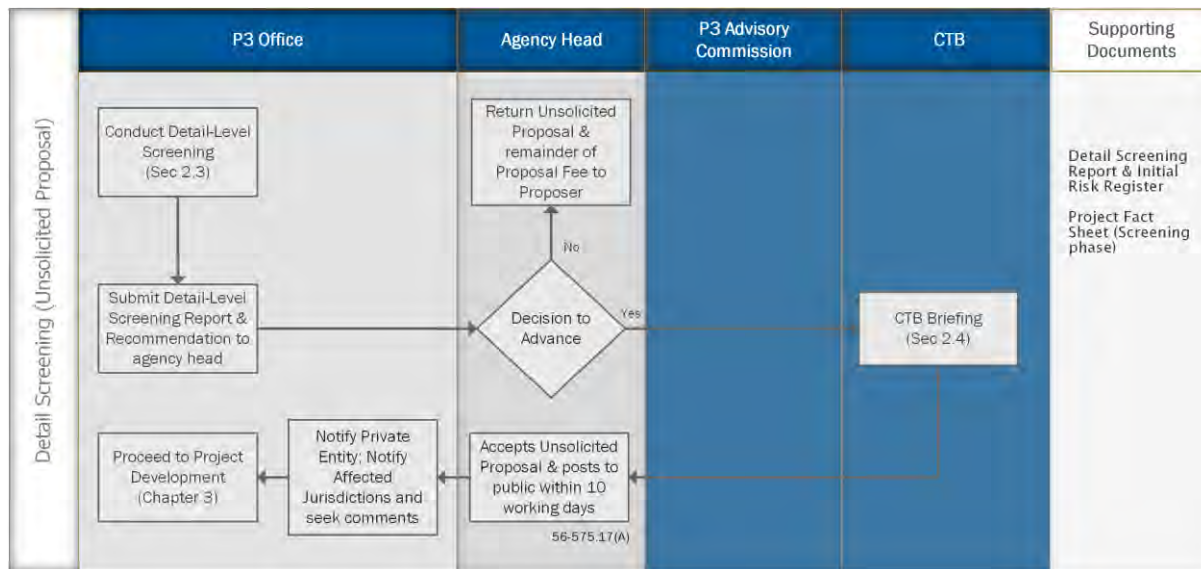


Figure 5 represents the steps to be taken during the Detail-Level Screening process for Unsolicited Proposals:

Figure 5: Detail-Level Screening Process – Unsolicited Proposals



2.5 Risk Assessment

As part of the Detail-Level Screening desirability and feasibility analysis, the VDOT P3 Office will convene an initial risk assessment exercise to identify and assess risks specific to the development of the project. This will typically take the form of a risk workshop where a risk register for the project is created. The risk register is a tool to capture risk information, consequences to scope, schedule, and cost, responses, and potential risk allocations. Other risk assessment approaches may be acceptable. Risks identified during this phase will be updated and refined as the project moves through subsequent phases of the Framework.

2.6 Public Notice for Solicited Projects and Unsolicited Proposals

The PPEA requires that the PPEA Guidelines include opportunities for competition through public notice and availability of representatives of the RPE to meet with Private Entities considering a proposal (Va. Code § 56-575.3:1(B)(1)). Representatives of the VDOT P3 Office are available throughout the process to meet with Private Entities including prior to submission of an Unsolicited Proposal (See Section 2.1.2) and after the draft RFP is posted (See Section 4.2.4).

In accordance with the afore-mentioned public notice requirement and with additional posting requirements of the PPEA (Va. Code § 56-575.17), Unsolicited Proposals will be posted by the VDOT P3 Office within 10 working days after having been accepted by the agency head. Responses to Solicited Projects will also be posted within 10 working days of acceptance by the agency head. Posting shall be on the Department of General Services centralized electronic procurement website and the VDOT P3 Office website: <https://P3.virginia.gov>.

Public notice for an Unsolicited Proposal will also be completed in accordance with the PPEA (Va. Code § 56-575.3:1(B)(11), in that the posting and publishing of the public notice of a Private Entity's request for approval of an Unsolicited Proposal for a Qualifying Project will include the following:

- specific information and documentation to be released regarding the nature, timing, and scope of the Qualifying Project and information on the process and reasonable selection criteria to allow other Private Entities to respond with a competing Proposal;

- a reasonable time period as determined by the RPE to encourage competition and public-private partnerships in accordance with the objectives of the PPEA, such reasonable period will not be less than 45 calendar days, during which time VDOT / DRPT shall receive competing Proposals; and
- Advertisement of a public notice in the Virginia Business Opportunities publication and on the Commonwealth's electronic procurement website.

2.7 Key Action Items

Table 3: Key Action Items for High-Level Screening during Project Identification and Screening Phase

Project Identification and Screening Activity	Responsible Entity	Targeted Timeframe
High-Level Screening for Solicited Projects		
Initiate a Solicited Project	VDOT / DRPT	As appropriate
Produce High-Level Screening Report	VDOT P3 Office with District/Division assistance, as applicable	Within 30 calendar days of project identification
Submit High-Level Screening Report to agency head	VDOT P3 Office	Within 10 calendar days of completing the High-Level Screening Report
Agency head decision to proceed to Detail-Level Screening	Agency head	Within 10 calendar days of receiving a completed High-Level Screening Report

Table 4: Key Action Items for Policy Review during Project Identification and Screening Phase

Project Identification and Screening Activity	Responsible Entity	Targeted Timeframe
Policy Review for Unsolicited Proposals		
Submit Unsolicited Proposal to VDOT P3 Office and Notify Affected Jurisdiction (§56-575.6.A)	Private Entity	At any time
Produce Policy Review Report	VDOT P3 Office	Within 30 calendar days of receiving a copy of the Unsolicited Proposal from the Private Entity
Submit Policy Review Report to agency head	VDOT P3 Office	Within 10 calendar days of completing the Project Screening Report

Project Identification and Screening Activity	Responsible Entity	Targeted Timeframe
Agency head's decision to proceed to Detail-Level Screening	Agency head	Within 10 calendar days of receiving a completed Project Screening Report
Notify Affected Jurisdiction(s) of decision to proceed to Detail-Level Screening and seek comments or the decision to reject and return the Unsolicited Proposal	VDOT P3 Office	Within 10 calendar days of agency head's decision to proceed to Detail-Level Screening
Provide comments on Unsolicited Proposal	Affected Jurisdiction(s)	Within 60 calendar days from the date of notification by the Private Entity

Table 5: Key Action Items for Detail-Level Screening for Solicited Projects and Unsolicited Proposals during Project Identification and Screening Phase

Project Identification and Screening Activity	Responsible Entity	Targeted Timeframe
Detail – Level Screening for Solicited Projects and Unsolicited Proposals		
Conduct a Detail-Level Screening of Solicited Projects and Unsolicited Proposals	VDOT P3 Office	As appropriate
Prepare Project Fact Sheet and brief the CTB on the findings, the Project Fact Sheet and recommendation of Detail-Level Screening, and project development budget	VDOT P3 Office Director / agency head	At the next scheduled and available CTB meeting after agency head's decision - to advance the project to the project development phase
Post notification of accepted Unsolicited Proposal	VDOT P3 Office Director / agency head	Within 10 calendar days of agency head's acceptance of the Unsolicited Proposal (Va. Code § 56-575.17.A)

3 PROJECT DEVELOPMENT



This chapter describes the project development phase and related activities for P3 projects that are determined as Qualifying Projects and accepted by the VDOT / DRPT for development under the PPEA.

3.1 Project Development Process

In coordination with the VDOT / DRPT and with assistance from external advisors as necessary, the VDOT P3 Office project manager is responsible for getting the project ready for procurement. The VDOT P3 Office Director is responsible for maintaining appropriate coordination with other Agencies, elected officials and the CTB throughout the project development phase and for providing, as appropriate, project information such as budget, scope, and schedule, to the agency head.

The VDOT P3 Office's efforts will include, but not be limited to, developing the elements shown in **Table 6**.

Table 6: Examples of Key Tasks during the Project Development Phase

Key tasks undertaken during the project development phase, depending on the characteristics of the project.
▪ Further defining project scope, cost and schedule
▪ Determining compliance with environmental requirements
▪ Determining technical feasibility and operations and maintenance evaluations
▪ Determining the adequacy of the information to be included in the Proposals
▪ Submitting grant and funding applications, as required
▪ Performing public outreach
▪ Defining an approach to risk assessment
▪ Performing a Cost-Benefit Analysis and Opportunity Cost Analysis (Solicited Projects) or reviewing the Cost-Benefit and Opportunity Cost Analyses provided by the Private Entity (Unsolicited Proposals)
▪ Determining the optimal financial structure
▪ Soliciting information from private sector through Request for Information

At the discretion of the VDOT P3 Office and the agency head, a Request for Information (RFI) may be issued to obtain additional information and comment from the private sector and other interested stakeholders. Public briefings may also be arranged to further discuss elements of the project under consideration and include, or identify stakeholders for engagement, consultation and support. These forums offer opportunities for public comments and private sector input which improve or refine the scope of the project being developed.

3.2 Cost Benefit and Opportunity Cost Analyses

For Solicited Projects, once the project development work has reached a level to support initial Cost Benefit and Opportunity Cost analyses, the VDOT P3 Office will arrange for these analyses to be performed to provide both quantitative and qualitative information to VDOT / DRPT. Under this guideline document Unsolicited Proposals are required have an initial Cost Benefit Analysis provided at the time of submittal. The initial Cost Benefit Analysis will compare the total expected cost of a project against the total expected benefits, to see whether the benefits outweigh the costs, and by how much. The initial Opportunity Cost Analysis will evaluate potential returns on different investment options to determine the best use of limited public resources.

The output from these analytical tools allows the VDOT P3 Office and the agency head to determine a quantitative comparison in expended cost to benefits gained by continuing to invest in a project as a P3. VDOT P3 Office may undertake additional analyses and studies that may be considered in evaluating a potential Qualifying Project.

The CTB will be briefed on the results of the initial Cost Benefit and Opportunity Cost analyses before the project is advanced to the procurement phase.

The appropriate Cost Benefit and Opportunity Cost analyses methodologies will vary across Qualifying Projects.

3.3 Declaration of Public Purpose

During the project development phase, the VDOT P3 Office, in coordination with VDOT / DPRT, will prepare an Initial Declaration of Public Purpose (Initial DPP) document.

The Initial DPP will describe the scope and nature of the project; identify any risks to the project that have a high level of probability and/or potential costs; and identify any anticipated benefits to the Commonwealth and/or VDOT / DRPT related to the development and/or operation of the project in accordance with the PPEA (Va. Code § 56.575.1 et sec). In addition, the Initial DPP will include all relevant analyses and information supporting the use of a P3 delivery method with a statement that the agency head has a clear understanding regarding the elements included in the Initial DPP.

Once complete, the Initial DPP will be signed by the agency head and the Secretary of Transportation. The Initial DPP provides an affirmation that the P3 delivery method serves the public purpose of facilitating the timely development or operation a Qualifying Project.

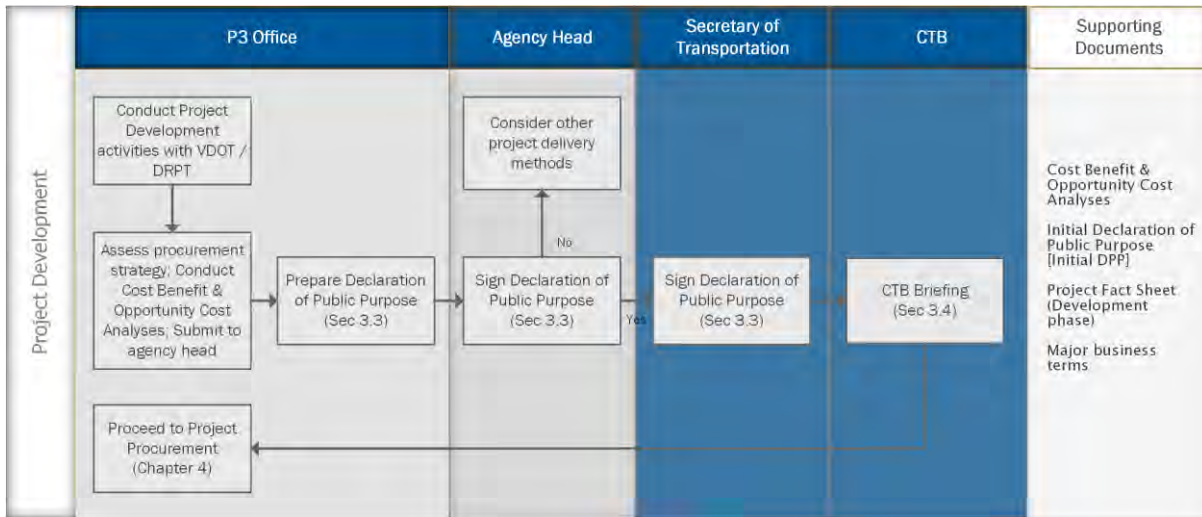
3.4 Report to RPE Oversight Body

At the conclusion of the P3 project development phase, the VDOT P3 Office Director and the agency head will present a Project Fact Sheet (development phase) to the CTB. The Project Fact Sheet will provide information on studies and activities such as: salient points emerging from an RFI process (if used); a preliminary schedule for project delivery; preliminary procurement documents; activities related to risk management for the project; Cost Benefit and Opportunity Cost analyses; preliminary estimation of the project cost; an initial estimate of the public subsidy for the project; any potential economic benefits, and the preliminary business points. **The VDOT P3 Office Director and agency head will also present the Initial DPP signed by the Secretary of Transportation.**

The Project Fact Sheet (development phase) is posted on the VDOT P3 Office website (www.P3.virginia.gov) for public awareness and feedback.

Figure 6 represents the steps during the project development process for P3 projects.

Figure 6: Project Development Process



3.5 Risk Assessment

During the project development phase, the VDOT P3 Office will convene and participate in a risk workshop to review the project risks previously identified in the Detail-Level Screening and identify any additional risks that may have become known as part of the project development phase. At this phase in the Framework a quantitative assessment of all identified risks is carried out; including appropriate risk assessment, risk response/treatment, preferred risk allocation and the commencement of a risk management plan.

3.6 Key Action Items

Table 7: Key Action Items for Project Development Phase

Project Development Activity	Responsibility	Targeted Timeframe
Perform project development activities (e.g., geotechnical testing, environmental, preliminary engineering, risk analysis, etc.)	VDOT / DRPT with assistance from the VDOT P3 Office project manager	Determined by project specific scope
Conduct Cost Benefit and Opportunity Cost Analyses (Solicited Projects) or Affirm the Analyses provided by the Private Entity (Unsolicited Proposals)	VDOT P3 Office	Determined by project specific scope
Update project risks and identify new project risks	VDOT P3 Office	Continuous through project development phase
Report to CTB	VDOT P3 Office Director / agency head	Determined by completion of project development activities

4 PROJECT PROCUREMENT



This chapter describes the procurement phase and provides guidance on related activities for projects that are determined to be Qualifying Projects and have been accepted by VDOT / DRPT for implementation under the PPEA. There are two ways to structure the procurement for a Qualifying Project: using a single-stage procurement, or a two-stage procurement. While the discussion below focuses on a two-stage P3 procurement, it may be more beneficial in certain cases (i.e. for less complex P3 projects) to use a single-stage procurement. For instance a single-stage procurement may be selected if it is determined that doing so is in the best interest of the Commonwealth. In either case, the VDOT P3 Office in coordination with VDOT / DPRT is responsible for leading the procurement process. Also in either case, the original Proposer of an Unsolicited Proposal may need to submit new documentation to the VDOT P3 Office in response to the requests issued during procurement.

4.1 Single-Stage PPEA Procurement Process

The single-stage procurement process requires Proposers to submit project specific information regarding qualifications and experience with their response to Request for Proposals (RFP). The Offeror's experience and qualifications are evaluated first; against project specific criteria. Based on the results of this evaluation, technical criteria related to the Qualifying Project are then evaluated and a determination is made regarding the selection of the best Proposal.

4.2 Two-Stage PPEA Procurement Process

The two-stage procurement process consists of issuing a Request for Qualifications (RFQ) and then a Request for Proposals (RFP).

The VDOT P3 Office serves as the primary point of contact for P3 procurements, in consultation with VDOT / DPRT and the Office of the Attorney General (OAG). The VDOT P3 Office will conduct a consistent, transparent and well-defined procurement process and will ensure that the process is administered in accordance with applicable law.

4.2.1 REQUEST FOR QUALIFICATIONS (RFQ)

The VDOT P3 Office initiates the first stage of the P3 procurement process by issuing the RFQ. The primary objective of the RFQ is to receive Statements of Qualifications (SOQ) to define a pool of qualified, potential Proposers for the project.

4.2.2 STATEMENT OF QUALIFICATIONS EVALUATION

The RFQ documents will specify the evaluation criteria and the methodology used to evaluate such criteria so that Proposers will know how their SOQs will be evaluated.

RFQ documents will be posted on the Department of General Services central procurement website (www.eva.virginia.gov), and the VDOT P3 Office website (www.P3.virginia.gov). These documents shall (1) provide for a minimum of 60-days to allow for competitive procurement and (2) include information

regarding the scope, nature and timing of development and/or operation of the proposed project. The public will have the opportunity to provide comments on a continuous basis by making use of the VDOT P3 Office website (www.P3.virginia.gov).

4.2.3 SHORT-LISTING OF QUALIFIED PROPOSERS

The VDOT P3 Office is responsible for reviewing, scoring, and ranking all responsive SOQs. Upon completion of the SOQ evaluation process, the VDOT / DRPT will make a recommendation to the agency head regarding which Proposers should advance to the RFP stage. Proposers that are confirmed by the agency head will be short-listed to advance to the RFP stage. While the agency head will make the final decision, it is expected that no more than four Proposers will be short-listed to advance to the RFP stage. Scoring of qualifications and any ranking of the SOQs will not be carried over to the evaluation of the final RFP responses.

Electronic copies of the public information included in the SOQs submitted by all Proposers will be posted on the VDOT P3 Office website (www.P3.virginia.gov) within 10 calendar days of the agency head's decision on which Proposers will advance to the RFP stage.

The VDOT P3 Office will notify all Proposers in writing whether they have been short-listed. Additionally, the VDOT P3 Office will inform other state and federal Agencies, Affected Jurisdictions, and stakeholders, as applicable.

If after the competitive response period there are no Proposers that submit SOQs for a particular RFQ, the VDOT P3 Office Director, in consultation with the agency head will seek information from private industry, through a meeting or other appropriate communications, to determine why the market was not more responsive to the RFQ. The scope may be modified taking into account the feedback from the private sector.

If VDOT / DRPT receives a single responsive submittal to its RFQ, then the VDOT P3 Office will conduct an evaluation and market assessment to determine if the responsive submittal brings benefit to the Commonwealth and/or VDOT / DRPT, or if the proposed procurement should be terminated. If it is found that the submittal does not bring value to the Commonwealth and/or VDOT / DRPT, the VDOT P3 Office may reissue a modified RFQ or re-procure the project at a later date after briefing the CTB to advance a modified procurement. Under these circumstances, VDOT / DRPT will make a presentation of its determination and why the modified procurement will be more competitive to the CTB. This presentation will be at a regularly scheduled meeting open to the public.

4.2.4 REQUEST FOR PROPOSALS (RFP)

Upon the determination of short-listed Proposers the RFP process begins. The RFP process optimizes competition among a short-listed group of qualified Proposers.

The VDOT P3 Office may choose to issue the RFP documents in draft format to short-listed Proposers and hold proprietary one-on-one meetings to solicit feedback on the proposed draft RFP including a draft CA. Once consideration has been given to the Proposer's feedback, the VDOT P3 Office will issue the final RFP documents to the short-listed Proposers. The VDOT P3 Office and other appropriate personnel comprising an Evaluation Team, will evaluate responses to the RFP from short-listed Proposers based on criteria defined in the RFP. The VDOT P3 Office reserves the right to run a Best and Final Offer (BAFO) process with the short-listed Proposers (see Appendix I for more details on the use of the BAFO process).

If after the competitive response period, VDOT / DRPT receives a single responsive submittal to its RFP, VDOT / DRPT will conduct a full benefit assessment of the Proposal received to determine if the responsive submittal brings benefit to the Commonwealth and/or VDOT / DRPT. The benefit assessment will include,

at a minimum, an assessment of risk allocations and the Cost Benefit and Opportunity Cost Analyses described in Section 4.5. Once these assessments have been completed, the VDOT / DRPT will make a presentation to the CTB regarding VDOT / DRPT's decision to accept the responsive Proposal or terminate the procurement. The VDOT / DRPT's presentation to CTB will be at a meeting which is open to the public.

Decisions related to payment of a stipend for the development and submittal of an RFP by responsive Short-Listed Proposers will be made by the agency head on a project specific basis and detailed in the RFP.

4.2.5 INTERIM AGREEMENT (IA)

The PPEA (§ 56.-575.9:1. of the Code of Virginia) allows an RPE to enter into an IA with a Private Entity or multiple Private Entities if the RPE determines in writing that it is in the public interest to do so.

In certain circumstances the agency head in consultation with the VDOT P3 Office Director, may choose to enter into an IA with the Private Entities proposing the development and/or operation of a Qualifying Project prior to and in connection with the finalization of a CA. All proposed IAs will be reviewed by the Commission and the CTB prior to execution.

4.3 Report to the Commission

An RPE receiving detailed Proposals from Private Entities for a Qualifying Project will provide copies of the Proposals to the Commission and Director of General Services for review and comment (per Virginia Code § 30-280(A)).

The following Qualifying Projects shall not be subject to review by the Commission (per Virginia Code § 30-280(B)):

1. Any proposed Qualifying Project with a total cost of less than \$3 million; or
2. Any proposed Qualifying Project with a total cost of more than \$3 million but less than \$50 million for which funds have been specifically appropriated as a public-private partnership in the general appropriation act or capital construction projects that have been authorized in the appropriation act, provided such project does not increase in size more than five percent beyond the plans and justifications that were the basis of the appropriation. For any Qualifying Project that will be completed in phases and for which no appropriation has been made for phases other than the current phase of the project, the Commission may undertake additional reviews of such projects.

Accordingly, within 10 calendar days of receipt of a complete copy of the Proposals for a Qualifying Project, the Commission will determine whether to accept or decline such Proposals for review and notify VDOT / DRPT of its decision (§ 30-280(C)). If the Commission accepts a Proposal for review, the findings and recommendations of the Commission shall be provided to VDOT / DRPT within 45 calendar days of receiving complete copies of the Proposals. If no findings or recommendations are provided by the Commission to the VDOT / DRPT within the 45-day period, the Commission shall be deemed to have no findings or recommendations. Upon acceptance for review, VDOT / DRPT shall provide any additional information regarding the Qualifying Project upon the request of the Commission, provided such information is available or can be obtained by VDOT / DRPT.

The Commission will review accepted Proposals and provide findings and recommendations including:

- Whether the terms and conditions of the Proposals and proposed Qualifying Project create state tax-supported debt taking into consideration the specific findings of the Secretary of Finance with respect to such recommendation;

-
- An analysis of the potential financial impact of the Qualifying Project;
 - A review of the policy aspects of the Proposals and the Qualifying Project; and
 - Proposed general business terms and conditions.

Review by the Commission will not be construed to constitute approval of any appropriations necessary to implement any subsequent IA or CA (§ 30-280(D)). The VDOT / DRPT will not commence negotiation of an IA or CA until the Commission has submitted its findings and recommendations or the time has expired for the Commission to do so.

4.4 Basis for Award and Selection of Preferred Proposer

After the Commission has had the opportunity to review the Proposals and proposed IA or CA as described above in Section 4.2, the VDOT P3 Office will inform the Preferred Proposer that it has been selected. Pursuant to § 56-575.17(B) of the Code of Virginia, 30 calendar days prior to entering into an IA or CA, a public hearing will be held for public comment on the Proposals. The VDOT P3 Office also provides opportunities for public comment on the project and Proposals on a continuous basis by making use of the VDOT P3 Office and/or project website. The RFP, including the proposed CA will be posted to the VDOT P3 Office and/or project website. The VDOT P3 Office will notify all other Proposers in writing regarding the agency head's decision to award the project to the Preferred Proposer. The VDOT / DRPT will also provide a briefing to the CTB as noted in Section 4.9. Appropriate members of the General Assembly and other previously identified stakeholders will also be notified and briefed upon request.

4.5 Competition: Significant Scope Change Policy

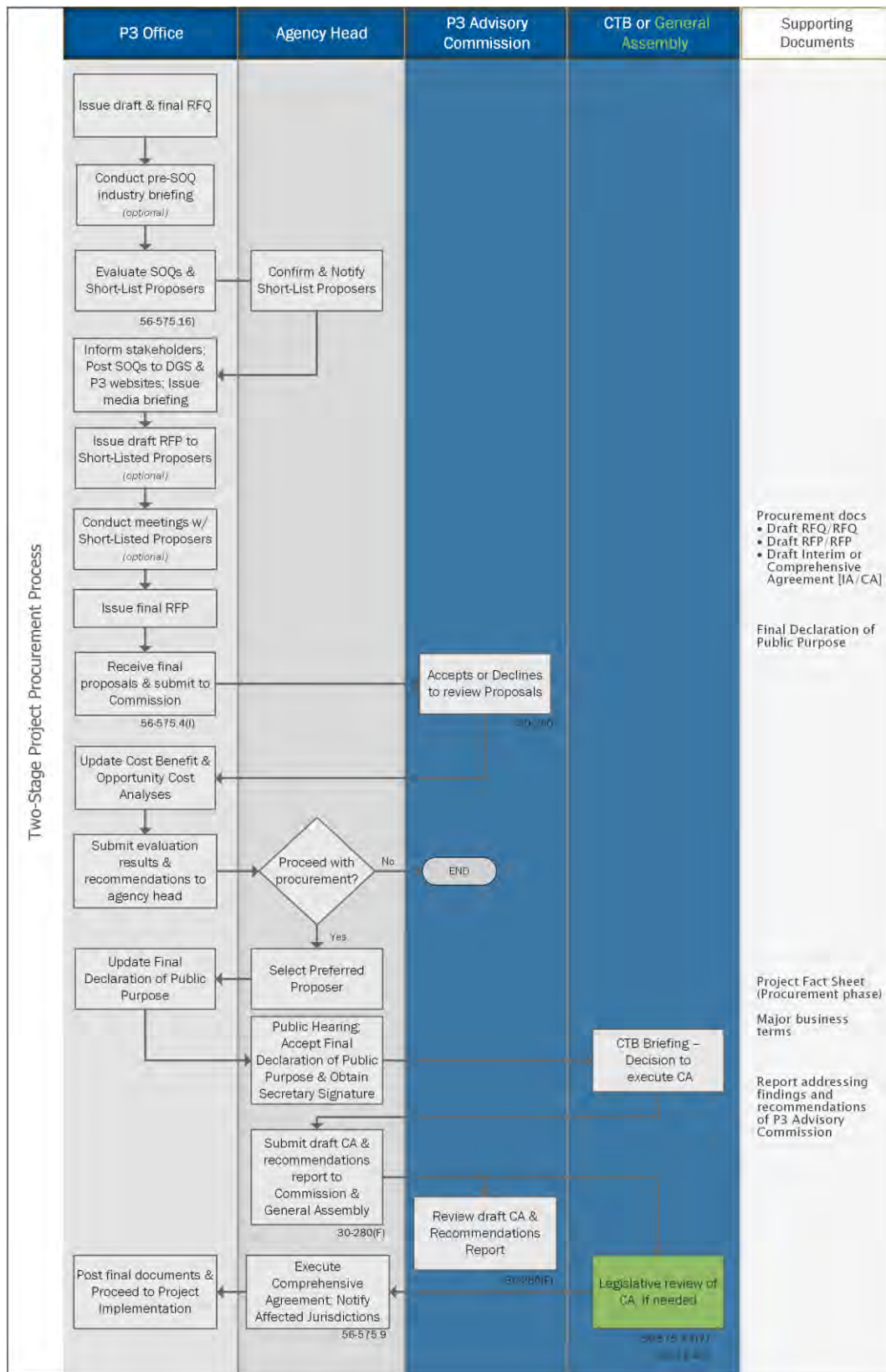
In an effort to enhance competition of the Qualifying Project, VDOT / DRPT will conduct an assessment to identify any significant scope changes. If the VDOT / DRPT, during the procurement of a P3 project, modifies the procurement documents in such a manner as to materially change the scope or alter the proposed delivery method, then the VDOT / DRPT shall conduct full Cost Benefit and Opportunity Cost Analyses of the current and proposed procurements. Once the Cost Benefit and Opportunity Cost Analyses have been completed, the VDOT / DRPT will make a presentation to the CTB to present the Cost Benefit and Opportunity Cost Analyses, reasons for the scope changes, and the VDOT / DRPT's decision to continue the procurement with the proposed material changes or terminate the procurement. The VDOT / DRPT's presentation to the CTB will be at a meeting which is open to the public.

4.6 Revisited Cost Benefit and Opportunity Cost Analysis

Prior to recommending the selection of the Preferred Proposer to the CTB, the VDOT P3 Office will revisit the Cost Benefit and Opportunity Cost Analyses and update them accordingly, taking into account any additional project information that has become available since the initial Cost Benefit and Opportunity Cost Analyses (as described in Section 3.2) were performed. The agency head will consider the recommendation of the VDOT P3 Office, the evaluation criteria and the results of the Cost Benefit and Opportunity Cost Analyses when selecting a Preferred Proposer. The results are provided in the briefing given by the VDOT P3 Office Director and the agency head to the CTB.

Figure 7 represents the two-stage PPEA procurement process.

Figure 7: Two-Stage PPEA procurement



4.7 Risk Management

During the project procurement phase, the VDOT P3 Office will convene and participate in a risk workshop to refresh the risk register, confirm the project risk allocation and update the risk management plan. The VDOT P3 Office Director certifies the risk management plan and the agency head endorses the final risk management plan for application during the implementation stages of the project.

4.8 Final Declaration of Public Purpose

During the project procurement phase, the VDOT P3 Office will prepare a Final Declaration of Public Purpose (Final DPP) document for the signature of the agency head and the Secretary of Transportation. This is a reaffirmation that the P3 delivery method is consistent with the intent of the Initial DPP and continues to bring benefit and serves the public purpose of the Commonwealth and/or the VDOT / DRPT. The Final DPP is presented to the CTB along with the major business points of the CA as described in Section 4.8.

4.9 Report to RPE Oversight Body

Near the conclusion of the P3 project procurement phase and the VDOT / DRPT's selection of the Preferred Proposer has been completed, the VDOT P3 Office Director and the agency head will present a Project Fact Sheet (procurement phase) to the CTB. The CTB will be briefed on: the Final DPP; updated schedule for project delivery; the CA documents; the updated risk management report; the final Cost Benefit and Opportunity Cost Analyses; the projected final project cost; including the projected public contribution for the project (if applicable); the updated Cost Benefit and Opportunity Cost Analyses and the final major business points.

The Project Fact Sheet (procurement phase) is posted on the VDOT P3 Office website and/or project dedicated website for public awareness. The agency head and the VDOT P3 Office Director will notify and brief the Chairs of the House and Senate Committees as appropriate. Other members of the General Assembly and stakeholders will be notified and briefed upon request and as appropriate.

4.10 Appropriating Body Review

In accordance with Virginia Code § 56-575.4(J), before any IA or CA is executed, the proposed CA for a Qualifying Project will be submitted for Appropriating Body review if it :

- creates a tax-supported debt,
- requires a level of appropriation significantly beyond the appropriation received by the RPE in the most recent appropriation act, or
- significantly alters the Commonwealth's discretion to change the level of services or funding the services provided by the Qualifying Project over time.

The the agency head and the VDOT P3 Office Director will submit the proposed CA to the Appropriating Body for review, including in the submitted briefing discussion of the above conditions.

4.11 Contract Finalization and Award

Prior to developing and/or operating a Qualifying Project, the successful Proposer must enter into a CA with the VDOT / DRPT. The agency head has the statutory authority to enter into the CA, as applicable, pursuant to the PPEA.

The VDOT/DRPT shall submit a copy of the proposed IA or CA to the Commission, the chair of the House Committee on Appropriations, House Committee on Finance, and Senate Committee on Finance and Appropriations or their designees, and the Director of the Department of General Services at least 30 calendar days prior to execution of the Agreement along with a report describing the extent to which the Commission's recommendations, as outlined in Section 4.2, were addressed in the proposed IA or CA. (See Va. Code §30-280(F))

The VDOT / DRPT will initiate the contract finalization and award process by issuing a list of open issues and matters for the parties to resolve and an anticipated timeline for completion.

In accordance with Virginia Code § 56-57.17(B), VDOT / DRPT will hold a public hearing on the proposal at an appropriate time during the proposal review process but not later than 30 days prior to executing an IA or CA.

Once the contract is finalized and executed, the VDOT / DRPT will post major business points of the CA, including any public funds used on the Qualifying Project and the proposed CA documents on the VDOT P3 Office website, and/or project dedicated website.

4.12 Key Action Items

Table 8: Key Action Items for Project Procurement Phase

Project Procurement Activity	Responsibility	Targeted Timeframe
Release of RFQ	VDOT P3 Office	Released after CTB briefing to proceed from project development phase to project procurement phase
Post RFQ to Department of General Services central procurement website and VDOT P3 Office project website	VDOT P3 Office	45-120 calendar day duration for Unsolicited Proposals 60 calendar day duration for Solicited Projects
Develop RFP documents	VDOT P3 Office	Completion targeted for 120 calendar days after release of RFQ
Evaluate responses and short-list qualified Proposers	VDOT P3 Office	Completion targeted for 60 calendar days after receipt of SOQ
VDOT / DRPT approves Short-Listed Proposers	VDOT / DRPT	Within 10 calendar days of completion of SOQ evaluation
Short-Listed Proposers announced	VDOT P3 Office	Within 10 calendar days of VDOT / DRPT approval of Short-Listed Proposers
Release RFP	VDOT P3 Office	Release targeted for 30 calendar days after completion of SOQ evaluation

Project Procurement Activity	Responsibility	Targeted Timeframe
Request comments from Affected Localities	VDOT P3 Office	Within 10 calendar days of release of the RFP
Comments received from Affected Localities	VDOT P3 Office	60 calendar days after request for comments by VAP3
Evaluate the RFPs	VDOT P3 Office / Evaluation Team	Completion targeted for 90 calendar days after receipt of RFP
Revisit Cost Benefit and Opportunity Cost analyses	VDOT P3 Office	Completion targeted for 30 calendar days after completion of evaluation of RFPs
Report to the Commission and provide copies of detailed proposals (§ 30-280(A))	VDOT P3 Office Director and agency head	Targeted for 60 calendar days after completion of RFP evaluation.
Select a Preferred Proposer	Agency head	Targeted for 90 calendar days after receipt of RFP
Report to CTB on selection of Preferred Proposer	VDOT P3 Office Director and agency head	Determined by completion of project procurement activities and timing of next public meeting
Confirm Commission's recommendations are addressed in proposed IA or CA and prepare report	VDOT P3 Office	At least 30 calendar days before execution of IA (if needed) and/or CA
Appropriating Body reviews CA (when 56-575.4(J) is applicable)	General Assembly	Prior to execution of the CA
Commission, House/Senate Committees and Department of General Services Reviews CA and recommendations report	Commission, DGS, VDOT P3 Office Director and agency head	At least 30 calendar days before execution of IA (if needed) and/or CA
Hold Public Hearing	VDOT / DRPT	Not later than 30 calendar days prior to executing IA or CA
Finalize and Award the Contract	VDOT / DRPT	At least 30 calendar days after Public Hearing and delivering proposed CA to required parties

5 PROJECT IMPLEMENTATION



This chapter provides general guidance on activities that may be appropriate after the P3 project's Comprehensive Agreement is executed; the P3 project is constructed or in service and, if applicable, during Operations and Maintenance. Applicable activities rely heavily on the specific type of Qualifying Project that is delivered under the PPEA and whether there are ongoing terms to operate and maintain the P3 project after construction or installation is complete and the project is in service.

5.1 Post-Commercial Close

Once a Comprehensive Agreement is executed for a P3 project by the agency head and Preferred Proposer (Commercial Close), the VDOT P3 Office begins preparing for the transition from leading project procurement to supporting the responsible VDOT District/Division or DRPT project manager leading the project's implementation.

During this transition phase, the VDOT P3 Office will also continue to lead coordination efforts related to achieving Financial Close. Activities leading to Financial Close may include coordinating with financial institutions, outreach to bonding agencies, and confirmation of available federal and State funding.

5.2 Post-Financial Close

After Financial Close is reached, project design and construction begin with leadership from the VDOT District/Division or DRPT project manager. The VDOT P3 Office project manager assumes an active supporting role during this phase, assisting with contract interpretations, documentation submittals, etc.

A checklist will be developed by the VDOT P3 Office to ensure that appropriate parties receive timely submittals or evidence of commitments addressed as stipulated in the Comprehensive Agreement, and other contract documents.

A repository will also be identified during the project procurement phase to house all appropriate project documentation. This will continue to be maintained during the project implementation phase by submittals of documentation to the VDOT P3 Office.

5.3 Operations and Maintenance

If the project is a VDOT P3 project and the Comprehensive Agreement includes ongoing terms for the Preferred Proposer to operate and maintain the P3 project after construction is complete, the VDOT P3 Office begins preparing for the transition to a more active oversight role that may begin after construction is completed. Once the P3 project begins operating, the VDOT District/Division project manager and VDOT P3 Office may have shared responsibility in assuring compliance with the terms of the Comprehensive Agreement and related contract documents.

During this transition phase, the VDOT P3 Office will work closely with the VDOT District/Division project manager and the Private Entity to configure the VDOT P3 Office's electronic Strategic Contract Management System (SCMS) with the data necessary to track recurring and one-time tasks, triggered events, performance shortfalls, and significant payments during the operating period per the terms of the Comprehensive Agreement. If the Comprehensive Agreement includes terms for assessing non-compliance points during the construction period, this functionality can be configured in the SCMS and launched when construction begins.

5.4 Lessons Learned

It is recommended to conduct lessons learned sessions at the end of each phase of project development, procurement, and implementation to identify comments and recommendations that add value to future projects and document and share findings.

5.5 Key Action Items

Project Implementation Activity	Responsibility	Targeted Timeframe
Coordination to reach Financial Close	VDOT P3 Office	6 to 9 months after award
Support District/DRPT implementation of the Comprehensive Agreement	VDOT P3 Office	Ongoing after Financial Close
Lessons Learned Workshop	VDOT P3 Office / VDOT District/DRPT	60 days after Financial Close/after project completion
Document Control database	VDOT P3 Office/VDOT District/DRPT	Begin during Project Procurement & continued until project completion
If there are ongoing terms for the Preferred Proposer to operate and maintain the project after construction is complete, configure SCMS to track recurring and one-time tasks, triggered events, and performance shortfalls during the operating period per the terms of the Comprehensive Agreement	VDOT P3 Office/VDOT District/DRPT	Begin during construction and launch after construction is complete
Performance Monitoring (<i>if applicable</i>)	VDOT P3 Office/ VDOT District/DRPT	As stipulated in CA

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Appendix A -PPEA Guidelines Definitions

Provided below are terms used in this PPEA Manual and Guidelines.

Acronym	Definition
CA	Comprehensive Agreement
agency head	Chief Executive Officer
CFO	Chief Financial Officer
CTB	Commonwealth Transportation Board
DGS	Department of General Services
DPP	Declaration of Public Purpose
DRPT	Virginia Department of Rail and Public Transportation
FHWA	Federal Highway Administration
OAG	Office of Attorney General
P3	Public-Private Partnership
PPEA	Public-Private Education Facilities and Infrastructure Act of 2002 (as amended)
RFI	Request for Information
RFP	Request for Proposals
RFQ	Request for Qualifications
RRIF	Railroad Rehabilitation and Improvement Financing
SFAC	Senate Finance and Appropriations Committee
SCMS	Strategic Contract Management System
SOQ	Statement of Qualifications
VDOT	Virginia Department of Transportation
VFOIA	Virginia Freedom of Information Act

These definitions are applicable to all guidance documentation published by the Virginia Department of Transportation Office of Public-Private Partnerships. Terms below that are defined in Virginia Code § 56-575.1, or elsewhere by statute, are repeated here for convenience, but the statutory definitions govern.

- **Affected Jurisdiction** means any county, city or town in which all or a portion of a Qualifying Project is located.
- **Agency** means VDOT or DRPT.
- **Agency head** – Subject to the oversight of other officials and entities provided by law, each agency's agency head has the responsibility and authority to make decisions on the P3 project delivery model, including business and contractual terms related to the P3 projects. At VDOT, the agency head is the Commissioner of Highways; at DRPT, the agency head is the Director
- **Appropriating Body** means the body responsible for appropriating or authorizing funding to pay for a Qualifying Project.
- **Commission** means the Public-Private Partnership Advisory Commission.
- **Comprehensive Agreement** means the Comprehensive Agreement between the Private Entity and the RPE, required by § 56-575.9 of the Code of Virginia.

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- **Cost-Benefit Analysis** means an evaluation tool comparing proposed Total Benefits to the proposed Net Total Cost of a Qualifying Project, required by § 56-575.3:1(5) of the Code of Virginia. The evaluation provides information to decision-makers on whether a Qualifying Project is worth pursuing to procurement.
 - **Evaluation Team** means a team made up from individuals representing VDOT P3 Office and/or DRPT for the purpose of evaluation of Statements of Qualifications or Proposals submitted during the procurement phase.
 - **Hard Benefits** means the benefits of a Qualifying Project with independent, fact based, easily measurable and easy to prove results of reduced cost or increased revenue at designated times throughout the project.
 - **Hard Benefits ROI Ratio** means the Return on Investment received for the Hard Benefits of a Qualifying Project. This ratio is expressed as a percent and is calculated by taking total Hard Benefits and dividing by the Net Total Cost of the Qualifying Project times 100.
 - **Initial Declaration of Public Purpose (Initial DPP)** means a document prepared by the VDOT P3 Office and VDOT / DRPT, wherein the Commissioner/Director affirms that the P3 delivery method serves the public purpose of the Commonwealth or VDOT / DRPT.
 - **Interim Agreement** means an agreement between a Private Entity and a VDOT / DRPT that provides for phasing of the development or operation, or both, of a Qualifying Project. Such phases may include, but are not limited to, design, planning, engineering, environmental analysis and mitigation, financial and revenue analysis, or any other phase of the project that constitutes activity on any part of the Qualifying Project.
 - **Net Total Costs** –means the project costs minus any revenue generation for the term of the Qualifying Project Comprehensive Agreement.
 - **Opportunity Cost Analysis** – means an evaluation tool that compares the Qualifying Project with the next best alternative that was not chosen, required by § 56-575.3:1(5) of the Code of Virginia. The opportunity cost analysis is what action you would have taken if you didn't make the choice you did. The evaluation provides information to decision-makers demonstrating if the proposed Qualifying Project is worthwhile in pursuing and has inherent value that is greater than the next best alternative.
 - **PPEA** means the Public-Private Education Facilities and Infrastructure Act of 2002, as amended, Chapter 22.1 of Title 56 of the Code of Virginia, statute governing RPEs entering into agreements authorizing Private Entities to develop and/or operate Qualifying Projects.
 - **P3 Project Delivery Framework (Framework)** means the Commonwealth's structured project identification, screening, development and procurement process designed to assist in the evaluation and selection of Qualifying Projects in which projects must pass through a series of decision points in order to progress towards final approval and contract award.
 - **Preferred Proposer** means the Private Entity selected during the procurement process to perform the services described in the RFP documents issued by the VDOT P3 Office, in coordination with the VDOT/DRPT.
 - **Private Entity(ies)** means any natural person, corporation, general partnership, limited liability company, limited partnership, joint venture, business trust, public benefit corporation, non-profit entity, special purpose vehicle, or other business entity.
 - **Procurement** means the acquisition of goods, services, or works from a Private Entity

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- **Project Cost** means the measurement of all costs associated with the project, including all construction, routine and full lifecycle maintenance costs for the term of the Comprehensive Agreement of the Qualifying Project.
 - **Proposal** means the documents submitted by a Proposer in response to an RFP issued by the VDOT P3 Office, in coordination with VDOT/DRPT.
 - **Proposal Review Fee** means the non-negotiable fee to be remitted to VDOT/DRPT with the submission of an Unsolicited Proposal.
 - **Proposer** means the Private Entity participating in the procurement process for either a Solicited or Unsolicited Proposal for a PPEA project in response to an RFQ or RFP issued by the VDOT P3 Office in coordination with the VDOT / DRPT.
 - **Public Entity** means the Commonwealth and any agency or authority thereof, any county, city or town and any other political subdivision of the Commonwealth, any public body politic and corporate, or any regional entity that serves a public purpose. For the purposes of these Guidelines, the Public Entity is either VDOT or DRPT.
 - **Public-Private Partnership (P3)** means a project or service which is funded and operated through a partnership of government and one or more Private Entities. In Virginia, the PPEA is the legislative framework that enables P3 agreements for Qualifying Projects defined by the PPEA.
 - **Public-Private Partnership Advisory Commission** (or Commission) means an advisory commission in the legislative branch that will advise VDOT / DRPT on Proposals received pursuant to the PPEA. See Chapter 42 of Title 30 of the Code of Virginia.
 - **Public Subsidy** means the amount of funds committed to the project by the Agency.
 - **Qualifying Project** means (i) any education facility, including, but not limited to a school building, any functionally related and subordinate facility and land to a school building (including any stadium or other facility primarily used for school events), and any depreciable property provided for use in a school facility that is operated as part of the public school system or as an institution of higher education; (ii) any building or facility for principal use by any Public Entity; (iii) any improvements, together with equipment, necessary to enhance public safety and security of buildings to be principally used by a Public Entity; (iv) utility and telecommunications and other communications infrastructure; or (v) a recreational facility; (vi) technology infrastructure, services, and applications, including, but not limited to, telecommunications, automated data processing, word processing and management information systems, and related information, equipment, goods and services; (vii) Any services designed to increase the productivity or efficiency of the RPE through the use of technology or other means; (viii) any technology, equipment, or infrastructure designed to deploy wireless broadband services to schools, businesses, or residential areas; (ix) any improvements necessary or desirable to any unimproved locally- or state-owned real estate; or (x) any solid waste management facility that produces electric energy derived from solid waste.
 - **Revenues** means all revenues, income, earnings, User Fees, Lease Payments, or other service payments arising out of or in connection with supporting the development and/or operation of a Qualifying Project, including without limitation, money received as grants or otherwise from the United States of America, from any Public Entity, or from any agency or instrumentality of the foregoing in aid of a Qualifying Project.
 - **RFP** means the documents constituting the Request for Proposals and identifying the P3 Project, the work to be performed and materials to be furnished, in response to which a Proposer may submit a Proposal.

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- **RFQ** means the documents constituting the Request for Qualifications issued for a P3 Project by the VDOT P3 Office.
 - **Responsible Public Entity (RPE)** means the Commonwealth and any agency or authority thereof, any county, city or town and any other political subdivision of the Commonwealth, any public body politic and corporate, or any regional entity that has the authority to develop and/or operate an applicable Qualifying Project in accordance with the PPEA. **Agency Head** means the Commissioner, Director or the Chairman of the Board of Commissioners who is responsible for making decisions for his/her respective Department, or Agency. For these guidelines, the RPE is either VDOT or DRPT.
 - **Return on Investment (ROI)** means the benefit received from an investment in a Qualifying Project. A high ROI means the investment compares favorably to investment cost. As a performance measure, ROI is used to evaluate the effectiveness of an investment or to compare the effectiveness of a number of different investments.
 - **Short-Listed Proposer** means the Proposers that have been selected to advance to the RFP stage of the PPEA procurement process.
 - **Soft Benefits** means benefits which are difficult to define, for which no positive confirmation is possible and have more qualitative than quantitative results. These benefits are more complex and the basis of the assumptions are easy to challenge.
 - **Soft Benefits ROI Ratio** means the Return on Investment received for the Soft Benefits of a Qualifying Project. This ratio is expressed as a percent and is calculated by taking total Soft Benefits and dividing by the Net Total Cost of the Qualifying Project times 100.
 - **Solicited Project** means a project initiated by an RPE.
 - **SOQ** means the documents constituting the Statement of Qualifications and supporting information, including all clarifications thereto, submitted by Proposers in response to RFQs issued by the VAP3.
 - **State** means the Commonwealth of Virginia.
 - **Total Benefits** – means the total Hard Benefits plus the total Soft Benefits.
 - **Total Benefits ROI Ratio** means the Return on Investment received for the Total Benefits of a Qualifying Project. This ratio is expressed as a percent and is calculated by taking Total Benefits and dividing by the Net Total Cost of the Qualifying Project times 100.
 - **Total Costs** – means all costs including all procurement, risk adjustments costs, construction, routine maintenance and full lifecycle maintenance.
 - **Unsolicited Proposal** means a Proposal to develop and/or operate a Qualifying Project submitted by a Private Entity not in response to an RFQ or RFP.
 - **User Fees** mean the rates, fees or other charges imposed by the Private Entity of a Qualifying Project for use of all or a portion of such Qualifying Project pursuant to the Comprehensive Agreement pursuant to Va. Code § 56-575.9.
 - **VDOT P3 Office** means the Virginia Department of Transportation Office of Public-Private Partnerships which is responsible for developing, implementing and administering the procurement of P3 Projects for VDOT and DRPT.

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- **VDOT P3 Office Director** means the highest-ranking individual within the VDOT P3 Office responsible for overseeing all aspects of the P3 Program.
 - **Virginia Department of Rail and Public Transportation (DRPT)** is a state agency headed by a Director and reporting to the Secretary of Transportation. See Virginia Code § 33.2-282
 - **Virginia Department of Transportation (VDOT)** is a state agency headed by the Commissioner of Highways and reporting to the Secretary of Transportation. See Virginia Code § 33.2-256

Appendix B- Rights and Disclaimers

Rights Reserved

The VDOT P3 Office in coordination with VDOT / DRPT, reserves all rights available by law in processing PPEA Proposals, including, without limitation, the sole and unfettered right to:

1. Alter the schedule of review or scope of evaluation, including components thereof, of any procurement document if changes are deemed necessary because of the scope or complexity of a Qualifying Project they receive;
2. Reject any and all Proposals at any time;
3. Terminate evaluation of any and all Proposals or Qualifying Projects at any time;
4. Suspend, discontinue and/or terminate Interim or Comprehensive Agreement negotiations with any Proposer at any time prior to the actual authorized execution of such agreement by all parties, subject to appropriate documentation;
5. Negotiate with a Proposer without being bound by any provision in the Proposal;
6. Request or obtain additional information about any Proposals;
7. Waive minor errors, omissions or irregularities in a response to an RFQ or RFP;
8. Issue addenda to, and/or cancel, any RFQ or RFP;
9. Revise, supplement or withdraw all or any part of the guidelines included in this PPEA Manual and Guidelines;
10. Decline to return any and all fees required to be paid by Private Entities as part of the evaluation process for Unsolicited Proposals;
11. Request clarifications to Unsolicited Proposals;
12. Request an updated proposal and SOQ that meets the requirements of competing proposals when an Unsolicited Proposal is accepted; and
13. Modify the process and submission requirements for reviewing Proposals in connection with a re-sale, re-tendering, transfer or other disposition of a project pursuant to the provisions of an existing Comprehensive Agreement.

Disclaimers and Conditions for Submissions under the PPEA

Neither the Commonwealth nor any of its political subdivisions, agencies, or employees shall be liable for, or reimburse, the costs incurred by Proposers or Proposers, whether or not selected for negotiations, in developing and submitting Proposals or in negotiating agreements.

Any and all information made available to Proposers and Proposers is made for convenience purposes only and is without representation or warranty of any kind.

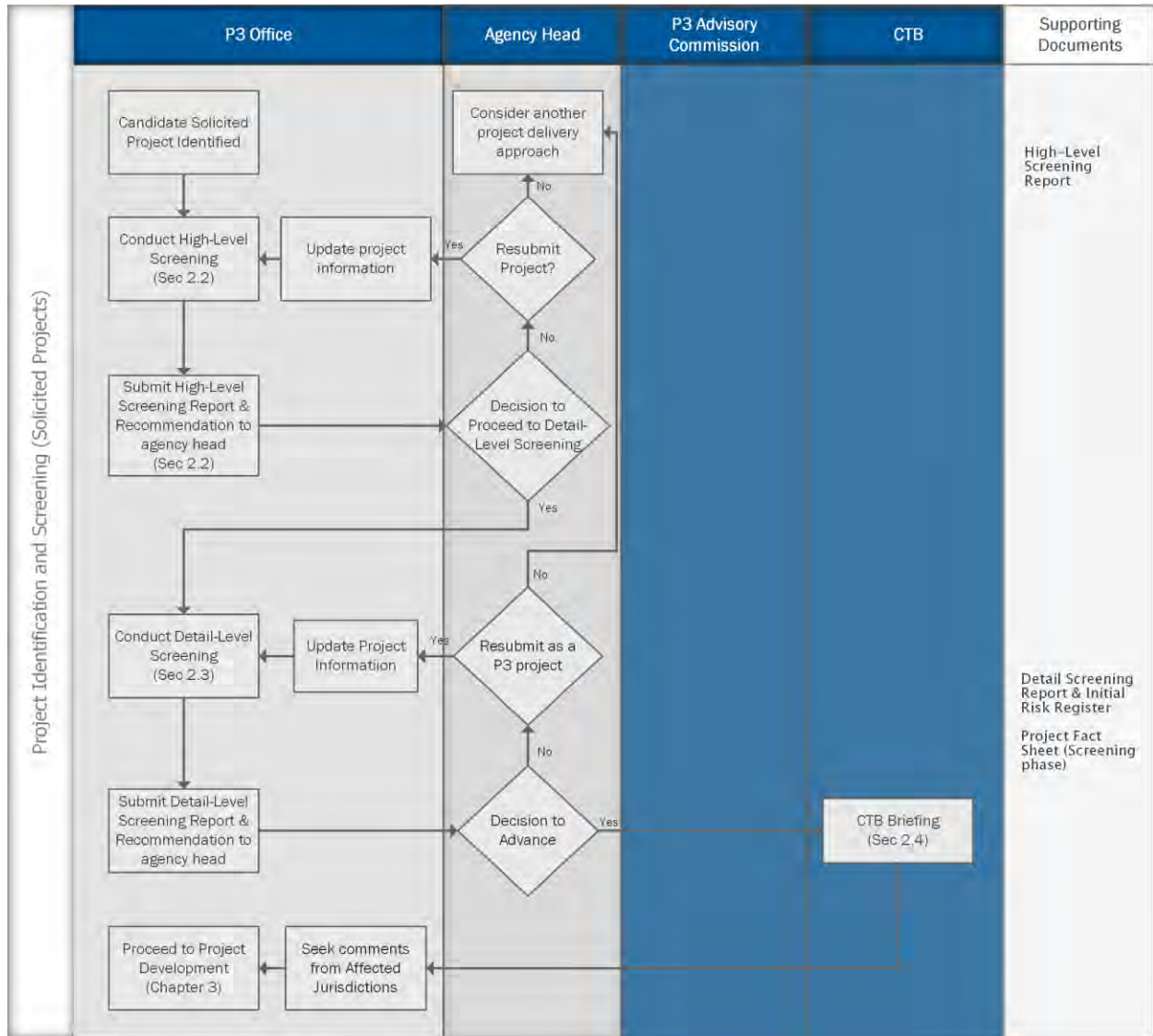
Proposers and Proposers must submit questions concerning the PPEA process in writing to the point of contact referenced in the procurement documents, which will coordinate a response in writing; Proposers may not rely on oral responses to inquiries.

Virginia law governs, and generally requires, disclosure of procurement and contract records after the completion of the procurement or contract. It is the responsibility of a Private Entity to comply with Virginia law, including satisfying the requirements for withholding of certain, specifically identified information. See Virginia Code § 2.2-3705.6(11). The Commonwealth, the Secretary of Transportation, the VDOT P3 Office Director or the agency head shall not be liable to a Proposer for the disclosure of all or a portion of a response to RFQ, RFP or a Proposal submitted pursuant to this PPEA Manual and Guidelines.

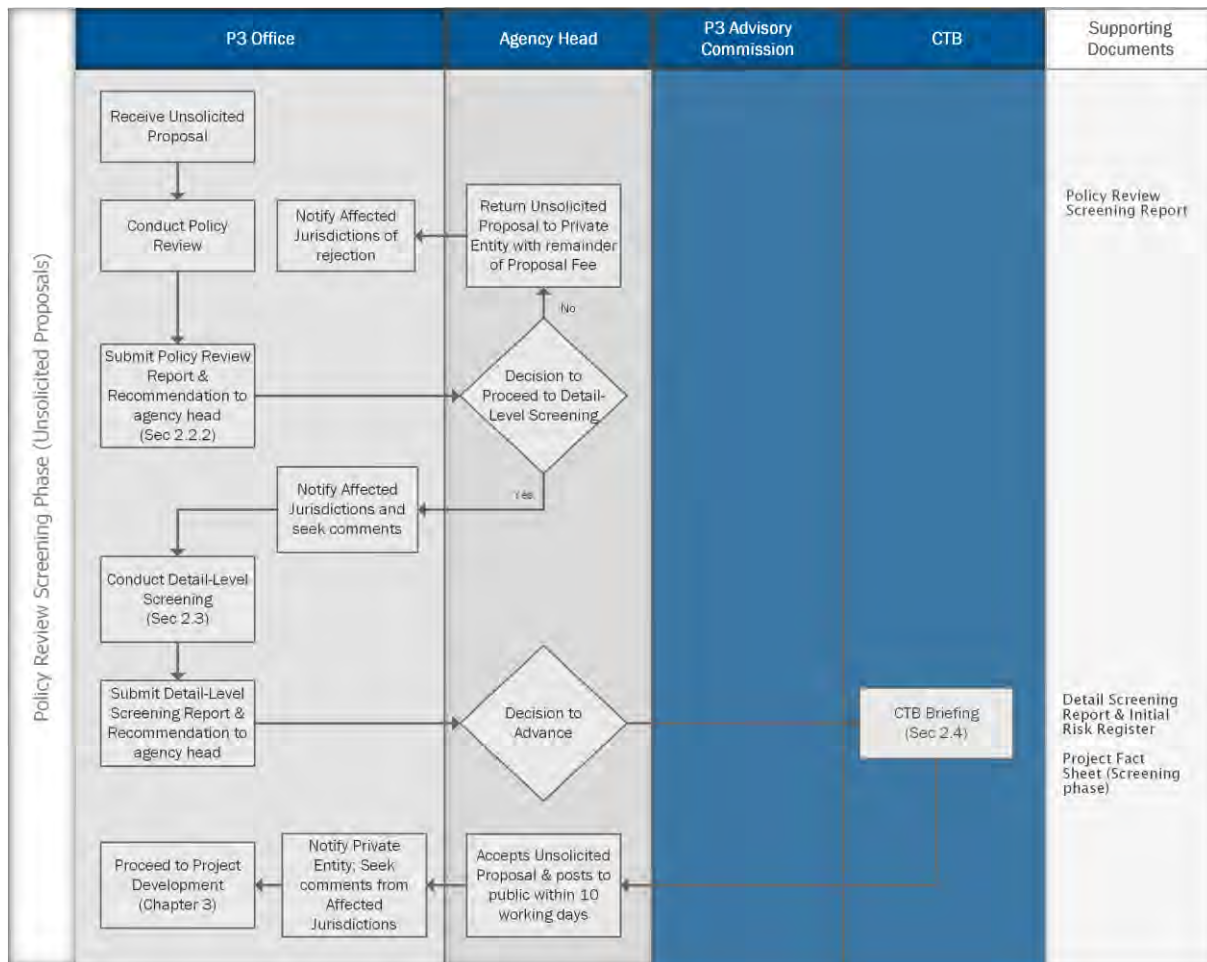
Appendix C - P3 Project Delivery Framework Flowcharts

PPEA Framework for Solicited Projects

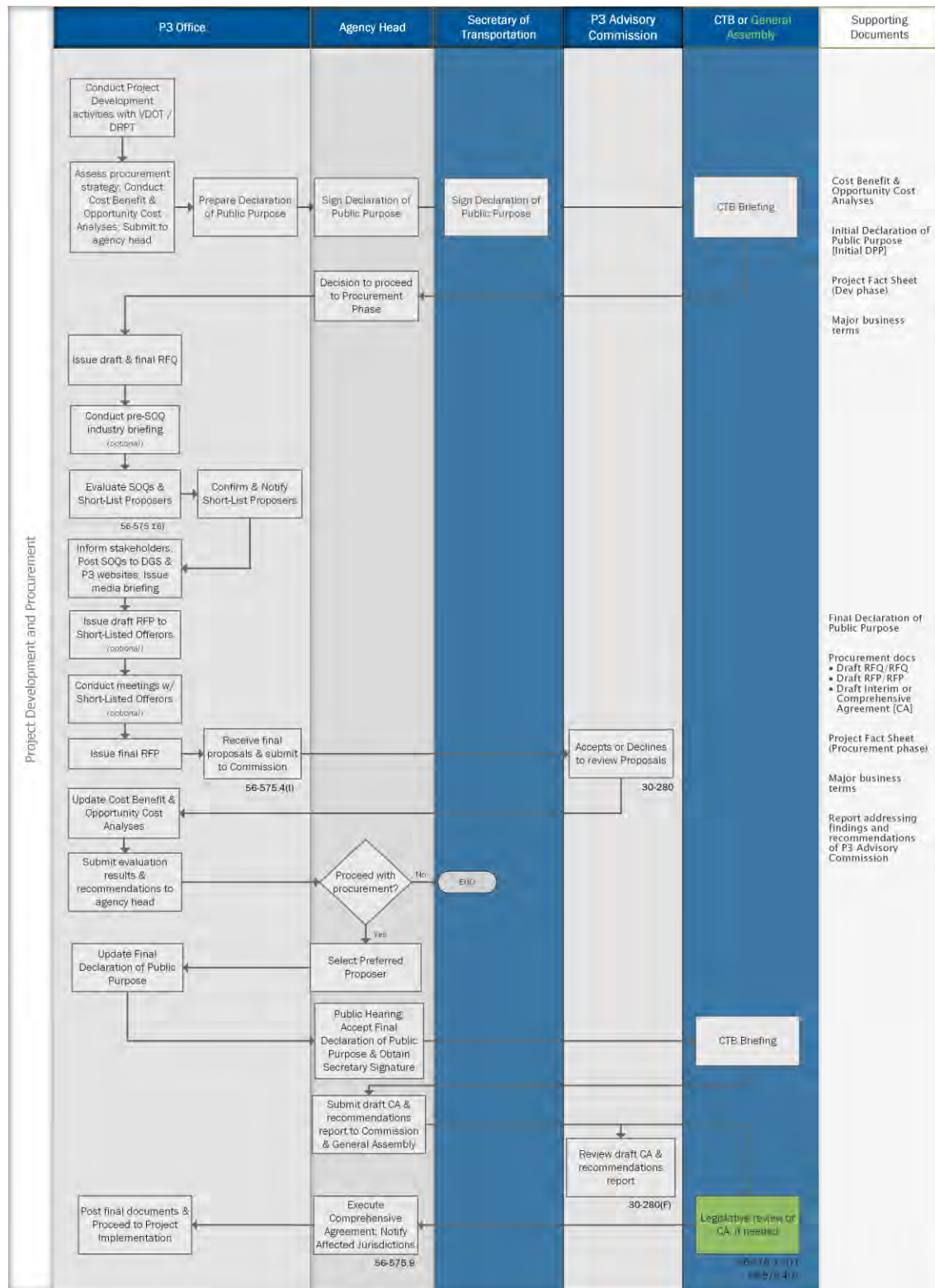
Project Identification and Screening Phase



PPEA Framework for Unsolicited Projects
Policy Review Screening Phase



PPEA Framework for Solicited Projects
Project Development and Procurement Phases



Appendix D-Guidance on Approach to Commercial Terms

The guidance below presents the VDOT P3 Office's approach to developing commercial terms that forms the basis for Interim Agreements and Comprehensive Agreements governing P3 projects. In developing commercial terms, the VDOT P3 Office seeks to strike a balance between (i) providing the private sector with enough transparency regarding the Commonwealth's and/or RPEs principles and processes so as to promote and preserve its confidence and participation in the P3 program and (ii) preserving the P3 Office's flexibility across modes and projects to develop and complete competitive fair, market-based transactions that reflect the best interests of the Commonwealth.

While each P3 project is different and will have its own unique challenges, the guiding principles identified below remain constant and the P3 Office intends to apply these principles during the process of developing commercial terms for P3 projects across modes and methods of project delivery:

- **Protect the Public Interest** by being an effective steward of public resources and ensuring that the Commonwealth and/or VDOT / DRPT satisfy their statutory and legal duties to the public;
- **Deliver Education, Technology and other public Infrastructure Solutions or government facilities** to solve the Commonwealth's challenges;
- **Promote Transparency and Efficiency** within the Framework in order to generate and preserve confidence of key stakeholders in the P3 program;
- **Maximize Competition** through constant, early communication with the private sector, and during development and procurement, managing an efficient project selection process and administering a uniform and transparent procurement process;
- **Execute P3 projects in a Timely and Efficient Manner** through decisive process management and efficient decision-making;
- **Encourage Creativity and Innovation** to generate meaningful participation by the private sector;
- **Collaborate, Cooperate and Communicate** with private partners within the process as well as federal and state agencies and other key stakeholders to identify shared goals, key concerns and criticisms and resolve issues and challenges on a programmatic and project-specific basis;
- **Advocate Reasonable and Fair Commercial Terms** to ensure marketability of P3 projects by adopting market-based risk allocations that are appropriate for the complexity and scope of a specific P3 project – and are in the best interest of the Commonwealth;
- **Standardize Terms, Procedures and Documents** as appropriate to enhance speed of project execution and establish common understanding of key commercial terms and uniform treatment of general matters while remaining flexible to address the unique elements of a project on a transaction-specific basis; and
- **Lead the Public-Private Partnership Community** by developing and preserving a reputation for managing P3 projects effectively and successfully to promote confidence in the P3 program and realize the benefits of a long-term investment in the Commonwealth.

The VDOT P3 Office intends to apply these guiding principles and values to each P3 project through the processes utilized to develop commercial terms as outlined below; however, due to the uniqueness of each P3 project, certain principles and values may weigh and factor differently when developing commercial terms and finalizing an Interim or Comprehensive Agreement, as applicable, for a specific P3 project.

Development of Commercial Terms

During the pre-solicitation stage of the PPEA procurement process, the VDOT P3 Office, in conjunction with others from the VDOT / DRPT, may conduct project-specific industry workshops in order to measure the private sector's interest in the proposed P3 project and to gauge the potential scope of the project risks, allocation of those risks and related commercial terms. The VDOT P3 Office and others from VDOT / DRPT may follow up, hold industry workshops, or conduct independent one-on-one meetings with potential developer teams to further develop the scope of the proposed P3 project and advance the consideration of potential commercial terms for the project.

Prior to the issuance of the final RFP documents for a particular P3 project, the VDOT P3 Office will maintain open lines of communication within the parameters and restrictions set forth in the procurement documents with short-listed Proposers. The VDOT P3 Office will consider the input received from Short-Listed Proposers related to the project scope and other salient matters to ensure that the project and its corresponding commercial terms are financeable, risk appropriate, consistent with prevailing market conditions and in the best interest of the Commonwealth.

The VDOT P3 Office expects the key commercial terms that will form the basis for an Interim Agreement or Comprehensive Agreement will be determined prior to issuance of the final RFP documents. The contract finalization phase will provide an opportunity to make modifications necessary to react to events, such as changes in law, litigation, significant shifts in market conditions, new facts, and considerations raised by significant third-party participants as appropriate. During the contract finalization phase, the VDOT P3 Office, in coordination with VDOT / DRPT, will work with the Preferred Proposer to agree upon an ordered and efficient review and comment process to resolve any outstanding issues and/or refine the language of the documents in a manner which is timely, cost effective and reflects the importance of achieving commercial and financial closings.

The VDOT P3 Office, in conjunction with others from VDOT / DRPT, the OAG, and external legal, financial and technical advisors, will, in most circumstances, be primarily responsible for drafting, issuing and managing the P3 project's primary commercial documents, such as term sheets, Interim Agreements, Comprehensive Agreements, technical requirements and related documents.

During the process of drafting the primary commercial documents, the VDOT P3 Office, VDOT / DRPT, the OAG, and external advisors will be guided by the PPEA principles and consider the following factors:

1. Whether the project is a Greenfield construction or Brownfield monetization;
2. The proposed financial structure;
3. The commercial terms and risk allocations reflected in past P3 projects in the Commonwealth, parties that are best able to manage each risk and recent transactions of similar complexity and scope in other jurisdictions;
4. Current economic and financial conditions; and
5. Political and cultural issues.

For certain terms, the VDOT P3 Office will develop standard contractual language to address matters that will be part of any transaction, regardless of the nature of the P3 project.

The VDOT P3 Office, in conjunction with its constituent agencies and external advisors, will engage the private sector on an ongoing basis to evaluate shifting market conditions and will conduct periodic internal reviews of its principles and processes. Furthermore, the VDOT P3 Office will reach out to both the private sector and similar public-private partnership offices in other states to discuss shifting market dynamics and/or conditions that may impact the P3 program.

The VDOT P3 Office views its approach to developing commercial terms as a dynamic process that will evolve over time in an effort to continually reflect the best practices of using public-private partnerships to develop infrastructure in the Commonwealth.

Past P3 projects have benefited from the formation of a Commercial Working Group (CWG) that brings experts together from the legal, finance and technical groups with P3 experience. The CWG meets regularly to identify, prioritize, address issues and provide options and recommendations to senior leadership for decision-making and provide production teams with direction for project implementation. Benefits included team cohesiveness, cross-departmental education and growth, consistent communication, and improved negotiations. Due to the length of time that can pass to achieve commercial and financial close, the consistency of an established CWG would also help address the challenges that can arise from fluctuating financial markets, changes in administration at the state or federal level and/or changes in project personnel. VDOT P3 Office will assess the need for legal, finance and technical expertise and determine if a CWG is needed based on the project's unique aspects.

Appendix E - Guidance for Unsolicited Proposal Preparation

The PPEA permits Private Entities to submit Unsolicited Proposals to develop and/or operate Qualifying Projects at any time, pursuant to the PPEA and this PPEA Manual and Guidelines. In an effort to streamline the PPEA process, all Unsolicited Proposals should be submitted directly to the agency head with a copy to the VDOT P3 Office. Private Entities are encouraged to contact the VDOT P3 Office to arrange a meeting to discuss their ideas and concepts prior to submitting an Unsolicited Proposal. The VDOT P3 Office Point of Contact to arrange a meeting in this regard is:

VDOT P3 Office Director

Virginia Department of Transportation

Office of Public-Private Partnerships

1221 E. Broad Street

Richmond, VA 23219

Tel: 804 786 0455 (O)

Proposal Preparation

Proposers submitting an Unsolicited Proposal should ensure that the Proposal includes a comprehensive project description and provides enough information about the proposed project for the VDOT P3 Office, in coordination with VDOT / DRPT, to determine whether the Proposal satisfies the review and evaluation criteria as set out in 56-575.4. of the Code of Virginia. Proposers should also provide sufficient information to facilitate a Policy Review as detailed in Section 2.2.2 of this PPEA Manual and Guidelines and a Detail-Level Screening as described in Appendix F. In addition, the financial plan for the Qualifying Project must contain enough detail so that an analysis could be performed to determine whether the proposed project is financially feasible. The financial plan shall disclose the full extent of any forecasted public financing and/or funding commitments that are required to enable the proposed Qualifying Project.

To promote standardization of the evaluation procedure, Private Entities are required to organize contents of the Unsolicited Proposal as follows:

- Table of Contents
- Executive Summary
- TAB 1: Project Description and Approach
- TAB 2: Desirability of the Project
- TAB 3: Feasibility of the Project
- Appendices – Additional Information (if applicable)

The VDOT P3 Office may require Private Entities submitting an Unsolicited Proposal to give one or more oral presentations of their Proposal to the VDOT / DRPT and/or the public. Such presentations will provide opportunities to educate the VDOT / DRPT and the public and/or to clarify aspects of the Proposal. All pages of the Proposal should be numbered. Each copy of the Proposal should be placed in a three-ring binder and contained in a single volume where practical.

Proposal Submission

Private Entities submitting Unsolicited Proposals are required to deliver three (3) hard copies and one (1) electronic copy in Portable Document Format (PDF) to VDOT / DRPT. Proposals must be sealed in mailing envelopes or packages bearing the Proposer's name, address and the words "Public-Private Education Facilities and Infrastructure Act Proposal" clearly written on the outside. The cover page must include the title of the Proposal, the name and address of the proposing entity, the person authorized to act on behalf of the Proposer and his or her email address and telephone and facsimile numbers.

All Unsolicited Proposals should be submitted to the attention of the VDOT / DRPT agency head at the address listed above for the VDOT P3 Office Point of Contact.

Private Entities interested in submitting an Unsolicited Proposal are required to pay a non-negotiable Proposal Review Fee as specified in Section 2.1.2.1 of this PPEA Manual and Guidelines at the time of submitting the Unsolicited Proposal to the RPE. Proposers submitting multiple Proposals for unrelated P3 projects will be required to submit a Proposal Review Fee for each Unsolicited Proposal submission.

Upon receipt, the VDOT P3 Office will notify any appropriate federal agency, and other stakeholders that the Unsolicited Proposal has been submitted for a given Qualifying Project and that the VDOT P3 Office will initiate a review within 30 calendar days to determine if the Proposal meets all legal and policy requirements for further evaluation, as set out in §§ 56-575.4 of the Code of Virginia and this PPEA Manual and Guidelines.

The Private Entities submitting a copy of the Unsolicited Proposal to VDOT / DRPT pursuant to 56-575-4 of the Code of Virginia shall coordinate with the VDOT P3 Office Director prior to furnishing a copy of its Proposal to Affected Localities that are identified in the Proposal.

If an Unsolicited Proposal is submitted during a period when the VDOT P3 Office is unable to review and evaluate that Proposal by virtue of being committed to the development, evaluation, and procurement of other Qualifying Projects, or for any other reason as determined by the VDOT / DRPT at its sole discretion, then the Private Entity will be notified by the VDOT P3 Office so that the Proposal may be resubmitted at a later date.

Appendix F- Guidance on Detail-Level Screening Criteria

Those Solicited Projects that have advanced through the [High-Level Screening](#) process and those Unsolicited Proposals that have advanced through the [Policy Review](#) are eligible for a Detail-Level Screening. The Detail-Level Screening Criteria form the basis upon which the VDOT P3 Office evaluates the feasibility of delivering projects using the P3 project delivery method. The screening criteria reflect the Commonwealth's and/or VDOT / DRPT's goals and policy priorities for delivering projects in a timely and cost-effective manner.

The Detail-Level Screening Criteria, as described in more detail below, provides the private sector with a guide for defining what information the VDOT P3 Office and VDOT / DRPT will evaluate as they make their recommendation to the P3 Advisory Commission as to whether to invest in advancing the Qualifying Project under the PPEA.

In the Detail-Level Screening phase, the VDOT P3 Office will evaluate projects on the basis of two primary review categories: (1) desirability of the project and (2) feasibility of the project. The table below provides some guidance to the public and private sectors as to how to interpret the criteria:

Table 9 – Detail-Level Screening Criteria - Desirability

Detail-Level Screening Criteria – Desirability of the Project	
Public Need	Does the project address the needs outlined in the local, regional and state plans?
Public Benefits	- Are there anticipated benefits to the community, the region and/or the Commonwealth? - Is the project expected to help achieve performance, safety goals? - Are there potential project benefits to the Affected Localities'? - Are there anticipated enhancements to adjacent facilities?
Economic Development	- Will the project enhance the Commonwealth's economic development efforts? - Is the project helpful to attracting or maintaining competitive industries and businesses to the region, consistent with stated objectives?
Market Demand for PPEA Delivery	This measure is only applicable to Solicited Projects; Unsolicited Proposals do not need to address this issue, as Private Entities are demonstrating market demand through the submission of their Proposal.
Stakeholder Support	- Public and Business Community Support – What is the extent of support or opposition for the project? Does the proposed project demonstrate an understanding of the national and regional issues and needs, as well as the impacts this project may have on those needs? - Public Involvement Strategy – What strategies are proposed to involve citizens, local, state and/or federal officials in developing this project? - Federal Requirements – Is the project consistent with federal agency programs or grants?
Legislative Considerations	Are there any legislative considerations that need to be taken into account, such as User Fees or use of public funds?

Table 10 Detail-Level Screening Criteria - Feasibility

Detail-Level Screening Criteria – Feasibility of the Project	
Technical Feasibility	▪ Project Approach – Is the project described in sufficient detail to determine the type and size of the project, the location of the project, the communities that may be affected and alternatives that may need evaluation? ▪ Proposed Project Schedule – Is the proposed schedule for project completion clearly outlined and feasible? ▪ Operation – Does the project set forth plans for operation of the facility, including a schedule defining initiation of operations? ▪ Technology – Is the project's technical approach based on proven technology? ▪ Conforms to Laws, Regulations, and Standards – Is the project consistent with applicable state and federal statutes and regulations or reasonably anticipated modifications of state or federal statutes, regulations or standards? ▪ Design Standards – Does the conceptual design appear to be consistent with the appropriate state and federal standards? ▪ Federal Oversight – Will the project require some level of federal involvement or oversight? ▪ Meets/Exceeds Environmental Standards – Is the proposed project consistent with applicable state and federal environmental statutes and regulations? ▪ Federal, State, and Local Permits and Approvals – Does the project identify the required permits and regulatory approvals and a reasonable plan and schedule for obtaining them? ▪ Utilities – Does the project set forth the method by which utility relocations will be identified and managed? ▪ Maintenance – Does the project include a schedule and plan to maintain this facility?
System Interface and Compatibility	▪ Land Use Impacts – Is the project compatible with local land use and comprehensive plans? ▪ System Interface – Does the project provide continuity with existing and planned state and local facilities?
Financial Feasibility	▪ Are there public funds required and, if so, are the Commonwealth's and/or VDOT / DRPT's financial responsibilities clearly stated? ▪ Is the preliminary financial plan feasible in that the sources of funding and financing can reasonably be expected to be obtained? ▪ What is the level of private financial equity/debt within the preliminary financial plan? ▪ Initial Cost Benefit Analysis and Opportunity Cost Analysis.
Legal/Legislative Feasibility	▪ Is new legislation or modifications to existing legislation needed to complete the project?
Project Risks	▪ Are there any particular risks unique to the project that have not been outlined that could impair project viability?

Detail-Level Screening Criteria – Feasibility of the Project	
	Are there any project risks proposed to be transferred to VDOT / DRPT that are likely to be unacceptable?
Concession Term	- Does the project include a reasonable term of concession for proposed operation and maintenance? - Is the proposed term consistent with market demand, providing a beneficial solution for the Commonwealth and/or VDOT / DRPT? - Is the proposed term optimal for a whole- life approach?
End of Term Arrangement	Does the project include a process for long-term performance management, inventory and hand back provisions?

Appendix G – Guidance for the RFQ Process

This Appendix provides guidance on the processes for issuance of RFQ documents and submitting SOQs.

Issuance of RFQ Documents

The VDOT P3 Office, in consultation with the agency head and other state and federal agencies and officials, as appropriate, is responsible for the development and issuance of the RFQ documents. The VDOT P3 Office will issue a public notice on the VDOT P3 Office website and the state [eVA system](#) to announce the issuance of the RFQ documents. The VDOT P3 Office will also notify General Assembly members as appropriate. The eVA system is a web-based purchasing system used by state agencies to announce bid opportunities, invite Proposers and receive quotes. The public notice may be issued by publication in a newspaper or newspapers of general circulation in the area in which the project is to be performed, so as to provide reasonable notice to the maximum number of Proposers that can be reasonably anticipated to submit responses to the RFQ.

The procurement documents, including any required forms, Addenda and other related information will be made available electronically on the eVA system and the VDOT P3 Office website. The VDOT P3 Office may arrange for a pre-Proposal conference or webinar, as deemed appropriate, to present and clarify information about the project and procurement process and respond to any questions that prospective Proposers may have about the RFQ. A notice for such an event will be made known within the RFQ documents, on the eVA system, and on the VDOT P3 Office website.

At any time during the procurement process, the need to issue one or more Addenda to the procurement documents may arise following interaction with the industry or in the event the underlying conditions of a particular project change or more information becomes available. Private Entities are encouraged to check the eVA system and the VDOT P3 Office website frequently and before submitting their responses.

Submission of SOQs

In response to the issuance of an RFQ, Proposers that are interested in the project will be required to submit an SOQ. SOQs should be prepared in accordance with the timelines and requirements of the RFQ document. For those Unsolicited Proposals that have been accepted by VDOT / DRPT for a competitive procurement, the Proposer that submitted the original Unsolicited Proposal will be required to submit a SOQ with other prospective Proposers to an RFQ if the Proposer submitting the original Unsolicited Proposal remains interested in developing the project.

As a part of the SOQ, Proposers may be required to provide information related to the structure of the respondent team, the qualification and experience of the Offeror, individual team members and key personnel with developing, designing, constructing, financing, operating and/or maintaining projects comparable to the project. The specific nature of experience, key personnel and background sought will depend on the specific project as well as the project delivery structure used. Additionally, the RFQ may require submittal of certain financial information from the Offeror and its affiliates. The intent of financial qualification submittal requirements is to determine whether the Offeror submitting a response has sufficient financial capacity to assume the responsibilities and obligations required to deliver the project on schedule. The VDOT P3 Office, in coordination with VDOT / DRPT may require the submission of financial statements (including audited financial statements), letters of support from providers of payment and performance security and/or disclosure of material changes in the Offeror's financial position during a specified period of time or reporting period identified in the RFQ.

Virginia law governs, and generally requires, disclosure of procurement and contract records after the completion of the procurement or contract. It is the responsibility of a Private Entity to comply with Virginia law, including becoming familiar with and satisfying the requirements for withholding of information from

disclosure that is authorized by applicable law. See Virginia Code § 2.2-3705.6(11). Proposers who have any questions about confidentiality should raise those with the VDOT P3 Office prior to submitting their responses. The VDOT P3 Office does not provide legal advice but will attempt to help ensure understanding of disclosure requirements.

SOQ Evaluation Criteria

The RFQ documents will specify the evaluation criteria and the methodology used to evaluate such criteria so Proposers will know how submissions will be evaluated. The VDOT P3 Office will coordinate with the agency head to select an evaluation team that is consistent with the Project proposed scope of work. Any information discussed during evaluation team meetings shall be kept confidential, including the sequestering meeting and the scoring/ranking meeting. The use of a consensus approach will be utilized to assign scores for each SOQ. Members of the evaluation committee will not score SOQs individually but will work collectively to arrive at a consensus score for each evaluation criterion. The consensus scores will be based on the evaluation criteria and must be substantiated by the written comments contained on evaluation forms.

Appendix H-Guidance for the RFP Process

This Appendix provides guidance on the process for developing RFP documents, the contents of Proposals and evaluation methodology.

Upon making the determination of Short-Listed Proposers, the VDOT / DRPT in coordination with the VDOT P3 Office, may begin the RFP process. The purpose of the RFP process is to create competition among a short-list of the most qualified Proposers to create value for the Commonwealth and/or RPE.

The VDOT / DRPT, in coordination with the VDOT P3 Office, may choose to issue the RFP documents in draft format to Short-Listed Proposers and hold one-on-one meetings in order to solicit feedback on the proposed RFP documents and draft Comprehensive Agreement. Once consideration has been given to feedback from the Short-Listed Proposers and other appropriate parties, the VDOT / DRPT, in coordination with the VDOT P3 Office, will issue final RFP documents to Short-Listed Proposers.

The VDOT / DRPT, in coordination with the VDOT P3 Office, will evaluate Proposals submitted by Short-Listed Proposers in response to the RFP, based on appropriate criteria. The VDOT / DRPT in coordination with the VDOT P3 Office reserves the right to carry out a Best and Final Offer (BAFO) process with some or all of the Proposers submitting responsive Proposals.

Contents of RFP Documents

The RFP documents may include specific requirements for the detailed Proposals, as well as the selection criteria to be met. Depending on the project, the RFP documents may also include, among other things:

- Technical requirements for the design, construction, environmental commitments, operations and maintenance components of the project;
- The scope of the services to be provided;
- The RPE's preferred allocation of project risks and commercial terms via a draft Comprehensive Agreement;
- Clear instructions on the content and format of each Proposal;
- A clear and reasonable timetable for submitting the Proposals; and
- Reasonable evaluation criteria.

Proposal Submission

In response to the issuance of the final RFP documents, Short-Listed Proposers will be invited to submit a detailed Proposal containing at least two basic components, a Technical Proposal and a Financial Proposal, in accordance with the requirements stated in the RFP documents. The RFP may require Proposers to submit information different from or in addition to such information referenced in this PPEA Manual and Guidelines.

Additionally, the extent and type of information requested may vary depending upon the complexity of the P3 project; however, the information and supporting documents provided should be sufficient to allow the VDOT P3 Office and the VDOT / DRPT to determine the most suitable Proposer for delivering the P3 project.

Technical Proposal

The VDOT P3 Office may require the Proposer to provide a Technical Proposal regarding the project's scope of work and technical requirements as the VDOT P3 Office and the VDOT / DRPT deems appropriate. Such required information may include, without limitation, design elements and approach, construction approach, operations approach, maintenance approach, approach for maintenance of traffic during construction, project management approach, schedule, phasing, quality control and assurance approach, environmental requirements, communication and public involvement approach and other information as is appropriate for the project's implementation.

The intent of the Technical Proposal is to provide assurance that the selected Preferred Proposer has a sufficient understanding of the project and/or desired service; an approach that fosters innovation and creativity; an approach that meets technical and contractual requirements; and the ability to deliver the project and/or desired service in accordance with technical and contractual requirements stated in the RFP documents in a timely and efficient manner. If compliance with NEPA is required, the Technical Proposal must be consistent with any existing NEPA approvals or additional NEPA documentation may be required.

Financial Proposal

The content requirements of the Financial Proposal will vary with the type of PPEA delivery structure and the nature of a particular P3 project. If the RFP and project scope requires the Proposer to finance any part of the project, the RFP will require that the Financial Proposal include a financial plan and financial model. Depending upon the nature of the project, the project delivery method and current market conditions, the requirements for the contents and level of detail of the financial plan could be substantially different. The Financial Proposal may require that the Proposer update the financial qualification information provided with the SOQ. The RFP documents will include the financial plan requirements.

The VDOT P3 Office will seek, where possible and financially feasible, Proposals that minimize the use of public funds as well as the creation of state-supported debt. If a Proposal including public or private debt is submitted, then the RFP will require that the Proposal identify the amount of public funds required and a plan for complying with any requirements associated with using public funds.

Proposal Evaluation Criteria

The evaluation methodology for Proposals will depend largely on the nature of the project, the scope of work and details set forth in the RFP documents. However, the VDOT P3 Office in coordination with the VDOT / DRPT reserves the right to utilize other basis for award, including lowest lifecycle cost, highest concession payment, lowest public subsidy and any other basis that is appropriate and deemed by the VDOT P3 Office in coordination with the VDOT / DRPT to be in the best interests of the project and the Commonwealth.

Reasonable and specific criteria and methodology for evaluating Proposals will be included in the RFP documents of the specific PPEA procurement and will vary depending on the scope and complexity of a project and project delivery approach. The RFP evaluation criteria allow the VDOT P3 Office, the VDOT / DRPT, and the Commonwealth to clearly communicate the project objectives and priorities of the VDOT / DRPT to the private sector. Though not an exhaustive list, factors that may be considered include the Proposers' qualifications and experience; project financing and the degree to which the Proposer has conducted due diligence investigation and analysis of the proposed financial plan; technical feasibility; environmental and/or condemnation impacts; state and/or local permits; community benefits and compatibility; the proposed design of the project; and/or the general reputation, industry experience, and financial capacity of the Proposer.

Upon receipt of Proposals, the VDOT P3 Office will commence the evaluation and selection process. The VDOT P3 Office, in coordination with the VDOT / DRPT, may hold interviews, present written questions to Proposers, seek written clarifications and conduct discussions on the Proposals during the evaluation and

selection process. The VDOT P3 Office will coordinate with the agency head and others as appropriate to select an evaluation team that is consistent with the Project proposed scope of work. Any information discussed during evaluation team meetings shall be kept confidential throughout the procurement, including the sequestering meeting and the scoring/ranking meeting. The use of a consensus approach will be utilized to assign scores for each Proposal. Members of the evaluation committee will not score Proposals individually but will work collectively to arrive at a consensus score for each evaluation criterion. The consensus scores will be based on the evaluation criteria and must be substantiated by the written comments contained on evaluation forms.

After evaluation of the Proposals, the VDOT P3 Office, in consultation with the VDOT / DPRT, reserves the right to request that Proposers submit Proposal revisions (also known as a Best and Final Offer (BAFO)). Typically, only those Proposers that are responsive and/or which fall within a competitive range will be permitted to submit BAFOs. The request for Proposal revisions or BAFOs is intended to provide Proposers an opportunity to revise their Proposals (both the Technical Proposal and Financial Proposal) in light of the BAFO request issued by the VDOT P3 Office. Upon receipt of the Proposal revisions or BAFOs, the Proposal evaluation process will be repeated by the VDOT P3 Office. It is important to note that BAFOs are not mandatory and may not be useful or appropriate for a given project. If BAFO is to be used, it will be specifically stated in the RFP.

Appendix I- Legal Framework – PPEA of 2002

Document Filing with Auditor of Public Accounts

The Auditor of Public Accounts shall periodically review IAs and CAs entered into pursuant to the PPEA to ensure compliance with the provisions of the PPEA (§56-575.18). VDOT P3 Office will electronically file copies of the Agreements and supporting documents on the database maintained by Auditor of Public Accounts.

Conflicts of Interest and Other Considerations

Actual, potential or perceived conflicts of interest may be encountered during a P3 project delivery. To ensure transparency, accountability, and objectivity, any Proposal submitted to VDOT / DPRT pursuant to the PPEA will follow applicable state and federal laws, regulations and guidelines regarding conflicts of interest. Such requirements will extend to external advisors, consultants, and staff. Examples of such federal laws, regulations and guidelines are 23 CFR §636.116, 23 CFR §771, 48 CFR §9.5, the Committee on Foreign Investment in the United States (CFIUS) processes, and the Ethics in Public Contracting provisions of the Virginia Public Procurement Act (§2.2-4367 *et seq.* of the Code of Virginia).

VDOT P3 Office and the VDOT / DPRT, in consultation with the OAG and/or the Virginia Conflict of Interest and Ethics Advisory Council, will determine on a case-by-case basis whether conflicts of interest exist and what actions may be appropriate to avoid or mitigate any actual, potential or perceived conflict.

Pledge of Confidentiality

Each member of the VDOT P3 Office and the VDOT / DPRT that is associated with developing, reviewing or selecting submitted project Proposals has access to proprietary and confidential information. Any misuse by VDOT P3 Office employees or representatives of these agencies of such information or other materials, information and data provided to the agencies by a Proposer is strictly prohibited.

The VDOT P3 Office will institute safeguards concerning Proposal security for each P3 project, including where materials will be stored along with who has access to them and under what circumstances. Consultants assisting in the evaluation of the Proposals will be required to execute Confidentiality/Non-Disclosure and Conflict of Interest Agreements that provide for the confidential treatment of evaluation and procurement materials and also require the disclosure of potential or actual conflicts of interest with Proposers. These agreements may be executed at the commencement of procurement as well as during the Proposal evaluation period.

Gifts

Contribution and gift provisions are in place (see Virginia Code § 56-575.17:1) for a Private Entity involved in an IA or CA where the stated or expected value of the contract is \$5 million or more. No Private Entity that has submitted a bid or Proposal to a Public Entity that is an executive branch agency directly responsible to the Governor and is seeking to develop and/ or operate a Qualifying Project, and no individual who is an officer or director of such a Private Entity, shall knowingly provide a contribution, gift, or other item with a value greater than \$50 or make an express or implied promise to make such a contribution or gift to the Governor, Governor's political action committee, or the Governor's Secretaries, if the Secretary is responsible to the Governor for an executive branch agency with jurisdiction over the matters at issue, following the submission of a PPEA Proposal until the execution of a CA. Any person who knowingly

violates this provision shall be subject to a civil penalty of \$500 or up to two times the amount of the contribution or gift, whichever is greater.

Appendix J - Confidentiality and Security of Information

Virginia Freedom of Information Act (VFOIA)

All Proposals submitted by Private Entities to VDOT P3 Office or VDOT / DRPT pursuant to the PPEA become the property of the Commonwealth and are subject to disclosure pursuant to the Virginia Freedom of Information Act (§2.2-3700 *et seq.* of the Code of Virginia) (VFOIA). Private Entities should pay particular attention to § 2.2-3705.6(11) and § 56-575.4(G) of the Code of Virginia which concern VFOIA and the PPEA process. It is the responsibility of Private Entities submitting Unsolicited Proposals or Proposers responding to solicitation requests to familiarize themselves with applicable law to ensure they take the necessary steps to identify information as confidential or proprietary and satisfy the requirements for withholding of information from disclosure that is authorized by applicable law.

In addition to complying with all statutory requirements of VFOIA to invoke an exemption from that statute's mandatory disclosure provisions, VDOT requests that when a Private Entity submits any materials that such Private Entity believes is confidential and/or proprietary information, such Private Entity must make a written request to the VDOT P3 Office:

1. Invoking the claimed VFOIA exclusion upon submission of the data or other materials for which protection from disclosure is sought;
2. Identifying with specificity the data or other materials for which protection is sought; and;
3. Stating the reasons why protection is necessary;
4. Providing a redacted version of the submission.

Failure to take such precautions prior to the submission of a Proposal or other such documentation may subject all information to disclosure under the VFOIA.

The table below contains examples of materials that might qualify for exemptions from disclosure under VFOIA. This list is provided as a guide and is not intended to be exhaustive or constitute legal advice..

Material	Citation
PPEA procurement records	Va. Code § 33.2-1820(D)
Trade secrets of Private Entity	Va. Code § 2.2-3705.6(11)(b); Va. Code § 33.2-1820(D); Va. Code § 59.1-336
Financial records of the Private Entity that are not generally available to the public	Va. Code § 2.2-3705.6(11)(b); Va. Code § 33.2-1820(D)
Cost estimates relating to proposed procurement transaction	Va. Code § 33.2-1820(E)
Materials prepared by the VDOT P3 Office (or its staff/consultants) for evaluation and negotiation of PPEA proposals	Va. Code § 2.2-3705.6(11)(a)
Information provided to the VDOT P3 Office by a private entity if disclosure would adversely affect private entity's or P3 Office's bargaining position or financial interest	Va. Code § 2.2-3705.6(11)(b)

Material	Citation
Proprietary, commercial, or financial information provided by a private transportation business to the VDOT P3 Office for the purpose of conducting transportation studies needed to obtain grants or other financial assistance under the Transportation Equity Act for the 21 st Century	Va. Code § 2.2-3705.6(9)
Legal advice/attorney-client privileged materials	Va. Code § 2.2-3705.1(2)
Legal work product for use in litigation	Va. Code § 2.2-3705.1(3)
Appraisals or cost estimates of real property subject to proposed purchase, sale, or lease	Va. Code § 2.2-3705.1(8)
Account numbers/routing information	Va. Code § 2.2-3705.1(13)
Governor's working papers/correspondence	Va. Code § 2.2-3705.7(2)
Trade secrets and financial information supplied in response to audit from the VDOT P3 Office	Va. Code § 2.2-3705.6(31)

The Responsible Public Entity will determine the scope of protection from disclosure available under the Virginia Code § 2.2-3705.6(11). Private Entities who have any questions about confidentiality should raise those with the VDOT P3 Office prior to submitting information. The VDT P3 Office does not provide legal advice but will attempt to help ensure understanding of disclosure requirements.

Federal Freedom of Information Act

As discussed above, VDOT / DRPT, as public bodies of the Commonwealth of Virginia, are subject to VFOIA. It is also possible that documents they share with federal agencies could be subject to the federal Freedom of Information Act, 5 U.S.C. § 551 *et seq.* ("FOIA"). For example, to the extent that the VDOT P3 Office transmits information to the United States Department of Transportation's Federal Highway Administration ("FHWA"), such entity is an "agency" under FOIA, and the transmitted information could be subject to a records request made on the FHWA.

Like VFOIA, FOIA contains a general requirement to make information available upon public request; and like VFOIA there are limited exemptions to this requirement. To the extent that VDOT / DRPT provides materials related to PPEA projects to FHWA, the exemption most relevant to protecting such materials from public disclosure would be FOIA's exemption for trade secrets or confidential financial information. To qualify as "confidential" for this exemption, it is highly recommended that VDOT / DRPT request and receive documented assurances of confidentiality prior to transmitting PPEA materials containing confidential commercial or financial information to federal agencies.

Appendix K - PPEA Manual and Guidelines Statutory Cross-Reference

Cross reference PPEA requirements for guidelines (Va. Code § 56-575.3:1(B)) to PPEA Manual and Guidelines

Va. Code 56-575.3:1(B)	PPEA Guideline Requirement	PPEA Manual & Guidelines Section
1	Opportunities for competition through public notice and availability of representatives of the responsible public entity to meet with private entities considering a proposal	Sec. 2.4; 2.6; 3.4; 4.2; Appendix G (RFQ) & Appendix H (RFP)
2	Reasonable criteria for choosing among competing proposals	Sec. 2.6
3	Suggested timelines for selecting proposals and negotiating an interim or comprehensive agreement	Multiple references to target dates and timelines throughout Manual
4	Authorization for accelerated selection and review and documentation timelines for proposals involving a qualifying project that the responsible public entity deems a priority	Sec 2.1
5	Financial review and analysis procedures that shall include, at a minimum, a cost-benefit analysis, an assessment of opportunity cost, and consideration of the results of all studies and analyses related to the proposed qualifying project. These procedures shall also include requirements for the disclosure of such analysis to the appropriating body for review prior to execution of an interim or comprehensive agreement	Sec. 3.2; 3.4; 4.6; 4.9; Sec 2.2.2 - Table 2; Sec 4.13 - Table 8
6	Consideration of the non-financial benefits of a proposed qualifying project	Sec. 2.2 – Tables 1 & 2
7	A mechanism for the appropriating body to review a proposed interim or comprehensive agreement prior to execution, which shall be in compliance with applicable law and the provisions of subsection I of § 56-575.4 pertaining to the approval of qualifying projects	Sec. 4.10
8	Establishment of criteria for (i) the creation of and the responsibilities of a public-private partnership oversight committee with members representing the responsible public entity and the appropriating body or (ii) compliance with the requirements of Chapter 42 (§ 30-278 et seq.) of Title 30. Such criteria shall include the scope, costs, and duration of the qualifying project, as well as whether the project involves or impacts multiple public entities. The oversight committee, if formed, shall be an advisory committee to	Sec 1.3 & 4.3

Va. Code 56-575.3:1(B)	PPEA Guideline Requirement	PPEA Manual & Guidelines Section
	review the terms of any proposed interim or comprehensive agreement	
9	Analysis of the adequacy of the information released when seeking competing proposals and providing for the enhancement of that information, if deemed necessary, to encourage competition pursuant to subsection G of Â§ 56-575.4	Sec. 4.2.3 & 4.2.4
10	Establishment of criteria, key decision points, and approvals required to ensure that the responsible public entity considers the extent of competition before selecting proposals and negotiating an interim or comprehensive agreement	Executive Summary - Figure 1 - PPEA Framework; Sec. 2.2.2 – Table 2 (Policy Review) & Appendix F – Table 9 (Detail Screening)
11	The posting and publishing of public notice of a private entity's request for approval of a qualifying project, including (i) specific information and documentation to be released regarding the nature, timing, and scope of the qualifying project pursuant to subsection A of § 56-575.4;(ii) a reasonable time period as determined by the responsible public entity to encourage competition and public-private partnerships in accordance with the goals of this chapter, such reasonable period not to be less than 45 days, during which time the responsible public entity shall receive competing proposals pursuant to subsection A of § 56-575.4;and (iii) a requirement for advertising the public notice in the Virginia Business Opportunities publication and posting a notice on the Commonwealth's electronic procurement website shall be included	Sec. 2.6



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 20

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 13, 2026

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Action to Approve the Locations Selected for Study in the Project Pipeline Program

WHEREAS, § 2.2-229 of the Code of Virginia establishes the Office of Intermodal Planning and Investment (OIP) within the Office of the Secretary of Transportation, and charges OIP to assist the Commonwealth Transportation Board (Board) in the development of a comprehensive, multimodal transportation policy, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353; and

WHEREAS, § 2.2-229 also establishes OIP's responsibility to undertake, identify, coordinate, and oversee studies of potential highway, transit, rail, and other improvements or strategies, to help address needs identified in the Statewide Transportation Plan pursuant to § 33.2-353; and

WHEREAS, a policy framework for the VTrans Multimodal Project Development Pipeline (hereafter referred to as the Project Pipeline) was presented to the Board on May 20, 2020 (VTrans Multimodal Project Development Pipeline) and February 17, 2021 (VTrans Multimodal Project Pipeline), and relies on the prioritized VTrans Mid-term Needs to optimize the return on investments and ensure transparency, accountability, and efficient delivery of transportation programs, while also promoting performance-based planning and programming per the VTrans Guiding Principles; and

WHEREAS, the Board, pursuant to its action on March 17, 2021, requires that VDOT and DRPT funds for corridor or facility planning and advance activities, relating to concepts addressing a capacity need of the surface transportation network shall be limited to the Statewide and Construction District Priority 1 Locations established per the Policy to Identify and Prioritize

Verrans Mid-term Needs; and

WHEREAS, each Board member, pursuant to the same action, may also select one VTrans Mid-term Need for the purposes of study that addresses corridor or facility planning and advanced activities; and

WHEREAS, the Board, pursuant to its action on December 8, 2021, expanded eligibility of planning and advance activities for the Project Pipeline Program to include Statewide and Construction District Priority 2 Locations; and

WHEREAS, OIPI briefed the Board on September 15, 2026 on the Project Pipeline study locations, and in coordination with VDOT and DRPT staff, met with Board members to discuss the identified locations and made adjustments based on feedback.

NOW THEREFORE BE IT RESOLVED, the Board hereby approves the proposed list of Project Pipeline Study Locations in Attachment A.

BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Attachment A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 and the transfers of allocations necessary to fully fund them are approved.

BE IT FURTHER RESOLVED, OIPI shall utilize the State funding set-aside by the Board to support the Project Pipeline Program to conduct studies at these locations and to support expenses related to the OIPI's oversight and management of the Project Pipeline program.

BE IT FURTHER RESOLVED, that OIPI, in coordination with VDOT and DRPT staff, will update Board members at key milestones as studies progress.

Attachment A
Project Pipeline Study Locations

UPC	District	Jurisdiction	Route	Project Description
T-32199	Bristol	Tazewell County	0460	#Pipeline27- US 460 from Thru Drive to Claypool Hill Mall Drive
T-32206	Bristol	Town of Wytheville	0011	#Pipeline27- US 11 from N 11th St& E Monroe St to Cassell Rd/ Withers Rd
T-32209	Bristol	Town of Abingdon	0011	#Pipeline27- US 11 from Hillman Highway to Empire Drive
T-32210	Bristol	City of Bristol	0421	#Pipeline27- US 421 (W State Street) at Euclid Avenue and Gate City Highway
T-32200	Culpeper	Culpeper County	0029	#Pipeline27- US 29 From Alanthus Rd to Kellys Ford Rd
T-32203	Culpeper	Fauquier County	0029	#Pipeline27- US 29 & Covington's Corner
T-32205	Culpeper	Greene County and Albemarle County	0029	#Pipeline27- US 29 From Matthew Mill Rd to Frays Mill Rd
T-32207	Culpeper	Louisa County	0033	#Pipeline27- US 33 & Shannon Hill Rd
T-32208	Culpeper	Albemarle County	0029	#Pipeline27- US 29 at Airport Road
T-32197	Fredericksburg	Stafford County	0610	#Pipeline27- Garrisonville Rd From Staffordboro Blvd/ Mine Rd to US 1/95 ramps
T-32198	Fredericksburg	Stafford County	0001	#Pipeline27- US 1 From Truslow Rd to Warrenton Rd / Butler Rd
T-32201	Fredericksburg	Caroline County	0207	#Pipeline27- Route 207 From US 1 to Enterprise Parkway
T-32202	Fredericksburg	Gloucester County	0017	#Pipeline27- Route 17 (Gloucester) From Crewe Road to Coleman Bridge
T-32204	Fredericksburg	Spotsylvania County, City of Fredericksburg	0003	#Pipeline27- Route 3 From Salem Church Rd to Lafayette Blvd
T-32195	Hampton Roads	Isle of Wight County and Town of Smithfield	0258	#Pipeline27- US 258/Rte 10 From Rte 10 to Benns Grant Blvd
T-32194	Hampton Roads	Isle of Wight County	0017	#Pipeline27- US 17 (Brewers Neck Blvd) & US 258 (Carrollton Blvd)

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T-32211	Hampton Roads	Franklin County	0058	#Pipeline27- Armory Drive from US 58 (Southampton Parkway) to College Drive
T-32212	Hampton Roads	City of Virginia Beach	0264	#Pipeline27- Rosemont Rd from Chesteto to Street VA Beach Blvd & Virginia Beach Blvd from Birchwood Shopping Center to N Plaza Trl/Little Neck Road
T-32196	Hampton Roads	City of Emporia	0301	#Pipeline27- Market Dr/Atlantic St from Cloverleaf Dr to US 301 (Main St)
T-32218	Lynchburg	City of Danville	0029	#Pipeline27- BUS US-29N (Central Blvd) From Coleman Market Pl to Beavers Mill Rd BUS US 29 N From Nor- Dan Dr to Davis Dr
T-32219	Lynchburg	Nelson County	0029	#Pipeline27- US 29 & VA-6 (River Road)
T-32220	Lynchburg	Campbell County	0024	#Pipeline27- Leesville Rd & VA-24 (Colonial Hwy)
T-32222	Lynchburg	Pittsylvania County	0750	#Pipeline27- Mount Cross Road From Laniers Mill Rd to Mill Creek Rd plus intersection of Mt. Olivet Lane and Mill Creek Road
T-32223	Lynchburg	Pittsylvania County	9999	#Pipeline27- Kentuck Road From Dodson Ln to Ringgold Church Rd; Ringgold Church Rd From Fire Department to Dan River HS Entrance #1
T-32240	Northern Virginia	Loudoun County	0643	#Pipeline27- Sycolin Road From Crosstrail Boulevard to Belmont Ridge Road
T-32241	Northern Virginia	City of Manassas	0028	#Pipeline27- VA 28 From Cockrell Rd to Commerce Ct
T-32242	Northern Virginia	Prince William County	0640	#Pipeline27- Minniecille Rd. From Caton Hill Rd. To Cardinal Drive
T-32243	Northern Virginia	Fairfax County	0286	#Pipeline27- Rte 286 & West Ox Rd
T-32237	Richmond	Prince George County	0460	#Pipeline27- Route 460 from Bull Hill Rd to Hines Rd
T-32236	Richmond	City of Colonial Heights	0144	#Pipeline27- Route 144 Between Conduit Road & Puddledock Road

Resolution of the Board
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T-32238	Richmond	Chesterfield County	0001	#Pipeline27- Route 1 from Rio Vista Street to Brightpoint Drive
T-32234	Salem	Botetourt County	0460	#Pipeline27- US 460 at Laymantown Rd
T-32232	Salem	Town of Vinton, Roanoke County	0024	#Pipeline27- SR 24 (E Washington Ave) from Dogwood Blvd to WBHS Entrance
T-32231	Salem	City of Roanoke	0460	#Pipeline27- Melrose Ave from Lafayette Blvd to Roanoke/Salem City Limit at Barnett Rd NW
T-32230	Salem	City of Roanoke, Town of Vinton	8050	#Pipeline27- Gus Nicks from US 460 to Pollard St
T-32233	Salem	Pulaski County	0100	#Pipeline27- Cleburne Blvd from New Bern Rd to Alexander Rd
T-32214	Staunton	Frederick County, City of Winchester	0007	#Pipeline27- I-81 Exit 315 & Route 7
T-32215	Staunton	Frederick County, City of Winchester	0037	#Pipeline27- Route 37 & Route 50
T-32216	Staunton	City of Staunton	0250	#Pipeline27- US-250 from Statler Boulevard to Sangers Lane

#####

Commonwealth Transportation Board (CTB) Decision Brief
Action to Approve the Locations Selected for Study in the Project Pipeline Program

Issue: To secure Board approval of studies to be conducted under the Project Pipeline study program. The Board initiated the Project Pipeline study program in May 2020. OIPI has led three rounds of Pipeline studies thus far and is ready to begin the fourth round. OIPI has met with each Board member individually to discuss candidate study locations that were identified in collaboration between OIPI, VDOT and DRPT staff. Board members were afforded opportunity to propose changes and modifications to the list of proposed study locations.

Facts: The Code of Virginia § 2.2-229 establishes the Office of Intermodal Planning and Investment (OIPI) within the Office of the Secretary of Transportation, and establishes the following responsibilities:

- Develop multimodal transportation policy
- Undertake, identify, coordinate, and oversee studies of potential highway, transit, rail, and other improvements or strategies
- Provide technical assistance to local governments and regional entities
- Oversee and coordinate with the Department of Transportation and the Department of Rail and Public Transportation the development of, for the Commonwealth Transportation Board's approval, the annual budget and the six-year financial plan for the Commonwealth Transportation Fund

The Code of Virginia § 33.2-353, directs OIPI to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan setting forth assessment of capacity needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and improvements to promote Urban Development Areas established pursuant to § 15.2-2223.1 (UDAs).

Action taken by the Board on March 17, 2021, requires that VDOT and DRPT funds for corridor or facility planning and advance activities relating to concepts addressing a capacity need of the surface transportation network shall be limited to the Statewide and Construction District Priority 1 Locations established per the Policy to Identify and Priority VTrans Mid-term Needs. On December 8, 2021, the Board expanded eligibility of planning and advance activities for the Project Pipeline Program to include Statewide and Construction District Priority 2 Locations. In the initial round of Project Pipeline, the Secretary of Transportation included a provision allowing each Board member to propose up to one study that does not address a Statewide and/or Construction District Priority 1 or 2 Location but that still has a VTrans Mid-term Need. This provision has been carried forward each successive round.

Recommendations: OIPI recommends the approval of the proposed Project Pipeline study locations outlined in Appendix A.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the proposed Project Pipeline study locations outlined in Appendix A.

Result, if Approved: If approved, the studies in Appendix A will be added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2027 through 2032 and the transfers of allocations necessary to fully fund the studies will be approved.

Options: Approve, Deny, or Defer.

Public Comments/ Reaction:

Attachment A

Project Pipeline Study Locations

UPC	District	Jurisdiction	Route	Project Description
T-32199	Bristol	Tazewell County	0460	#Pipeline27- US 460 from Thru Drive to Claypool Hill Mall Drive
T-32206	Bristol	Town of Wytheville	0011	#Pipeline27- US 11 from N 11th St& E Monroe St to Cassell Rd/ Withers Rd
T-32209	Bristol	Town of Abingdon	0011	#Pipeline27- US 11 from Hillman Highway to Empire Drive
T-32210	Bristol	City of Bristol	0421	#Pipeline27- US 421 (W State Street) at Euclid Avenue and Gate City Highway
T-32200	Culpeper	Culpeper County	0029	#Pipeline27- US 29 From Alanthus Rd to Kellys Ford Rd
T-32203	Culpeper	Fauquier County	0029	#Pipeline27- US 29 & Covington's Corner
T-32205	Culpeper	Greene County and Albemarle County	0029	#Pipeline27- US 29 From Matthew Mill Rd to Frays Mill Rd
T-32207	Culpeper	Louisa County	0033	#Pipeline27- US 33 & Shannon Hill Rd
T-32208	Culpeper	Albemarle County	0029	#Pipeline27- US 29 at Airport Road
T-32197	Fredericksburg	Stafford County	0610	#Pipeline27- Garrisonville Rd From Staffordboro Blvd/ Mine Rd to US 1/95 ramps
T-32198	Fredericksburg	Stafford County	0001	#Pipeline27- US 1 From Truslow Rd to Warrenton Rd / Butler Rd
T-32201	Fredericksburg	Caroline County	0207	#Pipeline27- Route 207 From US 1 to Enterprise Parkway
T-32202	Fredericksburg	Gloucester County	0017	#Pipeline27- Route 17 (Gloucester) From Crewe Road to Coleman Bridge
T-32204	Fredericksburg	Spotsylvania County, City of Fredericksburg	0003	#Pipeline27- Route 3 From Salem Church Rd to Lafayette Blvd
T-32195	Hampton Roads	Isle of Wight County and Town of Smithfield	0258	#Pipeline27- US 258/Rte 10 From Rte 10 to Benns Grant Blvd
T-32194	Hampton Roads	Isle of Wight County	0017	#Pipeline27- US 17 (Brewers Neck Blvd) & US 258 (Carrollton Blvd)

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T-32223	Lynchburg	Pittsylvania County	9999	#Pipeline27- Kentuck Road From Dodson Ln to Ringgold Church Rd; Ringgold Church Rd From Fire Department to Dan River HS Entrance #1
T-32240	Northern Virginia	Loudoun County	0643	#Pipeline27- Sycolin Road From Crosstrail Boulevard to Belmont Ridge Road
T-32241	Northern Virginia	City of Manassas	0028	#Pipeline27- VA 28 From Cockrell Rd to Commerce Ct
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T-32233	Salem	Pulaski County	0100	#Pipeline27- Cleburne Blvd from New Bern Rd to Alexander Rd
T-32214	Staunton	Frederick County, City of Winchester	0007	#Pipeline27- I-81 Exit 315 & Route 7
T-32215	Staunton	Frederick County, City of Winchester	0037	#Pipeline27- Route 37 & Route 50
T-32216	Staunton	City of Staunton	0250	#Pipeline27- US-250 from Statler Boulevard to Sangers Lane



BIDS FOR OCTOBER CTB ACTION MEETING

| Kerry A. Bates, P.E.

October 13, 2026

Order No. A23 – RICHMOND – UPC 119597

SCOPE:	SMART SCALE - SAFETY IMPROVEMENTS
LOCATION:	CHESTERFIELD COUNTY
BIDS:	1
LOW BID:	\$5,992,427.00 (exceeds)
CONTRACTOR:	CURTIS CONTRACTING, INC. (WEST POINT, VA)

Order No. B08 – RICHMOND – UPC 123290

SCOPE:	ROUNDBOUT
LOCATION:	GOOCHLAND COUNTY
BIDS:	5
LOW BID:	\$5,070,390.44 (within)
CONTRACTOR:	CATON CONSTRUCTION GROUP, INC. (CHARLOTTESVILLE, VA)



October 13, 2026 CTB Meeting

A23

0076-964-927, C501

Chesterfield County

This Richmond District project will provide an additional lane on Southbound Powhite Parkway (Route 76) at the Chippenham Parkway (Route 150) interchange. The project will also install advisory signing and shoulder rumble strips along Southbound Route 76.

This project is funded by Smart Scale. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way. No utilities are impacted as a result of this project.

Fixed Completion Date: July 7, 2028

B08

0617-037-804, C501

Goochland County

This Richmond District project will improve safety and operations at the intersection of Oilville Road (Route 617) and the Westbound Interstate 64 off-ramp. The project will provide a single lane roundabout at the existing unsignalized intersection. The project proposes improvements to the existing off-ramp to reduce back-ups that are impacting operations of mainline Westbound Interstate 64. The project includes full depth widening, splitter island median construction, drainage and stormwater management improvements, landscaping of the central island, and guardrail improvements. It provides additional bench width along two of the four quadrants to accommodate a potential future pedestrian sidewalk at the roundabout.

The project is fully funded through a combination of CVTA funds, state and local revenue sharing, and federal earmark funds. All work will be performed within existing right of way. All private utilities impacted by the project have been relocated.

Fixed Completion Date: June 2, 2028

CTB BALLOT

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
A23	119597	FROM: 0.20 MI. S. OF RTE. 76 ON RAMP	CURTIS CONTRACTING, INC.	1	\$5,992,427.00	\$4,500,661.64	Exceeds
	0076-964-927, C501	TO: 0.52 MI. N. OF RTE. 76 ON RAMP	WEST POINT				
	STP-5A27(864)	CHESTERFIELD	VA				
	Construction Funds	RICHMOND DISTRICT					
		SMART SCALE - SAFETY IMPROVEMENTS					

1 Recommended for AWARD \$5,992,427.00

Bid Amount: Greater Than 5 Million
Letting Date: 9/23/2026

CTB BALLOT

Report created on : 9/25/26

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
B08	123290	FROM: 0.51 MI N. OF BROAD ST.	CATON CONSTRUCTION GROUP, INC.	5	\$5,070,390.44	\$4,762,165.21	Within
	0617-037-804, C501	TO: 0.30 MI. S. OF PONY FARM RD.	CHARLOTTESVILLE				
	HIP-037-4(022)	GOOCHLAND	VA				
	Construction Funds	RICHMOND DISTRICT					
		ROUNDAABOUT					

1 Recommended for AWARD \$5,070,390.44