



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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

April 15, 2025

12:30 p.m. or upon adjournment of the April 15, 2025, Workshop Meeting

Public Comments:

Approval of Minutes:

March 18, 2025

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
State Maintenance Engineer

1. Action on Commemorative naming, at the request of Wise County, of both the northbound and southbound bridges on U.S. Route 23 and Alternate U.S. Route 58, Orby Cantrell Highway, Wise County, over Route 613, East Stone Gap Road, the South Fork of the Powell River and the CSX Railroad tracks, as the "Bruce K. Robinette Memorial Bridge" located within the Bristol District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

2. Action on Revised FY25-30 Six-Year Improvement Program Transfers For February 14, 2025, through March 19, 2025.
3. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2025-2030.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

4. Action on Limited Access Control Changes for the Construction of a New Park and Ride Lot at the I-64/US 250 Interchange (Exit 107) Project P250-002-010, P101, R201, C50; UPC 118872; Albemarle County, Located in the Culpeper District.

RIGHT OF WAY DIVISION:

Presenting: Lori Snider
Division Administrator

5. Action on Locality Land Conveyance, N. Quincy Street, County of Arlington, Located within the Northern Virginia District.
6. Action on Locality Land Conveyances, Various Streets, City of Hampton, Located within the Hampton Roads District.

VIRGINIA DEPARTMENT OF TRANSPORTATION:

Presenting: Laura Farmer
Chief Financial Officer

7. Action on Revised Fiscal Year 2025 Annual Budget.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Jitender Ramchandani
Statewide Transportation Planning Mgr.

8. Action on VTrans Vision, Goals, Objectives, and Guiding Principles and VTrans Performance Measures.
9. Action on Adoption to update the VTrans Mid-Term Needs Policy and Prioritization.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: "Bruce K. Robinette Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Wise County Board of Supervisors has requested, by resolution dated March 13, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service to his community of Bruce K. Robinette, name both the northbound and southbound bridges on U.S. Route 23 and Alternate U.S. Route 58, Orby Cantrell Highway, Wise County, over Route 613, East Stone Gap Road, the South Fork of the Powell River and the CSX Railroad tracks, as the "Bruce K. Robinette Memorial Bridge"; and

WHEREAS, Wise County, by resolution dated March 13, 2025, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that VDOT shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

Resolution of the Board
Bridge Naming: "Bruce K. Robinette Memorial Bridge"
April 15, 2025
Page 2 of 2

NOW THEREFORE BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names both the northbound and southbound bridges on U.S. Route 23 and Alternate U.S. Route 58, Orby Cantrell Highway, Wise County, over Route 613, East Stone Gap Road, the South Fork of the Powell River and the CSX Railroad tracks, as the "Bruce K. Robinette Memorial Bridge".

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Wise County for these costs as required by law.

####

CTB Decision Brief

Bridge Naming: "Bruce K. Robinette Memorial Bridge"

Issue: Commemorative naming, at the request of Wise County, of both the northbound and southbound bridges on U.S. Route 23 and Alternate U.S. Route 58, Orby Cantrell Highway, Wise County, over Route 613, East Stone Gap Road, the South Fork of the Powell River and the CSX Railroad tracks, as the "Bruce K. Robinette Memorial Bridge".

Facts: The Wise County Board of Supervisors enacted a resolution on March 13, 2025, to honor the life and service to his community of Bruce K. Robinette.

According to that resolution, Mr. Robinette was born on February 21, 1938, and raised on a dairy farm in the Back Valley section of western Wise County. He was a proud graduate of the former East Stone Gap High School and spent most of his professional career working to improve the lives of citizens in far southwest Virginia.

Mr. Robinette's career consisted of 42 years in public service in Virginia, with seven years in public secondary education with the remainder in regional community and economic development as Director of the LENOWISCO Planning District Commission.

Mr. Bruce K. Robinette was a man of the people and contributed in all the ways that he could, up to just a few weeks before his death on July 29, 2024. His legacy carries on from working tirelessly to strengthen the infrastructure of the region, especially roads, public water, sewer and internet access.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board's consideration.

Result if Approved: The northbound and southbound bridges on U.S. Route 23 and Alternate U.S. Route 58, Orby Cantrell Highway, Wise County, over Route 613, East Stone Gap Road, the South Fork of the Powell River and the CSX Railroad tracks, will be known as the "Bruce K. Robinette Memorial Bridge". In accordance with law, and by resolution dated March 13, 2025, Wise County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT has not received any public comments on this proposal.

Wise County Board of Supervisors



Office of the County Administrator

TELEPHONE (276) 328-2321
FAX (276) 328-9780

Michael W. Hatfield, P.E.

P.O. BOX 570
WISE, VA 24293

WISE COUNTY COURTHOUSE

RESOLUTION

Bridge Naming on Both Northbound US23/ALT58 Orby Cantrell Highway and Southbound US23/ALT58 Orby Cantrell Highway, over East Stone Gap Road, South Fork Powell River and CSX Railroad in Wise County as the "Bruce K. Robinette Memorial Bridges".

WHEREAS, Mr. Bruce K. Robinette was born on February 21, 1938, raised on a dairy farm in the Back Valley section of western Wise County, was a proud graduate of the former East Stone Gap High School and spent most of his professional career working to improve the lives of citizens in far southwest Virginia; and

WHEREAS, Mr. Robinette's career consisted of 42 years in public service in Virginia, with seven years in public secondary education with the remainder in regional community and economic development as Director of the LENOWISCO Planning District Commission; and

WHEREAS, Mr. Robinette's legacy carries on from working tirelessly to strengthen the infrastructure of the region, especially roads, public water, sewer and internet access; and

WHEREAS, Mr. Robinette was a man of the people and contributed in all the ways that he could, up to just a few weeks before his death on July 29, 2024; and

WHEREAS, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE BE IT RESOLVED by the Board of Supervisors of Wise County, Virginia, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name both the northbound bridge and southbound bridge on US23/ALT58 Orby Cantrell Highway, over East Stone Gap Road, South Fork Powell River and CSX Railroad in Wise County as the "Bruce K. Robinette Memorial Bridges".

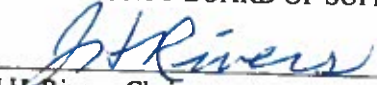
BE IT FURTHER RESOLVED, that Wise County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Adopted this 13th day of March 2025.

ATTEST:


Michael W. Hatfield, Clerk

WISE COUNTY BOARD OF SUPERVISORS:


J.H. Rivers, Chairman

Proposed Bridge Naming

Bruce K. Robinette Memorial Bridge

GPS: 36.520873, -82.445336 (Northbound Bridge)

GPS: 36.520918, -82.445408 (Southbound Bridge)

Route 23/Alt 58 - Orby Cantrell Highway

Structure No: 1120 - Northbound Bridge

Structure No: 1121 - Southbound Bridge

Over: South Fork of Powell River,
Route 613 - Eaststone Gap Road,
CSX Railroad

Legend



Proposed Bridge Naming -

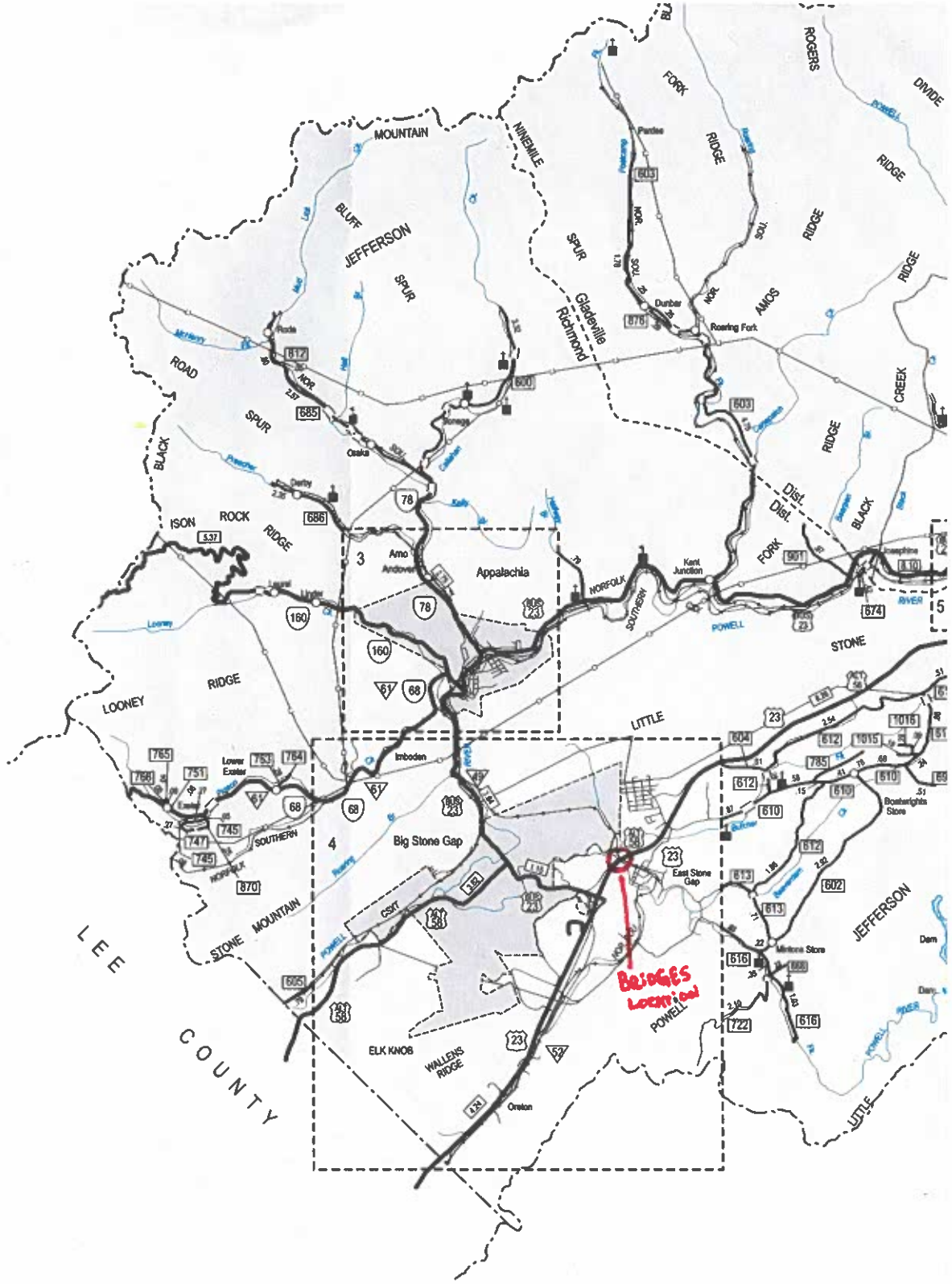
Proposed Bridge Naming - Southbound

Proposed Bridge Naming - Northbound

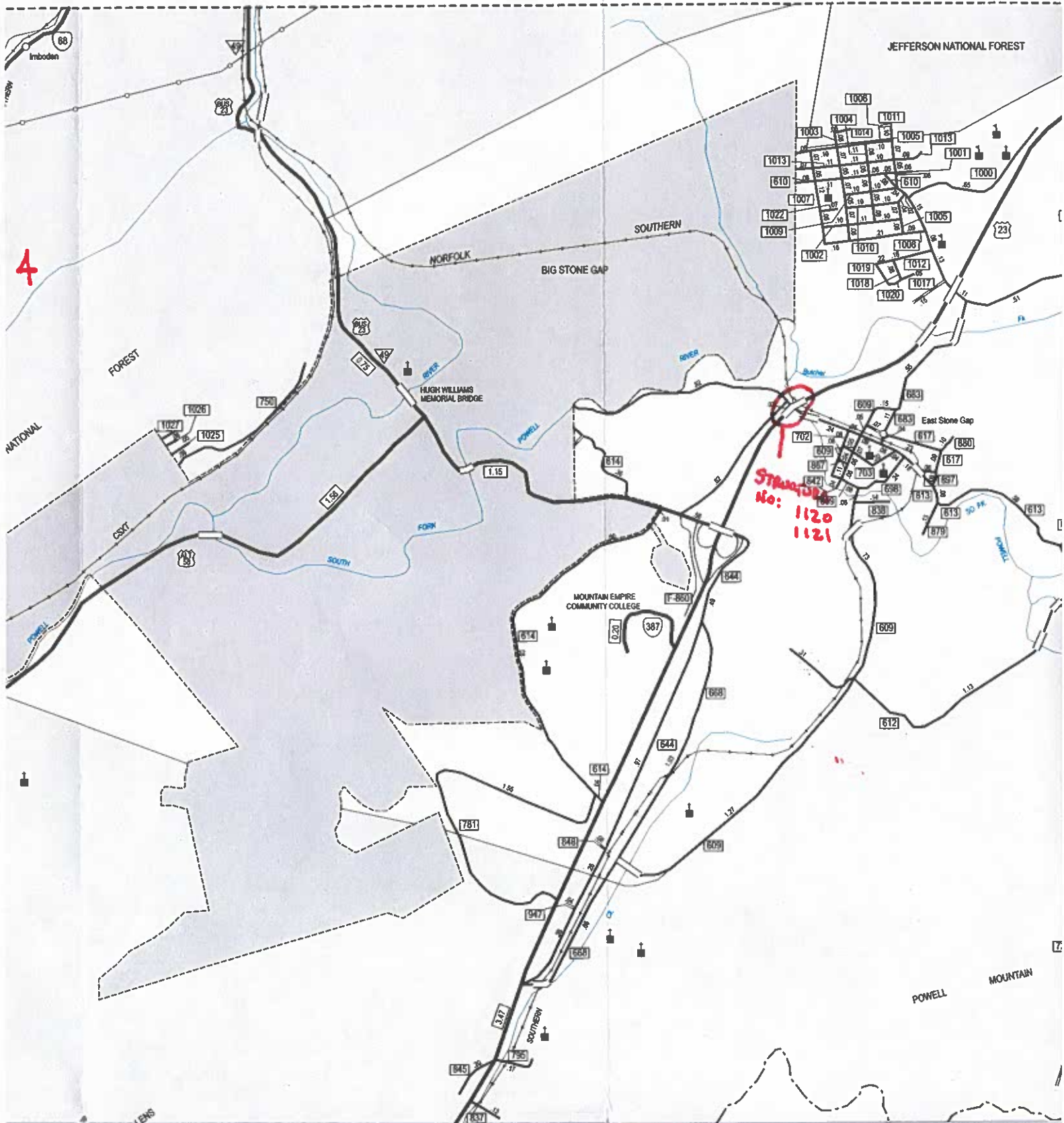


500 ft

37°0'N



82°45'W



EXCERPT of WISE COUNTY Supplement A
MAP No 4

**Proposed Bridge Naming
"Bruce K. Robinette
Memorial Bridge"**





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2025-2030 Six-Year Improvement Program Transfers
February 14, 2025 through March 19, 2025

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2025-2030 Program on June 18, 2024; 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 2025 through 2030 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 2025 through 2030 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
April 15, 2025
FY2025-2030 Six-Year Improvement Program Transfers
February 14, 2025 through March 19, 2025
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.

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

#####

CTB Decision Brief

FY2025-2030 Six-Year Improvement Program Transfers February 14, 2025 through March 19, 2025

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

Facts: On June 18, 2024, 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 2025 through 2030 (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 February 14, 2025 through March 19, 2025 is attached.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|----------------------------------|--------------------|---|---------------|--------------------|--|---------------|--|---------------------|------------------|----------------|------------------|---|
| 1 | Bristol, Statewide | #SGR Bristol - VDOT SGR Bridge - Balance Entry, STATEWIDE SYIP UPDATE BALANCE ENTRY | T13510, T1179 | Bristol | #SGR23VB (FED ID 8730) RTE 58 - HIGHLANDS PKWY - Cabin Creek | 121210 | PROTECT Formula Program: PROTECT Formula Program Allocation-Federal (CF8000), PROTECT Formula Program: PROTECT Formula Program Allocation - Soft Match (CF8001), HB1887 - SGR: SGR Bridge State (SSB700) | \$ 3,337,358 | \$ 8,043,477 | \$ 8,043,477 | 41.5% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to fund a scheduled project. |
| 2 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Bristol | #BF I-81 Bridge Rehab Bundle - Smyth County | 121244 | Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701) | \$ 3,500,000 | \$ 6,563,000 | \$ 6,563,000 | >100% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry to a scheduled project. |
| 3 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Bristol | #PIPELINE25 - RTE 75 | 127022 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 4 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Bristol | #PIPELINE25 - US 19 | 127023 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 5 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Bristol | #PIPELINE25 - RTE 67 | 127024 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 6 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Bristol | #PIPELINE25 - US19 & US19 BUSINESS | 127025 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Bristol District | | | | | | | | \$ 7,237,358 | | | | |
| 7 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Culpeper | #PIPELINE25 - US RTE 29 | 127026 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|-----------------------------------|----------------|-----------------------------|-----------|--------------------|-------------------------------------|---------------|---------------------------|-------------------|------------------|----------------|------------------|---|
| 8 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Culpeper | #PIPELINE25 - US Rte 29 | 127027 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 9 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Culpeper | #PIPELINE25 - 5TH STREET | 127028 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 10 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Culpeper | #PIPELINE25 - Rte 229 to Rte 29 Bus | 127029 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Culpeper District | | | | | | | | \$ 400,000 | | | | |
| 11 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - FALL HILL AVENUE | 127030 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 12 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - US RTE 17/17 Business | 127034 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 13 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - US RTE 17 | 127035 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 14 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - RTE 218 | 127036 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|---|----------------|---|-----------|--------------------|---|---------------|---|-------------------|------------------|----------------|------------------|---|
| 15 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - RTE 636 Mine Road | 127037 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 16 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - US RTE 17 | 127038 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 17 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Fredericksburg | #PIPELINE25 - Truslow Rd to Stafford Plaza Dr | 127039 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Fredericksburg District | | | | | | | | \$ 700,000 | | | | |
| 18 | Hampton Roads | #SS - HRBT WB OVERHEIGHT CEILING | 125142 | Hampton Roads | #SS - HAMPTON ROADS BRIDGE TUNNEL (OLD) VENTILATION FAN | 120307 | Special Structures Fund - State (SSF000) | \$ 1,500,000 | \$ 9,987,268 | \$ 9,001,881 | 17.7% | Transfer of surplus funds recommended by District and Asset Management Division from a scheduled projects to an underway project. |
| 19 | Hampton Roads | CARBON REDUCTION PROGRAM BALANCE ENTRY HAMPTON | T27909 | Hampton Roads | BOAT TRAIL MUP YORKTOWN RD TO NEWPORT NEWS PARK | 121108 | Accounts Receivable - Urban (CNL222), Carbon Hampton Roads Allocation-Federal (CFRM30), Carbon Hampton Roads Allocation-Soft Match (CFRM31), Carbon Reduction >200k Allocation-Federal (CFR600), CRP - >200k Allocation - Soft Match (CFR601) | \$ 1,500,000 | \$ 4,291,000 | \$ 4,291,000 | 53.7% | Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item to a scheduled project. |
| 20 | Hampton Roads | #SGR Hampton Roads-Local SGR Paving-Balance Entry | T9587 | Hampton Roads | #SGR24LP - CAPITOL LANDING ROAD (137, 3109) | 123383 | SGR - State (SS0100) | \$ 1,145,000 | \$ 1,145,000 | \$ 1,145,000 | 100.0% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project. |
| 21 | Hampton Roads | #SS - HRBT WB OVERHEIGHT CEILING | 125142 | Hampton Roads | #SS - MMMBT - ATMS | 126287 | Special Structures Fund - State (SSF000) | \$ 555,649 | \$ 2,955,649 | \$ 2,955,649 | 23.2% | Transfer of surplus funds recommended by District and Asset Management Division from a scheduled project to fund an underway 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 |
|------------------------------------|----------------|-------------------------------------|-----------|--------------------|---|---------------|---------------------------|---------------------|------------------|----------------|------------------|---|
| 22 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Hampton Roads | #PIPELINE25 - INDIAN RIVER ROAD | 127040 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 23 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Hampton Roads | #PIPELINE25 - BLAND BLVD AND JEFFERSON AVE | 127041 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 24 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Hampton Roads | #PIPELINE25 - COLISEUM DRIVE | 127042 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 25 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Hampton Roads | #PIPELINE25 - Centerville Road | 127043 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 26 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Hampton Roads | #PIPELINE25 - ROUTE 603 LIGHTFOOT ROAD | 127044 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Hampton District | | | | | | | | \$ 5,200,649 | | | | |
| 27 | Statewide | STATEWIDE SYIP UPDATE BALANCE ENTRY | T1179 | Lynchburg | #SGR23VB RTE 360 EBL-BRIDGE REMOVAL FED ID 13897 | 122819 | CTB Formula: Bridge State | \$ 1,281,968 | \$ 6,240,851 | \$ 6,240,851 | 25.9% | Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry to a scheduled project. |
| Subtotal Lynchburg District | | | | | | | | \$ 1,281,968 | | | | |
| 28 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Northern Virginia | #PIPELINE25 - ROUTE 1 CARDINAL DRIVE TO ROUTE 234 | 127045 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|--|-------------------|---|-----------|--------------------|---|---------------|---|---------------------|------------------|----------------|------------------|---|
| 29 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Northern Virginia | #PIPELINE25 - ARCOLA MILLS DRIVE | 127046 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 30 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Northern Virginia | #PIPELINE25 ROBERTS PARKWAY | 127047 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 31 | Northern Virginia | Bus Replacement (OmniRide Express Commuter Buses) | T158 | Northern Virginia | BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES) FY24-FY29 | T21459 | CMAQ TERMS - DRPT (NP5100), CMAQ TERMS Match - DRPT (NP5101) | \$ 5,720,000 | \$ 25,109,322 | \$ 16,319,422 | 29.5% | Transfer of surplus funds recommended by District from a completed project to a scheduled project. |
| Subtotal Northern Virginia District | | | | | | | | \$ 6,020,000 | | | | |
| 32 | Statewide | STATEWIDE TAP BALANCE ENTRY- UNALLOCATED | 70466 | Richmond | TAP - APPOMATTOX RIVER TRAIL - Phase 5 | 107533 | Local Funds for Enhancement Projects (NPL206), TAP Statewide (CF6100) | \$ 806,018 | \$ 2,996,766 | \$ 2,996,766 | 36.8% | Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project. |
| 33 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Richmond | #PIPELINE25 - ROUTE 150 DALEBROOK DRIVE TO I-95 | 127048 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 34 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Richmond | #PIPELINE25 - ROUTE 627 | 127049 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 35 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Richmond | #PIPELINE25 - ROUTE 58 AND ROUTE 15 | 127050 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|-----------------------------------|----------------|--|-----------|--------------------|--|---------------|--|---------------------|------------------|----------------|------------------|---|
| 36 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Richmond | #PIPELINE25 - ROUTE 642 | 127051 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Richmond District | | | | | | | | \$ 1,206,018 | | | | |
| 37 | Statewide | STATEWIDE TAP BALANCE ENTRY- UNALLOCATED | 70466 | Salem | East Main Street Sidewalk Improvements - Radford | 117992 | Local Funds for Enhancement Projects (NPL206), TAP 5k-50K Federal (CF6500) | \$ 241,211 | \$ 778,438 | \$ 856,774 | 44.9% | Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project. |
| 38 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25 - ROUTE 412 ROUTE 460 TO NORTH MAIN STREET | 127052 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 39 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25 ROUTE 412 MCCOY ROAD TO ROUTE 460 | 127053 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 40 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25 - ROUTE 11-WEST MAIN STREET | 127054 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 41 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25-ROUTE 460 | 127055 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 42 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25 - ROUTE 220 ALT | 127056 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|-----------------------------------|----------------|-----------------------------|-----------|--------------------|---|---------------|---------------------------|-------------------|------------------|----------------|------------------|---|
| 43 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Salem | #PIPELINE25 - ROUTE 419 | 127057 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Salem District | | | | | | | | \$ 841,211 | | | | |
| 44 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Staunton | #PIPELINE25 - ROUTE 42 | 127058 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 45 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Staunton | #PIPELINE25 - ROUTE 340 | 127059 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 46 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Staunton | #PIPELINE25 - ROUTE 522 ECHO LANE TO CITY LINE | 127060 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 47 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Staunton | #PIPELINE25 - ROUTE 522 | 127061 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| 48 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Staunton | #PIPELINE25 - ROUTE 7 | 127062 | Prescoping Funds (PRS120) | \$ 100,000 | \$ 100,000 | \$ 100,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping Balance Entry line item to a scheduled project. |
| Subtotal Staunton District | | | | | | | | \$ 500,000 | | | | |
| 49 | Statewide | PROJECT PIPELINE PRESCOPING | 118654 | Statewide | #PIPELINE PROGRAM ADMINISTRATION | 127063 | Prescoping Funds (PRS120) | \$ 350,000 | \$ 350,000 | \$ 350,000 | 100.0% | Transfer of surplus funds recommended by District and Office of Intermodal Planning and Investment from the Statewide Project Pipeline Prescoping 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 |
|------------------------------------|----------------|-------------------------------|-----------|--------------------|--|---------------|---------------|----------------------|------------------|----------------|------------------|--|
| 50 | Statewide | #ITTF STATEWIDE BALANCE ENTRY | T21588 | Statewide | #ITTF25 - TRAFFIC OPERATIONS MANAGEMENT SYSTEM ENHANCEMENT | T30327 | ITTF (HS7100) | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | 100.0% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to fund a scheduled project. |
| Subtotal Statewide District | | | | | | | | \$ 1,100,000 | | | | |
| Grand Total | | | | | | | | \$ 24,854,840 | | | | |

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

| Row | Donor District | Donor Description | Donor UPC | Recipient District | Recipient Description | Recipient UPC | Fund Source | Transfer Amount | Total Allocation | Total Estimate | Transfer Percent | Comments |
|--|-------------------|---|-----------|--------------------|--|---------------|--|---------------------|------------------|----------------|------------------|---|
| A | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Culpeper | PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND | 113917 | VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1) | \$ 150,938 | \$ 1,304,308 | \$ 1,304,308 | 13.1% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project. |
| Subtotal Culpeper District | | | | | | | | \$ 150,938 | | | | |
| B | Hampton Roads | HAMPTON ROADS DISTRICT REGIONAL STP (RSTP) BALANCE ENTRY | 70715 | Hampton Roads | Centerville Turnpike Widening Phase 2 | 103005 | RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31) | \$ 2,745,098 | \$ 63,036,858 | \$ 77,384,612 | 4.6% | Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to a scheduled project. |
| Subtotal Hampton District | | | | | | | | \$ 2,745,098 | | | | |
| C | Lynchburg | #SGR Lynchburg - VDOT SGR Bridge - Balance Entry | T13631 | Lynchburg | #SGR18VB - RT 92 BRIDGE & APPR OVER STAUNTON RIVER Fed 4851 | 111280 | Accounts Receivable - Primary (CNL222), SGR Formula Discretionary - State (CSSGR9) | \$ 465,156 | \$ 27,912,956 | \$ 27,914,156 | 1.7% | Transfer of surplus funds recommended by District from the District SGR VDOT Bridge Balance Entry line item balance entry to an underway project. |
| Subtotal Lynchburg District | | | | | | | | \$ 465,156 | | | | |
| D | Northern Virginia | LOUDOUN COUNTY METRO STATION -BICYCLE & PEDESTRIAN ACCESS | 112296 | Northern Virginia | VILLAGE OF LUCKETTS - SAFETY IMPROVEMENTS IN LOUDOUN COUNTY | 68760 | RSTP:Northern Virginia (CNF214) | \$ 637,325 | \$ 4,543,956 | \$ 4,543,956 | 16.3% | Transfer of surplus funds recommended by District and MPO from a scheduled project to fund a scheduled project. |
| Subtotal Northern Virginia District | | | | | | | | \$ 637,325 | | | | |
| E | Richmond | RICHMOND DGP DEALLOCATION BALANCE ENTRY | T21766 | Richmond | #SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE | 108887 | DGP - State (GS0100) | \$ 2,182 | \$ 2,027,975 | \$ 2,027,974 | <1% | Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a completed project. |
| F | Statewide | STATEWIDE HPP DEALLOCATION BALANCE ENTRY | T21770 | Richmond | #HB2.FY17 SB I95 Belvidere St Interchange Safety Improvement | 109320 | HPP - State (HS0100) | \$ 527,010 | \$ 11,572,301 | \$ 11,572,301 | 4.8% | Transfer of surplus funds recommended by District from the Statewide HPP Balance Entry line item to fund a completed project. |
| Subtotal Richmond District | | | | | | | | \$ 529,192 | | | | |
| G | Statewide | STATEWIDE HIGHWAY SAFETY BALANCE ENTRY | 70700 | Staunton | ON-CALL RUMBLE STRIPS | 126123 | Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101) | \$ 257 | \$ 705,982 | \$ 705,982 | <1% | Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project. |
| Subtotal Staunton District | | | | | | | | \$ 257 | | | | |
| H | Lynchburg | ITTF25 DISTRICTWIDE - LY04 FIBER INTEGRATION | 126588 | Statewide | #ITTF25 STATEWIDE TECHNOLOGY FIBER COMMUNICATION DEPLOYMENT | 126129 | ITTF (HS7100), ITTF: NHPP (IFF100), ITTF: NHPP Softmatch (IFF101) | \$ 204,334 | \$ 1,517,017 | \$ 1,517,017 | 15.6% | Transfer of surplus funds recommended by District and Traffic Operations Division from a cancelled project to a scheduled project. |
| Subtotal Statewide District | | | | | | | | \$ 204,334 | | | | |
| Grand Total | | | | | | | | \$ 4,732,300 | | | | |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2025-2030

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 2025-2030 Program on June 18, 2024; 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 2025 through 2030 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 2025 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 2025 – 2030

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 18, 2024, after due consideration, the CTB adopted FY 2025-2030 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2025–2030.

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 2025–2030 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 2025-2030. 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 2025 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 FY2025-2030 SYIP**

| Row | UPC | District | Jurisdiction | Route | Project Description | Total Cost | Total Allocation | Balance | Major Fund Source | Fully Funded |
|--------------|------------|-------------------|---------------------|--------------|---|--------------------|-------------------------|----------------|--------------------------|---------------------|
| 1 | 127090 | Statewide | Statewide | 9999 | #ITTF25 - TRAFFIC OPERATIONS MANAGEMENT SYSTEM ENHANCEMENT | \$1,000,000 | \$1,000,000 | \$0 | ITTF | Yes |
| 2 | TBD | Richmond | Districtwide | 9999 | #ITTF26 - ADVANCED ROADWAY TECHNOLOGY (PE ONLY) | \$1,950,000 | \$1,950,000 | \$0 | ITTF | Yes |
| 3 | TBD | Northern Virginia | Fairfax | | #Pipeline25 - Sudley Manor Drive from Prince William Parkway to Sudley Road | \$100,000 | \$100,000 | \$0 | Pre-scoping | Yes |
| Total | | | | | | \$3,050,000 | \$3,050,000 | \$0 | | |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: Seconded By:
Action:

Title: Limited Access Control Changes (LACCs) for the Construction of a New Park and Ride Lot at the I-64/US 250 Interchange (Exit 107)
Project P250-002-010, P101, R201, C501
UPC 118872
Albemarle County

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia as Limited Access Highways pursuant to Article 5, Chapter 1, Title 35 of the Code of Virginia of 1950, as amended. This designation included all necessary grade separations, interchanges, ramps, etc.; and

WHEREAS, on April 16, 1964, the State Highway Commission approved the location of Interstate 64 in Albemarle County; and

WHEREAS, State Project P250-002-010/UPC 118872 will provide a new Park and Ride lot will be constructed at the I-64 Interchange with US 250 (Exit 107) in Albemarle County. Access to the Park and Ride lot will be from Route 824 (Patterson Mill Lane). The Project will also include improvements to the intersection of US 250 and Route 824 and construction of two stormwater management basins (the "Project"); and

WHEREAS, the existing limited access line between the on-ramp from US 250 (Rockfish Gap Turnpike) to Eastbound I-64 and Route 824 (Patterson Mill Lane) needs to be shifted to accommodate construction of the new Park and Ride lot and to align with the existing fence.

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Construction of a New Park and Ride Lot at the I-64 Interchange
US 250 (Rockfish Gap Turnpike) – Exit 107
Albemarle County
April 15, 2025
Page 2 of 3

Additionally, the existing limited access line between eastbound US 250 (Rockfish Gap Turnpike) and Route 824 (Patterson Mill Lane) needs to be shifted to accommodate construction of a stormwater management basin and to align with the existing fence, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Project is funded as a SMART Scale project that was applied for by the Thomas Jefferson Planning District Commission in 2020 and included in the Consensus Scenario approved by the CTB on May 19, 2021; and

WHEREAS, the Project will be constructed within existing Virginia Department of Transportation (VDOT) right of way that was acquired for the construction of I-64 (State Project 0064-002-102) in April 1967; and

WHEREAS, a design public hearing for the Project was held on Wednesday, January 24, 2024, from 5:00 pm to 7:00 pm at the Crozet Library, 2020 Library Avenue, Crozet, Virginia. Plans and exhibits showing the original and proposed locations of the limited access line were made available, and attendees were given the opportunity to submit comments (oral or written) concerning the Project and the proposed LACCs; and

WHEREAS, proper notice of the design public 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, a global traffic analysis was not performed, because the Project, including the proposed LACCs, will not impact existing traffic patterns or alter access to adjacent properties; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration and approved on December 27, 2024; and

WHEREAS, the Project lies in an area that is currently in attainment with all of the National Ambient Air Quality Standards. In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e. ozone, particulate matter, nitrogen dioxide, and carbon dioxide); and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Construction of a New Park and Ride Lot at the I-64 Interchange
US 250 (Rockfish Gap Turnpike) – Exit 107
Albemarle County
April 15, 2025
Page 3 of 3

WHEREAS, the Project is in Albemarle County and the proposed LACCs are supported by a letter from the County’s Planning Director dated April 22, 2024; and

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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24VAC 30-401-10 *et seq.* have been met; and

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24VAC30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that I-64 in Albemarle County, including the I-64/US 250 Interchange (Exit 107), continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Exhibits and the Limited Access Control Points 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.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Proposed Limited Access Control Changes (LACCs) for The Construction of a New Park and Ride Lot at the I-64/US 250 Interchange (Exit 107) Project P250-002-010, P101, R201, C501 UPC 118872 Albemarle County

Issues: The existing limited access line between the on-ramp from US 250 (Rockfish Gap Turnpike) to eastbound Interstate 64 and Route 824 (Patterson Mill Lane) needs to be shifted to accommodate construction of a new Park and Ride lot and to align with the existing fence. Additionally, the existing limited access line between eastbound US 250 (Rockfish Gap Turnpike) and Route 824 (Patterson Mill Lane) needs to be shifted to accommodate construction of a stormwater management basin and to align with the existing fence. These LACCs require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24VAC30-401-10 *et seq.*

Facts:

- On October 4, 1956, the State Highway Commission (predecessor to the CTB) designated all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia as Limited Access Highways pursuant to Article 5, Chapter 1, Title 35 of the Code of Virginia of 1950, as amended. This designation included all necessary grade separations, interchanges, ramps, etc.
- On April 16, 1964, the State Highway Commission approved the location of I-64 in Albemarle County.
- State Project P250-002-010/UPC 118872 (“Project”) will provide a new Park and Ride lot will be constructed at the I-64 Interchange with US 250 (Exit 107) in Albemarle County. Access to the Park and Ride lot will be from Route 824 (Patterson Mill Lane). The Project will also include improvements to the intersection of US 250 and Route 824 and construction of two stormwater management basins (the “Project”). 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).
- The Project is funded as a SMART Scale project that was applied for by the Thomas Jefferson Planning District Commission in 2020 and included in the Consensus Scenario approved by the CTB on May 19, 2021.
- A design public hearing for the Project was held on Wednesday, January 24, 2024, from 5:00 pm to 7:00 pm at the Crozet Library, 2020 Library Avenue, Crozet, Virginia. Plans and exhibits showing the original and proposed locations of the limited access line were made available, and attendees were given the opportunity to submit comments (oral or written) concerning the Project and the proposed LACCs.
- Proper notice of the design public 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.
- A global traffic analysis for the Project was not performed, because the Project, including the proposed LACCs, will not impact existing traffic patterns or alter access to adjacent properties.
- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration and approved on December 27, 2024.
- The Project lies in an area that is currently in attainment with all of the National Ambient Air Quality Standards. In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e. ozone, particulate matter, nitrogen dioxide, and carbon dioxide; and
- The Project is in Albemarle County and the proposed LACCs are supported by a letter from the County’s Planning Director dated April 22, 2024.
- VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24VAC 30-401-10 *et seq.* have been met.

Recommendations: VDOT recommends, pursuant to § 33.2-401 of the *Code of Virginia* and 24VAC30-401-10 *et seq.*, that I-64 in Albemarle County, including the I-64/US 250 Interchange (Exit 107), continue to be designated as limited access with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line previously established with the construction of State Project 0064-002-102.

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

CTB Decision Brief
Proposed Limited Access Control Changes
Construction of a New Park and Ride Lot at the I-64 Interchange
US 250 (Rockfish Gap Turnpike) – Exit 107
Albemarle County
April 15, 2025
Page 3 of 3

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

Options: Approve, Deny, or Defer.

Public Comments/Reaction:



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable E. Scott Kasprovicz
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Wayne Coleman
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Darrell R. Byers
The Honorable Laura A. Sellers
The Honorable J. Rex Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P Good, Jr.
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) for new Park & Ride lot at the I-64 / US 250 Interchange (Exit 107), in Albemarle County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project P250-002-010, P101, R201, C501 (UPC #118872) 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 LACC's will not adversely affect the safety or operations of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

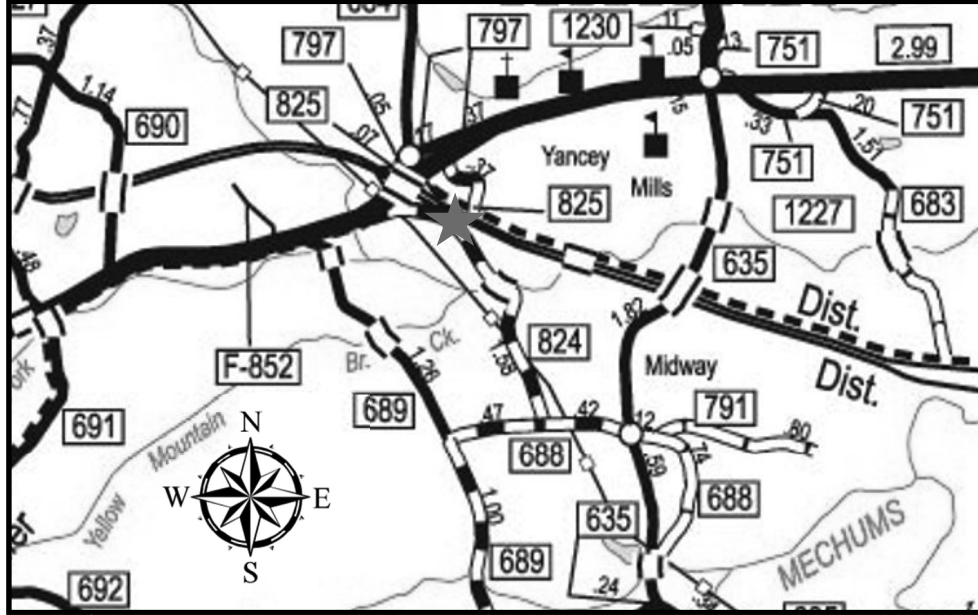
Bart Thrasher
Barton A. Thrasher, P.E.
Chief Engineer

Vicinity Map

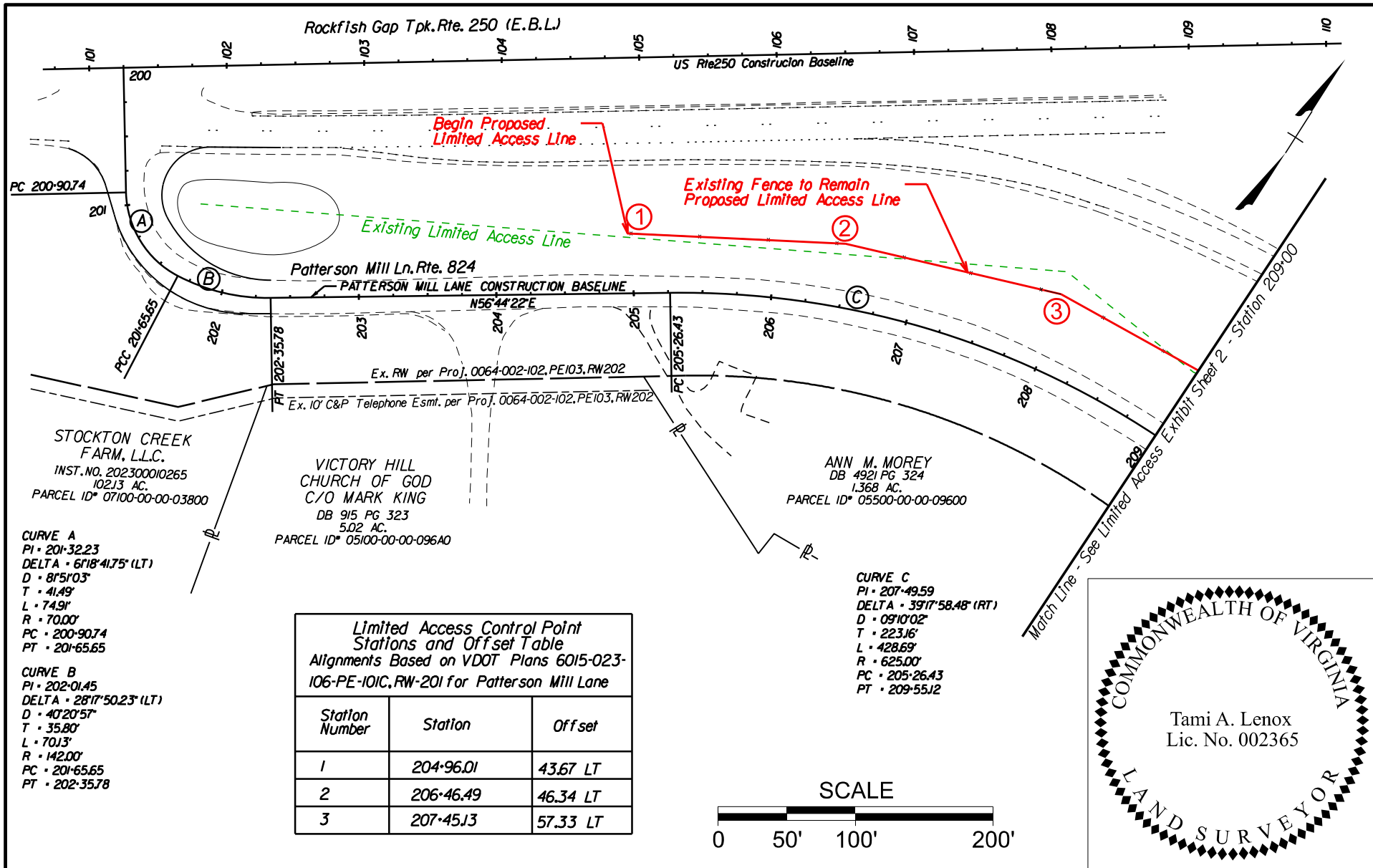
I-64 Exit 107 Park & Ride—Albemarle County, Virginia

State Project No. P250-002-010

UPC 118872



★ = Site



LEGEND

— Proposed Limited Access Line

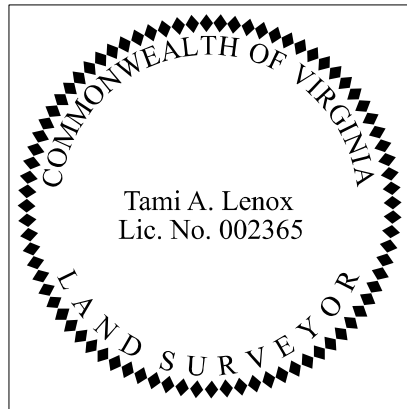
— Existing Right of Way

- - - Existing Limited Access Line

ATCS, PLC
13861 Sunrise Valley, Suite 200
Herndon, Virginia 20171
(703) 430-7500

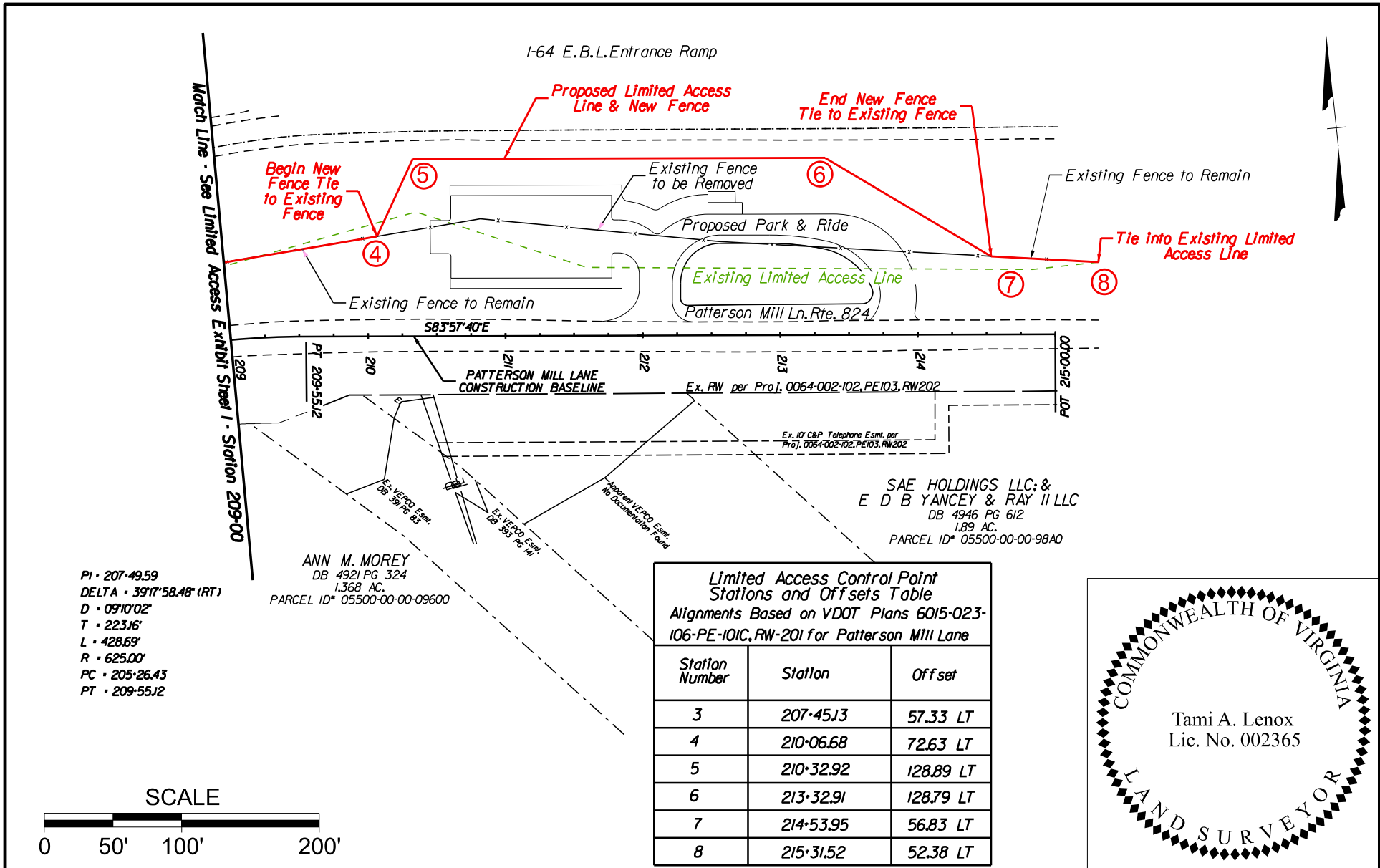
UPC: 118872 PROJECT: 250-002-010
SCALE: 1" = 100' DATE: July 27, 2024

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
EXHIBIT SHOWING LIMITED ACCESS
CONTROL CHANGES
I-64 / US 250 INTERCHANGE
ALBERMARLE, VIRGINIA



Tami A Lenox
ATCS, PLC
Herndon, Virginia
Tami A. Lenox

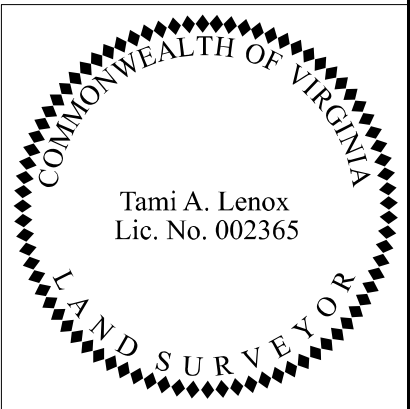
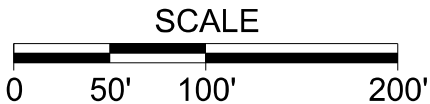
SHEET 1 OF 2



PI • 207+49.59
DELTA • 3917'58.48" (RT)
D • 0910'02"
T • 223.16'
L • 428.69'
R • 625.00'
PC • 205+26.43
PT • 209+55.12

Limited Access Control Point Stations and Offsets Table
Alignments Based on VDOT Plans 6015-023-106-PE-101C, RW-201 for Patterson Mill Lane

| Station Number | Station | Offset |
|----------------|-----------|-----------|
| 3 | 207+45.13 | 57.33 LT |
| 4 | 210+06.68 | 72.63 LT |
| 5 | 210+32.92 | 128.89 LT |
| 6 | 213+32.91 | 128.79 LT |
| 7 | 214+53.95 | 56.83 LT |
| 8 | 215+31.52 | 52.38 LT |



LEGEND

— Proposed Limited Access Line

— Existing Right of Way

- - - Existing Limited Access Line

ATCS, PLC
13861 Sunrise Valley, Suite 200
Herndon, Virginia 20171
(703) 430-7500

UPC: 118872 PROJECT: 250-002-010
SCALE: 1" = 100' DATE: July 27, 2024

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
EXHIBIT SHOWING LIMITED ACCESS
CONTROL CHANGES
I-64 / US 250 INTERCHANGE
ALBERMARLE, VIRGINIA

Tami A Lenox
ATCS, PLC
Herndon, Virginia
Tami A. Lenox

SHEET 2 OF 2

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1938**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1938. The following members were present: Messrs. E. F. 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 O. 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 1887-15-18, 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 \$1,084.54 for work by the A. B. D. Railroad, making a total of approximately \$114,000.00 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 1807-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.884 Mile E. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,455.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,200.00 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 1861-10, Routes 581; 640, 0.01 Mile E. of W. Int. Route 661, (E. of Placere)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,885.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,220.50 for work by State Forces (not included in contract), making a total of approximately \$141,000.00 chargeable to this project; to be financed with \$71,200.00 State and \$70,200.00 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, 1958. 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 10.612 miles, effective beginning the second quarter, October 1, 1958. 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 0.884 Mile, effective beginning the second quarter, October 1, 1958. 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 3, 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 8, 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.

**MEETING
OF
STATE HIGHWAY COMMISSION OF VIRGINIA
RICHMOND, VIRGINIA
APRIL 16, 1964**

The State Highway Commission of Virginia met at the Central Highway Office Building in Richmond, Va., on April 16, 1964, at 11 A.M. The chairman, Mr. D. B. Fugate, presided.

Present: Messrs. Fugate, Chilton, Flythe, Holland, Landrith, Nelson, Sclater and Weaver. Absent: Mr. Lawrence H. McWane.

In opening the meeting, the chairman remarked that some of the Commission members had attended the opening on the previous day of the Chesapeake Bay Bridge-Tunnel, which furnishes a seventeen-mile physical connection from Virginia's Eastern Shore to the mainland. He said it was an inspiration to ride across this bridge-tunnel system, which has a great potential for all of Virginia, and especially the Tidewater area.

On motion of Mr. Sclater, seconded by Mr. Landrith, minutes of the meeting of March 19, 1964, were approved.

Motion was made by Mr. Sclater, seconded by Mr. Landrith, that permits issued from March 19, 1964 to April 15, 1964, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. Landrith, cancellation of permits from March 19, 1964 to April 15, 1964, as shown by records of the Department, was approved.

In presenting bids received on construction projects on April 8, 1964, the chairman stated requests had been received from the following two bidders that they be allowed to withdraw their bids because of errors in bidding:

Wright Contracting Company, Project 0081-085-102, G-303, G-303, B-655, B-656, Contract 1.

Lone Jack Limestone Co., Inc., Project 7360-004-101, C-501, C-502, B-601, B-602; Q360-004-101, C-502.

He asked that the Commission award the remainder of the contracts and that he be allowed to take a few days to look into the merits of the two requests, secure advice of the Department's attorneys, and then that the Commission take letter ballot action on these two contracts.

Senator Nelson moved that action on these two contracts be deferred. Motion was seconded by Mr. Chilton and carried.

Tentative allocations of Interstate and Rural Primary Construction funds for 1964-65 were presented by Mr. J. E. Harwood, Director of Programming and Planning. The chairman stated the Urban funds were not included in these allocations, since the Urban funds are apportioned to the cities and towns on the basis of population and this is being done by the Urban Division.

Mr. Harwood stated the tentative allocations for the Lynchburg District had been approved by the Commissioner for that district, who was absent from the meeting because of illness.

Motion was made by Mr. Flythe, seconded by Judge Weaver, that the tentative allocations be approved. Motion carried. Tabulation of these allocations is attached.

On motion of Judge Weaver, seconded by Mr. Holland, dates for public hearings on the above allocations were set for Thursday, May 28, 1964, at Roanoke for the Salem, Bristol, Staunton and Lynchburg Districts; and Friday, May 29, 1964 at Richmond for the Richmond, Fredericksburg, Culpeper and Suffolk Districts.

The chairman stated the Commission had been considering for many months the location of Route 64 in Augusta, Nelson and Albemarle Counties and had found it difficult to decide among the various alternates. He stated the Highway Department had employed engineering consultants to make the preliminary studies and that two public hearings had been held, that since the last public hearing, in December, 1963, the Commission had been studying the record of the hearings and the report of the consulting engineers. He presented Mr. A. K. Hunsberger, Location and Design Engineer, who explained the various lines considered. On Motion of Mr. Sclater, seconded by Mr. Flythe, the Commission adopted the following resolution:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, Public Hearings were held in the Auditorium of the McIntire School, Charlottesville, Va. at 10:30 A.M. on December 17, 1963, and in the Auditorium of the Augusta County Farm Bureau Building, Staunton, Va. at 10:30 A.M. on December 18, 1963, concerning the proposed construction of Interstate Route 64 from the intersection of Route 81 (near Staunton) to the Albemarle-Fincannon County Line (near Shadwell) in Augusta, Nelson, and Albemarle Counties, State Projects 0064-007-102, FE-101; 0064-062-101, FE-101, and 0064-002-102, FE-101, Federal Projects I-64-2(1)53, and I-64-2-(1)52,

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

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers along Line C. This proposed Interstate development begins at an intersection with Interstate Route 81, south of Route 250, near Staunton, passes to the south of Waynesboro, through Rockfish Gap, to the south of Charlottesville, and proceeds to a tie-in with the previously approved section of Interstate Route 64 at the Albemarle-Fluvanna County Line, north of Route 250. Motion carried.

The chairman stated a committee within the Department appointed to make a study of the use of current population figures in the allocation formula was studying the population estimates compiled annually by the University of Virginia. He stated that under the mandate of the 1964 session of the General Assembly to the Highway Commission that its members become involved in the review and approval of Commission policies, this is one of the areas in which a subcommittee of the Commission should become involved. This subcommittee when appointed will work with the Department committee in arriving at recommendations to the Commission for this and other items of consideration that should affect the allocation of funds by formula.

The next meeting of the Commission was set for May 14, 1964, at 2 P.M., at Natural Bridge, during the Spring Engineers Conference.

The meeting was adjourned at 12:25 P.M.

Approved:


Chairman

Attested:


Secretary

Documentation of FHWA Review

Project Name: #SMART22 – EXIT 107 PARK AND RIDE LOT

State Project Number: P250-002-010, C501, P101, R201

UPC: 118872

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on 09/18/2024. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

Kevin Jones

FHWA- Virginia Division



12/27/2024



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax (804) 786-2940

March 4, 2025

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

Attention Ms. Janice L. Williams

Interstate 64
I-64 Exit 107 Park & Ride Lot
VDOT Project: P250-002-010
Federal Project Number: STP-002-7(061)
UPC: 118872
County of Albemarle
Request for Modified Limited Access Line

Dear Mr. Ofori,

The Virginia Department of Transportation (VDOT) is administering a Design Bid Build Contract developing plans for construction of a park and ride lot in the County of Albemarle in the southeast quadrant of the existing diamond interchange. This project will construct the new park and ride accessed from Route 824 (Patterson Mill Road), left turn lane improvements on Route 250, and necessary storm water management controls.

On October 4, 1956, Limited Access Control was established by the Commonwealth of Virginia, which designated I-64 to be a Limited Access Highway. On April 16, 1964, the State Highway Commission of Virginia approved State Highway Project 0064-002-102, PE101 which provided for the construction of Interstate Route 64 from the intersection of Route 81 (near Staunton) to the Albemarle-Fluvanna County Line (near Shadwell) in Albemarle County.

This proposed project is in compliance with the National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on December 27, 2024.

Mr. Edward Ofori, P.E.
VDOT Project: P250-002-010
Federal Project Number: STP-002-7(061)
UPC: 118872
County of Albemarle
Page 2 of 2

As a result of the design of the park and ride lot, the Limited Access Line along I-64 needs to be modified to accommodate its construction.

Therefore, VDOT is requesting your concurrence in the modification to the existing Limited Access line along I-64 as shown on the attached exhibits and the Limited Access point table.

Attached please find a copy of the Title Sheet, Plan sheets, a Location Map, exhibits showing each of the individual areas of LACC, the Limited Access Point Table, and a letter of support from Albemarle County.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control tables in the exhibits. We are requesting our expedited review and approval of these limited access changes so the Commonwealth Transportation Board can approve the changes at their meeting on April 15, 2025.

If you have any questions or comments, please contact Lanksford Hankins, PE at lanksford.hankins@vdot.virginia.gov or 804-307-7816.

Sincerely,

Heltzel Emmett Heltzel Emmett fri47591
fri47591 2025.03.04 10:46:59
-05'00'

Emmett R. Heltzel, PE
State Location and Design Engineer

Attachments

Approved: JANICE L WILLIAMS Digitally signed by JANICE L WILLIAMS
Date: 2025.03.04 11:03:15 -05'00' Date: _____



County of Albemarle
Community Development

Michael Barnes
mbarnes2@albemarle.org
tel: 434-296-5832, ext. 3254

April 22, 2024

Sean Nelson
Culpeper District Engineer
Virginia Department of Transportation
1601 Orange Road
Culpeper, Virginia 22701

Dear Mr. Nelson,

Albemarle County acknowledges that the Virginia Department of Transportation (VDOT) is in the process of seeking the Commonwealth Transportation Board's approval to change the location of the Limited Access line along the eastbound ramp at Exit 107 on I-64 near Crozet and does not create a new break in the line.

We understand the change is associated with the planned construction of a Park & Ride lot along Rte. 824 (Patterson Mill Road) resulting from a SmartScale application in 2022 and was included in the project's Public Hearing on January 24, 2024.

This letter serves to indicate Albemarle County's support of this change. The project will benefit our community by increasing the available commuter parking and access to regional transit services along the interstate.

We look forward to our continued partnership with VDOT in completing this project on schedule.

Sincerely,

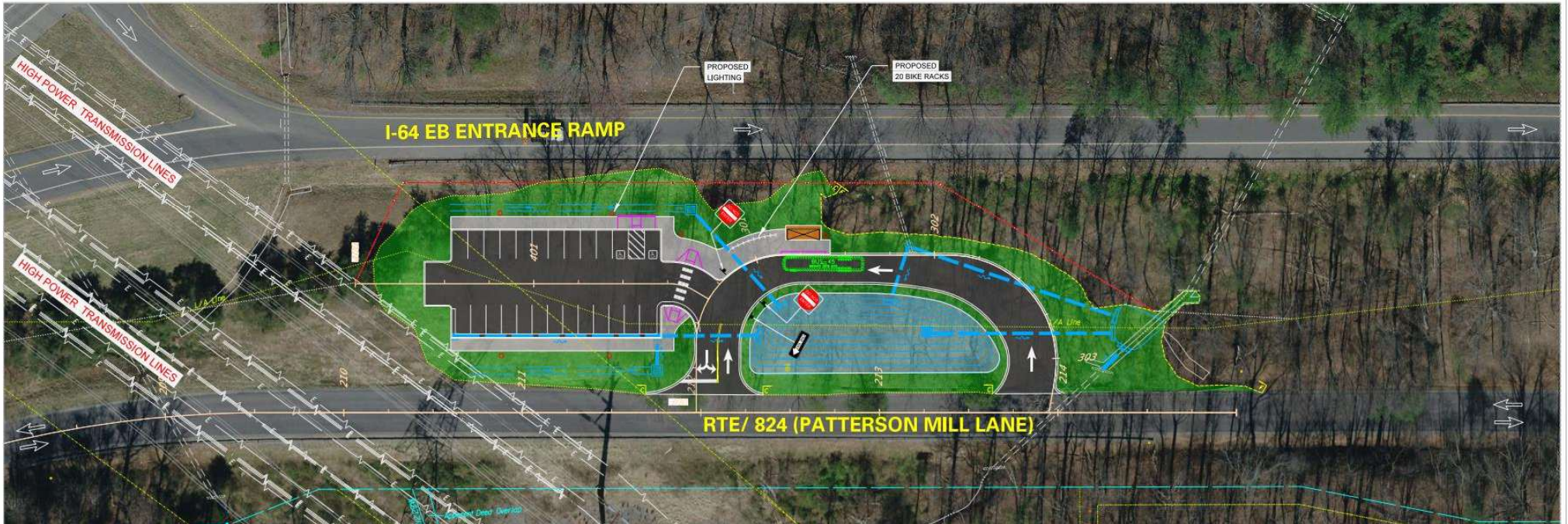
Michael Barnes

Michael Barnes



PUBLIC HEARING EXHIBIT

Exit 107 PARK AND RIDE LOT



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

From: Snider, Lori A. (VDOT)
Sent: Wednesday, February 19, 2025 9:08 AM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: LACC review for UPC 118872 - Park and Ride Lot Exit 107 Albemarle County

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

Thank you,
Lori

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



From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Wednesday, February 19, 2025 9:06 AM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: LACC review for UPC 118872 - Park and Ride Lot Exit 107 Albemarle County

Lori,

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

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



From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Thursday, February 13, 2025 11:23 AM
To: Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Cc: Morgan, Annie (VDOT) <Annie.Morgan@vdot.virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>; Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>;

**I-64 Exit 107 Park and Ride
Albemarle County
Construction of new
Park and Ride lot**

Visit the website below for project information:

www.virginiadot.org/projects/culpeper/interstate-64-at-exit-107-park-and-ride-lot.asp

Find out about the proposed plans to build a Park & Ride lot at Exit 107 (Crozet) on Interstate 64 in Albemarle County. The project will construct a lot with 25 parking spaces and a bus pull-through, bus shelter and bike racks. It will also extend the westbound turn lane on U.S. 250 (Rockfish Gap Turnpike) and requires a change in the limited access control on I-64 and U.S. 250.

Review the project information and the National Environmental Policy Act documentation in the form of a Programmatic Categorical Exclusion is available at VDOT's Culpeper District Office located at 1601 Orange Road in Culpeper, VA, 540-829-7500 or at VDOT's Charlottesville Residency, located at 701 VDOT Way, Charlottesville, VA 22911, 434-293-0011, or 1-800-367-7623, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed or eligible for listing in the National Register of Historic Places is provided in the environmental documentation.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. David Cabbage, Project Manager, Virginia Department of Transportation, 1601 Orange Road, Culpeper, VA 22701 on or prior to **October 2, 2023**. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or special assistance for persons with disabilities or limited English proficiency, contact David Cabbage at the phone numbers listed above.

Federal Project: STP-002-7(061)
State Project: 0250-002-010, P101, R201, C501
UPC: 118872



 = Site



NOFLOODPLAINBUILDINGS.ORG

Opponents have circulated this rendering of a planned development on the old circus grounds in a flood plain by the Rivanna River in Charlottesville.

Grounds

From A1

“I’m not a fan of the project for broader reasons, but if the law is being followed I will hold my nose and vote for it, even if it’s a bad project,” Snook told The Daily Progress.

Snook made a similar comment publicly, and his stance concerns Becca Reilly, a neighbor who has been fighting the proposal since its announcement last fall.

“It’s not my favorite thing that I’ve ever heard him say,” Reilly told The Daily Progress.

The battle over this project — alternately called Riverside Multifamily and 0 E. High Street — brought out a chorus of critics, including some singing seniors, last month when the Charlottesville Planning Commission tried to determine whether proposed street extensions into the project were consistent with the Comprehensive Plan, the city’s blueprint for growth.

For walkability fans, the project would provide density in a mixed-use part of the city, a place within footsteps of schools, shops, restaurants and a grocery store. However, on Aug. 8 when the planning commission met at CitySpace on the Downtown Mall, fans were absent, and critics were bold. “The single dumbest idea I’ve heard is building in the floodplain,” said neighbor David Swanson, who called the proposal “certifiably insane.”

The Federal Emergency Management Agency has declared much of the 23-acre site a “Special Flood Hazard Area,” commonly called a “100-year flood zone.” Controversially, before going public, the developer pushed FEMA to alter its flood map, a move that let it build in this flood zone. Construction would involve erecting retaining walls and backfilling them.

“Installing public car parks and wider roads in proximity to the Rivanna River as a means to provide access to the river isn’t good planning practice,” said former Charlottesville Planning Commission member and neighbor Bill Emory.

A group of seven women calling themselves the “Green Grannies” sang a modified version of “Down by the Riverside,” a pacifist folk classic.

What about the Rivanna River Company, the canoe, kayak and paddleboard livery that currently operates from a portion of this flood plain?

Company co-owner Gabe Silver declined comment for this story, but four neighbors claimed at the August meeting that the development would displace Silver’s company by pushing it into the woods against a car dealership.

“I don’t think that’s going to work,” Sam Gallant told the planning commission.

State code seems to disallow connecting new streets to the existing grid until approval from a planning commission “as being substantially in accord with the adopted comprehensive plan.”

At the end of the August meeting, the commissioners voted that certain aspects of the project do not mesh with the city’s Comprehen-

sive Plan. On Sept. 12, they bolstered that position with a 5-1 vote and a written criticism of the access streets as dead ends. Dissenting commissioner Rory Stolzenberg said they’re dead ends for cars but provide walkability.

In an interview, former Charlottesville Planning Commission chair and current commissioner Lyle Solla-Yates asserted that his group may be powerless to halt the project. “If it’s allowed by zoning, it’s allowed,” Solla-Yates told The Daily Progress. “They just have to meet the site-plan requirements.”

He said that access seemed like the main sticking point. However, several recent plan modifications seem to have boosted the access.

New plans filed by Seven Development, which is led Edward “Bo” Carrington, show that Seven would widen parts of nearby Fairway and Caroline Avenues and construct sidewalks into the development.

A bolder change is Seven’s new method of connecting to High Street. Instead of attempting to insert a slim mid-block street next to a pub called Hogwaller Brewing, the developer has acquired the site of the Double Horseshoe Saloon. The new plan would demolish that building to make way for a wider access road aligning with an existing public street called Willow Drive.

City records show that Carrington’s Rivanna Rider LLC purchased the saloon site, 1522 E. High St., on Feb. 24. The saloon closed its doors on the last day of August.

“It sounds like if they knock down that building, then they have access,” said

Solla-Yates.

Additionally, the developer has claimed that the planning commission waited too long for its votes and that the body thereby approved the proposal by default.

One glimmer of hope for project opponents would be a purchase of the land by the city. To explore that option, City Council commissioned an appraisal in February. However, City Manager Sam Sanders, who has not disclosed what the appraisal found, said that Seven’s recent property purchase has altered the value.

“The city is still in its due diligence phase and no negotiations at this time,” Sanders wrote in an email to The Daily Progress.

One new amenity the developer is offering is giving the public a 44-space parking lot on an acre of its flood plain land. Adjacent to the popular Rivanna Trail, this lot would bolster river access for recreation fans.

Neither Carrington nor his engineer, Justin Shimp, would discuss the project with The Daily Progress. However, their appeals of the commission’s votes appear headed to City Council on Oct. 2.

The former chair of the planning commission said the city’s impending zoning overhaul is creating a countdown for the developers. “They’re running out of time,” said Solla-Yates. “The new zoning is coming. The Comp Plan, if you give it a look, does not show high-density zoning in that area.”

Hawes Spencer

(434) 960-9343
hspencer@dailyprogress.com
@HawesSpencer on Twitter

PAID ADVERTISEMENT



Misconceptions of Memory Care

By: Chelsea Matthews, Senior Living Professional

A diagnosis of memory loss doesn’t just affect the individual who receives it; it also profoundly impacts their family members. This diagnosis often triggers a complex mix of emotions, including sadness, frustration, and even confusion. Frequently, when someone is diagnosed with memory loss, it leaves the family with numerous questions about the implications and changes this diagnosis will bring to their lives. We will address some common misconceptions about Memory Care which are frequently encountered.

One prevalent misconception among families is the belief that Memory Care is exclusively designed for individuals with severe dementia. However, Memory Care can offer benefits to individuals at various stages of dementia, not limited to those with advanced cases. Early intervention in a Memory Care environment can not only slow the progression of dementia but also enhance the quality of life for those affected. At The Blake, our dedicated Memory Care team takes the time to understand our residents by collaborating with their family members to create biographies. This process allows us to identify the activities and routines our residents cherish, ensuring that our structured activities bring joy to their lives.

Another misconception is that Memory Care communities can be isolating. At The Blake, we provide residents with three chef-prepared gourmet meals, fostering opportunities for interaction and engagement. Additionally, our structured activities program stimulates all five senses and offers events for both residents and their family members. These activities, which encompass art, live music, gardening, and more, serve as a wonderful platform for residents to connect with one another, as well as their families and team members.

While some families may opt to care for a loved one with dementia at home, it can prove emotionally and physically challenging. At The Blake, our Memory Care neighborhood is staffed 24/7 with a team of nurses and personal assistants. Additionally, our Memory Care units are equipped with the Vigil Dementia System, which promptly alerts our team when residents require assistance. This constant availability of a trained team ensures that your loved one always receives the support they need, no matter the time of day.

Although receiving a memory loss diagnosis can be a difficult experience, at The Blake, we are committed to being there for you throughout this journey. Our devoted team is ready to address any questions you may have as you navigate this new phase in life. To get better acquainted with our team and discover what makes life at The Blake truly exceptional, we invite you to schedule a tour and experience life at The Blake firsthand.



THE
BLAKE

AT CHARLOTTESVILLE

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Call today to schedule a tour
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VDOT Virginia Department
of Transportation

I-64 Exit 107 Park and Ride Albemarle County

Construction of new Park and Ride lot

Visit the website below for project information:

www.virginiadot.org/projects/culpeper/interstate-64-at-exit-107-park-and-ride-lot.asp

Find out about the proposed plans to build a Park & Ride lot at Exit 107 (Crozet) on Interstate 64 in Albemarle County. The project will construct a lot with 25 parking spaces and a bus pull-through, bus shelter and bike racks. It will also extend the westbound turn lane on U.S. 250 (Rockfish Gap Turnpike) and requires a change in the limited access control on I-64 and U.S. 250.

Review the project information and the National Environmental Policy Act documentation in the form of a Programmatic Categorical Exclusion is available at VDOT’s Culpeper District Office located at 1601 Orange Road in Culpeper, VA, 540-829-7500 or at VDOT’s Charlottesville Residency, located at 701 VDOT Way, Charlottesville, VA 22911, 434-293-0011, or 1-800-367-7623, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed or eligible for listing in the National Register of Historic Places is provided in the environmental documentation.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. David Cubbage, Project Manager, Virginia Department of Transportation, 1601 Orange Road, Culpeper, VA 22701 on or prior to **October 2, 2023**. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or special assistance for persons with disabilities or limited English proficiency, contact David Cubbage at the phone numbers listed above.

Federal Project: STP-002-7(061)
State Project: 0250-002-010, P101, R201, C501
UPC: 118872

LATIN CULTURE

C'ville Sabroso Festival expands international flavors and sounds

Saturday's event fills Washington Park with music, dance, crafts and traditional food

JANE DUNLAP SATHE
The Daily Progress

This year's C'ville Sabroso Festival is broadening its reach into Latin American cultures and celebrating the contributions of first-generation Mexican American talents.

The 11th annual festival, which will bring food, music, dance and a celebration of community to Washington Park from 2 to 9 p.m. Saturday, offers local residents from diverse Latin American backgrounds a chance to share the richness of the traditions they bring to life in Charlottesville.

For the first time, the festival will bring in performers from El Salvador, Honduras and Panama. La Sonora Dinamite, from Colombia, will be the first South American act to perform at C'ville Sabroso,



COURTESY OF C'VILLE SABROSO FESTIVAL

Villa Sabroso brings the colorful folkloric performances of Mexico to Washington Park for Saturday's festivities.

festival coordinator Andrea Jacobs said.

"That band is very popular in the Latin community," Jacobs said.

Ramona and The Holy Smokes, a Charlottesville-based band with deep roots in Mexican music, also will perform. So will Salay, representing Bolivian culture; Panamanian Traditional Dances; Proyecto Piquete, representing Puerto Rico; Tinkuy, with music from Peru; Villa Sabrosa and Poder Supremo, sharing Mexican pageantry; Flor de Caña, with Honduran perfor-

mances; and Fuego Frio and Las Banderas.

Eight of this year's 12 acts are local, according to musician, Lua Project performer and festival co-founder Estela Knott. She and Fanny Smedile founded C'ville Sabroso in 2012.

Tacos and tamales are only two of the food options. The festival offers opportunities to try treats from a variety of Latin cuisines.

"We've doubled the number of food trucks this year," Jacobs said. Look for the flavors of Mexico from Antojitos Mexicanos,



COURTESY OF C'VILLE SABROSO FESTIVAL

Tinkuy will bring the distinctive pipes of Peruvian music to Charlottesville for Saturday's annual C'ville Sabroso Festival.

Chaparro Tacos, Guadalupe Restaurant, La Flor Michoacana and Sabor Latino; Argentinian foods from Arepas on Wheels; and Central American favorites from Marina del Delicia.

A new-this-year beer garden awaits the grownups; keep an eye out for sangria, too. And there will be plenty of activities for children, including face painting and opportunities to visit Jefferson-Madison

Regional Library's Bookmobile.

Youngsters of all backgrounds attending Saturday's festival can help make traditional paper flowers and festive garlands, which can give them a hands-on introduction to Latin American culture. Jacobs, herself a first-generation Guatemalan American, said children are included in celebrations held by Latin American communities and encouraged to make

their own contributions to family fun.

"In Latin culture, we throw parties. There's often a craft thing happening at family gatherings," Jacobs said. "It shares with our kids, 'Here's how you can make your celebrations more exciting.' It's big in Latin American families to have activities that involve the kids. It's all integrated."

September is Hispanic Heritage Month, so the festival can give people a chance to reflect on Latin contributions to many aspects of daily life in America.

The festival is organized by Sin Barreras, a nonprofit with offices in Charlottesville and Waynesboro that helps empower immigrants and their families through education, advocacy and other sources of help.

Admission is free. Sales from the beer and sangria garden will benefit Sin Barreras. For details, keep an eye on the Facebook page at www.facebook.com/cvillesabroso.

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MUSIC

'Evidence of Things Not Seen' unites poetry and songs

Victory Hall Opera presents bittersweet performance of Rorem's work

JANE DUNLAP SATHE
The Daily Progress

Composer Ned Rorem was hailed for his skill at creating memorable songs, and Victory Hall Opera's production of "Evidence of Things Not Seen" originally was intended to help celebrate Rorem's 100th birthday this Oct. 23. A bittersweet quality entered the picture after Rorem's death on Nov. 18, 2022, at age 99.

When Victory Hall Opera presents "Evidence of Things Not Seen" at 4 p.m. Saturday in University Baptist Church's Recital Hall, listeners will be able to trace meaningful moments from childhood delights to early loves and heartbreaks to mature reflections and revelations.

Soprano Miriam Gordon-Stewart, mezzo-soprano Brenda Patterson, tenor Will Ferguson, baritone Randall Scarlata and pianist Laura Ward will be presenting Rorem's celebration of texts by W.H. Auden, William Butler Yeats, Edna St. Vincent Millay, Walt Whitman, Robert Frost and oth-



Rorem

ers. The Pulitzer Prize winner was known for his art songs — he penned more than 500 throughout his career — and his mastery of the form is on full display in this cycle of 36 songs featuring verses by 24 poets.

"I personally believe this is his crowning achievement," Ferguson said. "It's a masterpiece."

Patterson said Rorem considered "Evidence of Things Not Seen," which premiered in 1998, "sort of an autobiography through song. It's about life as a gay man and as an American born in the 1920s."

"He was an out gay man before gay men were out in our society. I feel that, in this cycle, there's a lot of vulnerability," Patterson said. "It's not always pretty."

The work's three sections — "beginnings," "middles" and "ends" — trace a journey from youthful idealism through finding one's own distinctive voice to reflecting on illnesses, losses and death and reaching a place of peace.

Faith is an important element in the piece. The self-described "Quaker atheist" chose the title of his work from Hebrews 11:1,

the opening of a passage in the Bible about the power of faith over time. Quaker texts from Rorem's upbringing are included, although his own approach changed over his lifetime to "I'm an atheist, but I believe in belief," Patterson said.

"He believed in belief, and he believed in the belief in art," Ferguson said.

Ferguson said that Rorem began the work in 1997 as organist James Roland Holmes, his partner of three decades, was dying.

"It was a way for him to make sense of this loss," Ferguson said.

The song cycle blends solos, duets and multiple combinations of voices. It can feel like a discovery to listeners, as it's rarely performed — especially by experienced professionals.

"There's no recording of it, and the piece has sort of suffered from that," Patterson said. "It's often done by students. It's going to be really thrilling with these four singers; we're all mature, accomplished artists. Logistically, it's hard to get four mid-career professionals together at the same time. We have some more life experience that we can bring to it."

Those perspectives offer valuable pathways into the complex work.

"It is really interesting, as a singer and interpreter, how you find your way into this

work," Patterson said. The cast has found that the four voices are expressing "four different sides of his personality," she said.

"For me, as the mezzo, I'm often the one who's sort of righteous and powerful," Patterson said. "Sometimes, I'm the warm, maternal sort. The baritone is more the gentle husband kind of vibe. There are all these different characters in it."


Ferguson said he looks forward to the Charlottesville performance — and to sharing it with listeners as part of the VHO team.

"I have been a part of Victory Hall Opera since its inception, and it's one of my most treasured experiences," Ferguson said.

Two other performances of "Evidence of Things Not Seen" are scheduled. One is set for 1:30 p.m. Oct. 1 as part of the Sunday Concert Series at Boston's Isabella Stewart Gardner Museum; the other will be at 7 p.m. Oct. 23 — the composer's centennial — for Lyric Fest at First Presbyterian Church in Philadelphia.

Tickets are \$35 and only will be sold online; no tickets will be available at the door. For tickets and details, go to victoryhallopera.org.

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jsathe@dailyprogress.com



**I-64 Exit 107 Park and Ride
Albemarle County**

**Construction of new
Park and Ride lot**

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Federal Project: STP-002-7(061)
State Project: 0250-002-010, P101, R201, C501
UPC: 118872




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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: Seconded By: Action:

**Title: Locality Land Conveyance, N. Quincy Street,
County of Arlington**

WHEREAS, section 33.2-907 of the *Code of Virginia* allow the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, land and easements acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system, which constitutes a section of public road, and upon such transfer, such section of road shall cease, if required, being a part of the primary state highway system or the secondary state highway system, respectively; and

WHEREAS, section 33.2-300 of the *Code of Virginia* further allows the Commonwealth Transportation Board to treat the interstate system in the same manner in which it may treat the primary state highway system; and

WHEREAS, the County of Arlington has requested by Resolution dated January 25, 2025, attached hereto as Exhibit A, the conveyance of the land and easements for a portion the right of way of N. Quincy Street, which is in the County's street system and was acquired as a part of Interstate 66, Project 0066-000-102, R206; and

NOW, THEREFORE, BE IT RESOLVED that in accordance with the provisions of section 33.2-907 of the *Code of Virginia*, said conveyance of the said real estate shown on the VDOT Right of Way and Utilities Conveyance Report, dated March 25, 2025 and Sheet R5A, of

Resolution of the Board
Locality Land Conveyance, N. Quincy Street
County of Arlington
April 15, 2025
Page 2 of 2

Project 0066-000-102, R206, both attached hereto as Exhibit B, is approved as set forth and upon conveyance, the lands shall no longer be a part of the primary state highway system.

BE IT FURTHER RESOLVED, the Commissioner of Highways is hereby authorized to execute, in the name of the Commonwealth, a deed or deeds conveying the real estate subject to such restrictions as may be deemed appropriate and to take such other actions as necessary to implement such conveyance.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Locality Land Conveyance

N. Quincy Street

County of Arlington

Issue: Section 33.2-907 of the *Code of Virginia* allow the Commonwealth Transportation Board (CTB) to transfer (convey) to the locality, upon petition of the said locality's governing body, land and easements acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system, which constitutes a section of public road, and upon such transfer, such sections of land shall cease, if required, being a part of the state highways.

Further, section 33.2-300 of the *Code of Virginia* further allows the CTB to treat the interstate system in the same manner in which it may treat the primary state highway system.

Facts: The Board of Supervisors of the County of Arlington has petitioned, by Resolution dated January 25, 2025, attached hereto as Exhibit A, for the transfer and conveyance of the land and easements of a portion of the right of way of N. Quincy Street acquired and constructed as a part of Interstate 66, Project 0066-000-102, R206, and as shown on the VDOT Right of Way and Utilities Conveyance Report, dated March 25, 2025 and Sheet R 5A, of Project 0066-000-102, R206, both attached hereto as Exhibit B.

Recommendations: VDOT recommends that the land and easements be conveyed to the County of Arlington for public street purposes.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the CTB authorizing the Commissioner to execute the deed or deeds conveying such real estate to the County of Arlington. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: If said resolution is approved, the Commissioner will be authorized to execute a deed to convey the property.

Options: Approve, Deny, or Defer

Public Comments/Reactions: None



ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
E-MAIL: COUNTYBOARD@ARLINGTONVA.US
PHONE: (703) 228-3130



**ARLINGTON
VIRGINIA**

CLERK TO THE
COUNTY BOARD

MASON KUSHNIR

Exhibit A

BOARD MEMBERS

CHAIR TAKIS KARANTONIS
VICE-CHAIR MATT DE FERRANTI

MAUREEN COFFEY
SUSAN CUNNINGHAM
JULIUS D. "JD" SPAIN, SR.

CERTIFICATION

I hereby certify that at its January 25, 2025 Regular Meeting, on a consent motion by TAKIS KARANTONIS, Chair, seconded by MAUREEN COFFEY, Member, and carried by a vote of 5 to 0, the voting recorded as follows: Takis Karantonis, Chair - Aye, Matt de Ferranti, Vice-Chair - Aye, Maureen Coffey, Member - Aye, Susan Cunningham, Member - Aye, and Julius D. "JD" Spain, Sr., Member - Aye, the County Board of Arlington, Virginia, approved the C.M. RECOMMENDATIONS in the attached County Manager's report dated January 8, 2025

SUBJECT: Resolution Petitioning the Commonwealth Transportation Board to Transfer Ownership of Certain Sections of Public Roads Intersecting Interstate 66 from the Virginia Department of Transportation to the County Board of Arlington County, Virginia.

Given under my hand this 30th day of January, 2025.

Mason Kushnir, Clerk
Arlington County Board



**RESOLUTION OF THE COUNTY BOARD OF
ARLINGTON COUNTY, VIRGINIA
January 25, 2025**

**Request to Transfer Section of Public Road from the Virginia Department of
Transportation to the County Board of Arlington County, Virginia**

WHEREAS, Section 33.2-1001 of the Code of Virginia (1950), as amended, authorizes the Commonwealth Transportation Commissioner to acquire rights-of-way for the construction, reconstruction, alteration, maintenance and repair of public highways; and

WHEREAS, Section 33.2-907(C) of the Code of Virginia (1950), as amended, provides that upon petition of the local governing body, the Commonwealth Transportation Board may authorize the transfer of real estate acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary highway system that constitutes a section of public highway to the local governing body; and

WHEREAS, the Commonwealth Transportation Commissioner has previously exercised such power to acquire the necessary rights-of-ways for Project 0066-000-102, RW-204-206 within the County of Arlington, and the County Board of Arlington County now requests that the Commonwealth Transportation Board authorize the conveyance to the County Board, that portion of the Relocated North Quincy Street public right-of-way, lying on the south of I-66 and on both sides of the centerline and between the existing and proposed right of way line of Relocated North Quincy Street, from Station 8+55 (Relocated North Quincy Street Construction Centerline) to Station 13+16 (Relocated North Quincy Street Construction Centerline); and lying on the north side of I-66 and on both sides of the centerline between the proposed right of way lines of existing North Quincy Street and Relocated North Quincy Street, from Station 15+94 (Relocated North Quincy Street Construction Centerline) to Station 20+08 (Relocated North Quincy Street Construction Centerline) as shown on the attached Plan Sheet R-5A of State Highway Project 0066-000-102, RW-204-206;

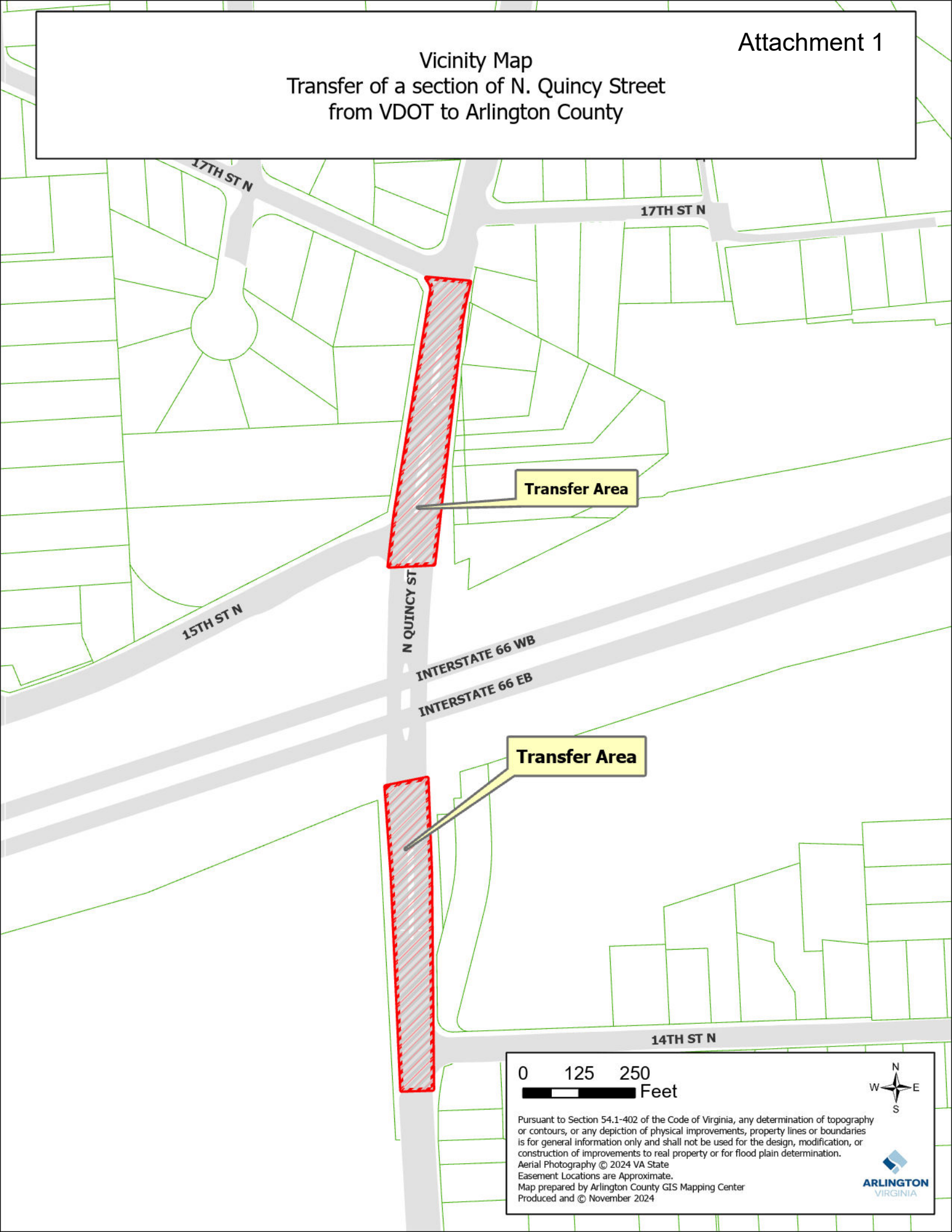
NOW, THEREFORE, BE IT RESOLVED, that the County Board of Arlington County, Virginia, pursuant to Va. Code Section 33.2-907(C), hereby requests the Commonwealth Transportation Board to:

- a) Authorize conveyance to the County Board of Arlington County of the portion of the Relocated North Quincy Street public right-of-way, lying on the south side of I-66 and on both sides of the centerline between the existing and proposed right of way line of Relocated North Quincy Street, from Station 8+55 (Relocated North Quincy Street Construction Centerline), to Station 13+16 (Relocated North Quincy Street Construction Centerline); and lying on the north side of I-66 and on both sides of the centerline between the proposed right of way lines of existing North Quincy Street and Relocated North Quincy Street, from Station

15+94 (Relocated North Quincy Street Construction Centerline) to Station 20+08 (Relocated North Quincy Street Construction Centerline), as shown on the attached Plan Sheet R-5A of State Highway Project 0066-000-102, RW-204-206; and

- b) Approve the conveyance by the Commonwealth Transportation Commissioner, to the County Board of Arlington County, Virginia, of all fee simple, easement, and other real property interests and rights the Commonwealth has acquired and/or possesses in such section of the North Quincy Street right-of-way.

Vicinity Map
Transfer of a section of N. Quincy Street
from VDOT to Arlington County



Transfer Area

Transfer Area

0 125 250
Feet

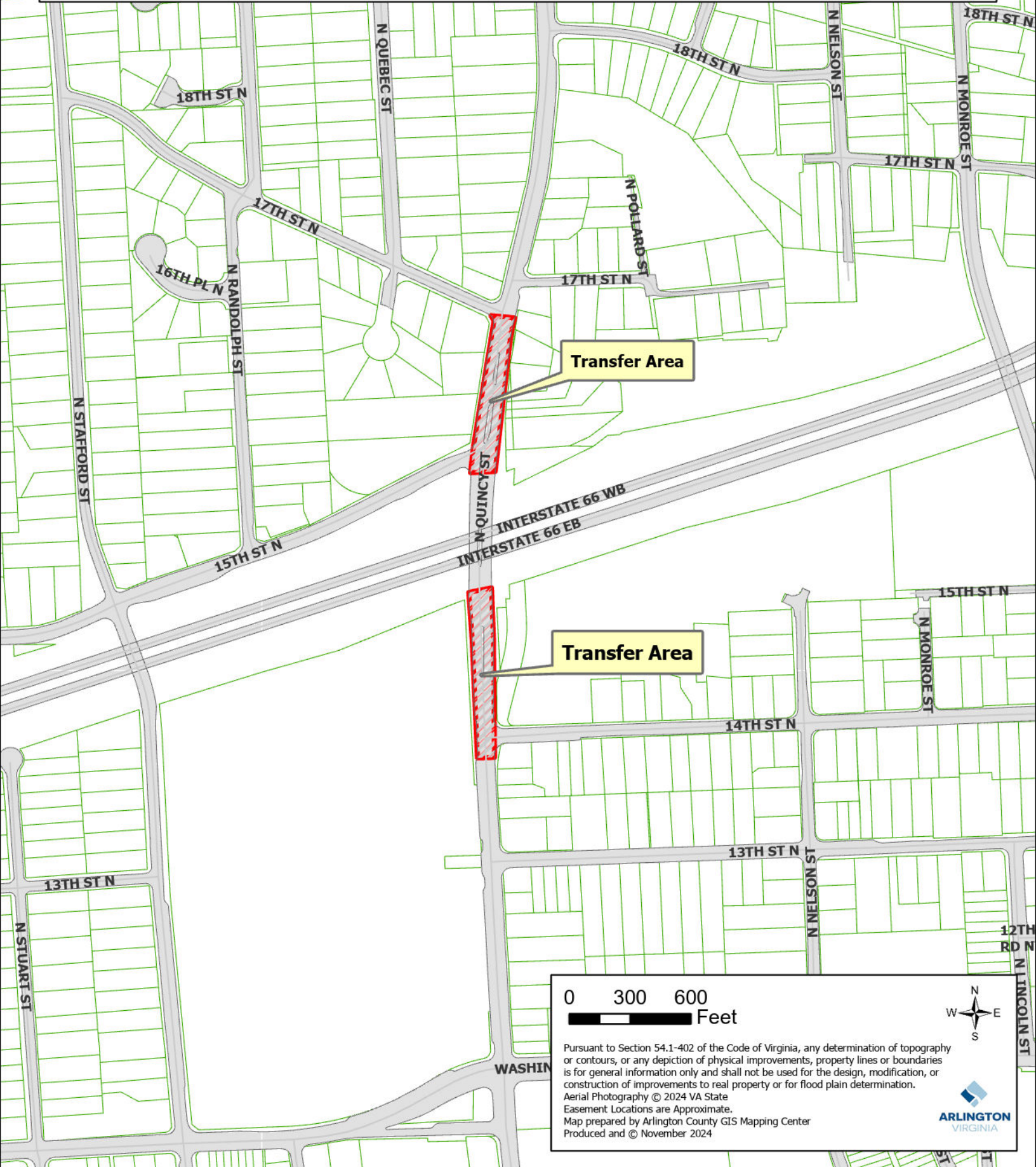


Pursuant to Section 54.1-402 of the Code of Virginia, any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.
Aerial Photography © 2024 VA State
Easement Locations are Approximate.
Map prepared by Arlington County GIS Mapping Center
Produced and © November 2024



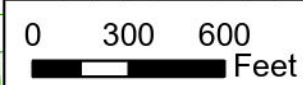
Vicinity Map
Transfer of a section of N. Quincy Street
from VDOT to Arlington County

19TH ST N



Transfer Area

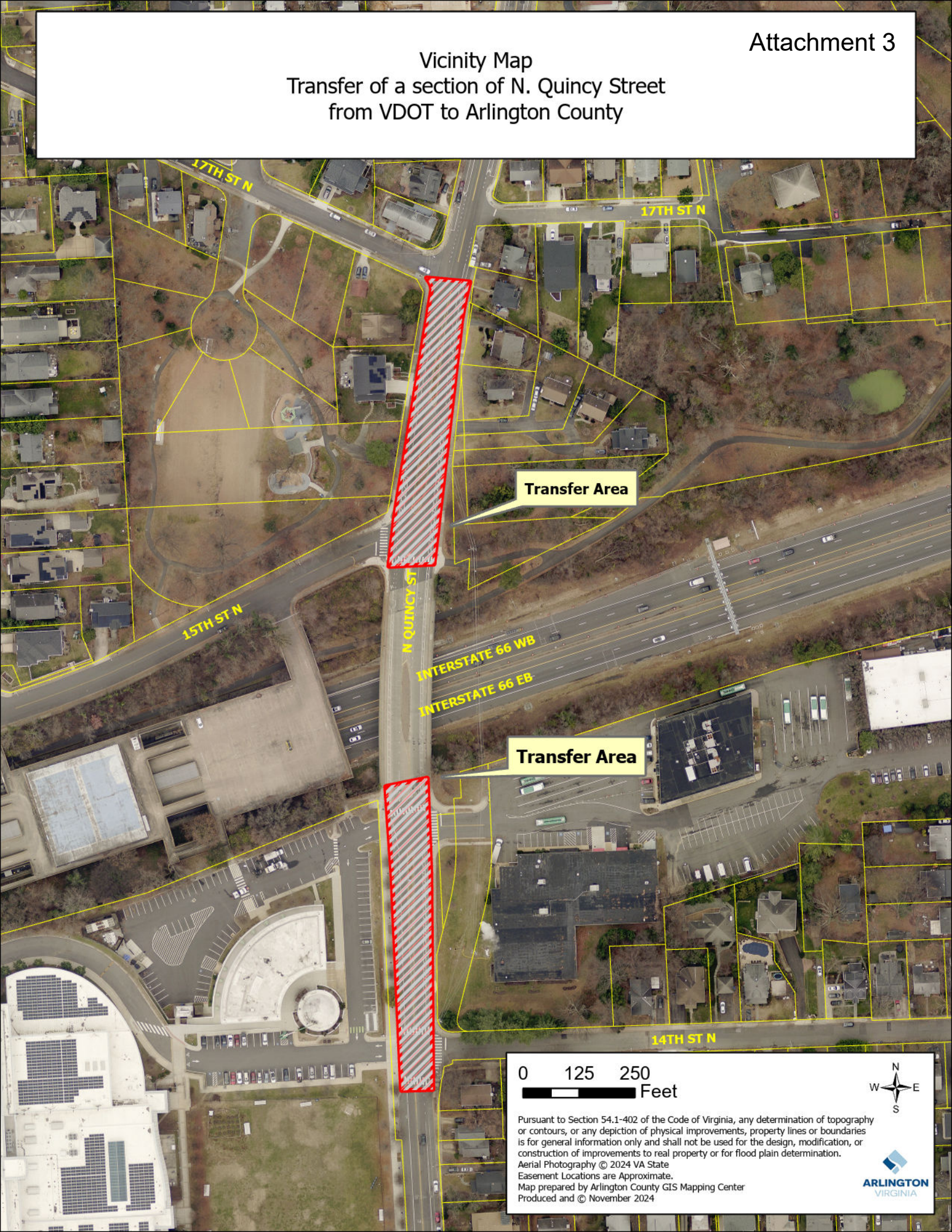
Transfer Area



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 Aerial Photography © 2024 VA State
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Vicinity Map
Transfer of a section of N. Quincy Street
from VDOT to Arlington County



Transfer Area

Transfer Area

0 125 250
Feet



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| FED. ROAD DISTRICT | STATE | ROUTE | FEDERAL AID PROJECT | STATE PROJECT | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------|---------------------|---------------|-------------|--------------|
| 2 | VA. | | T-66-1(05)75 | GG | 0066-000102 | 35A |
| | | | | | RW 200 | |

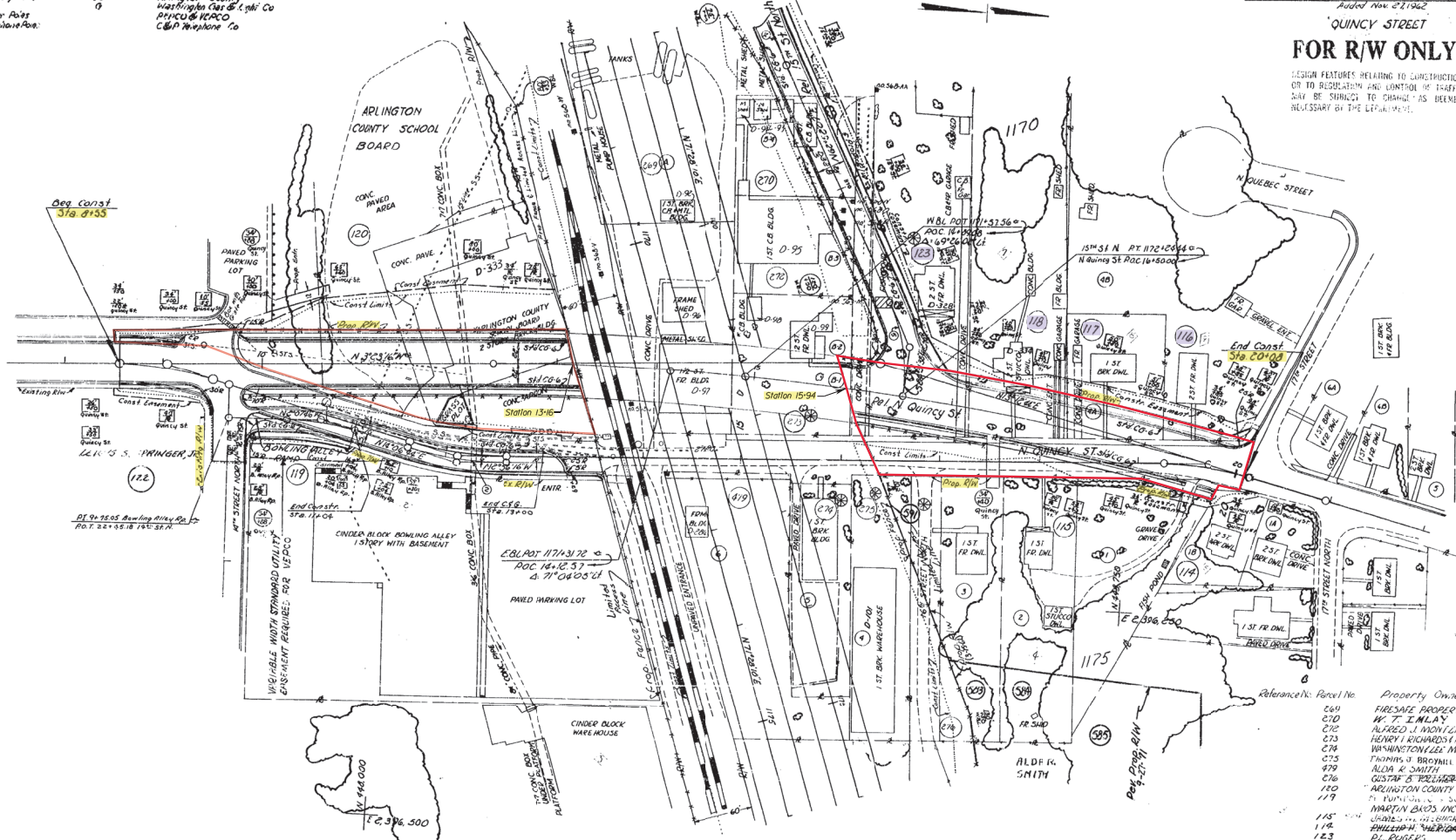
**QUINCY STREET
FOR R/W ONLY**

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

Scale: 1" = 40'
 Date: 12/1/59
 Drawn: J. H. ...
 Checked: ...
 6-4-62

LEGEND
 Symbol
 1/2" = 1' = 120'
 1/4" = 30' = 360'
 1/8" = 15' = 180'

OWNER
 U.S. Government - Arlington County
 Washington, D.C. 20004
 DISTRICT OF COLUMBIA
 C&P Telephone Co.



Right of Way and Utilities



Conveyance Report

Report Date: 3/25/2025 12:00:00 AM

UPC: N/A

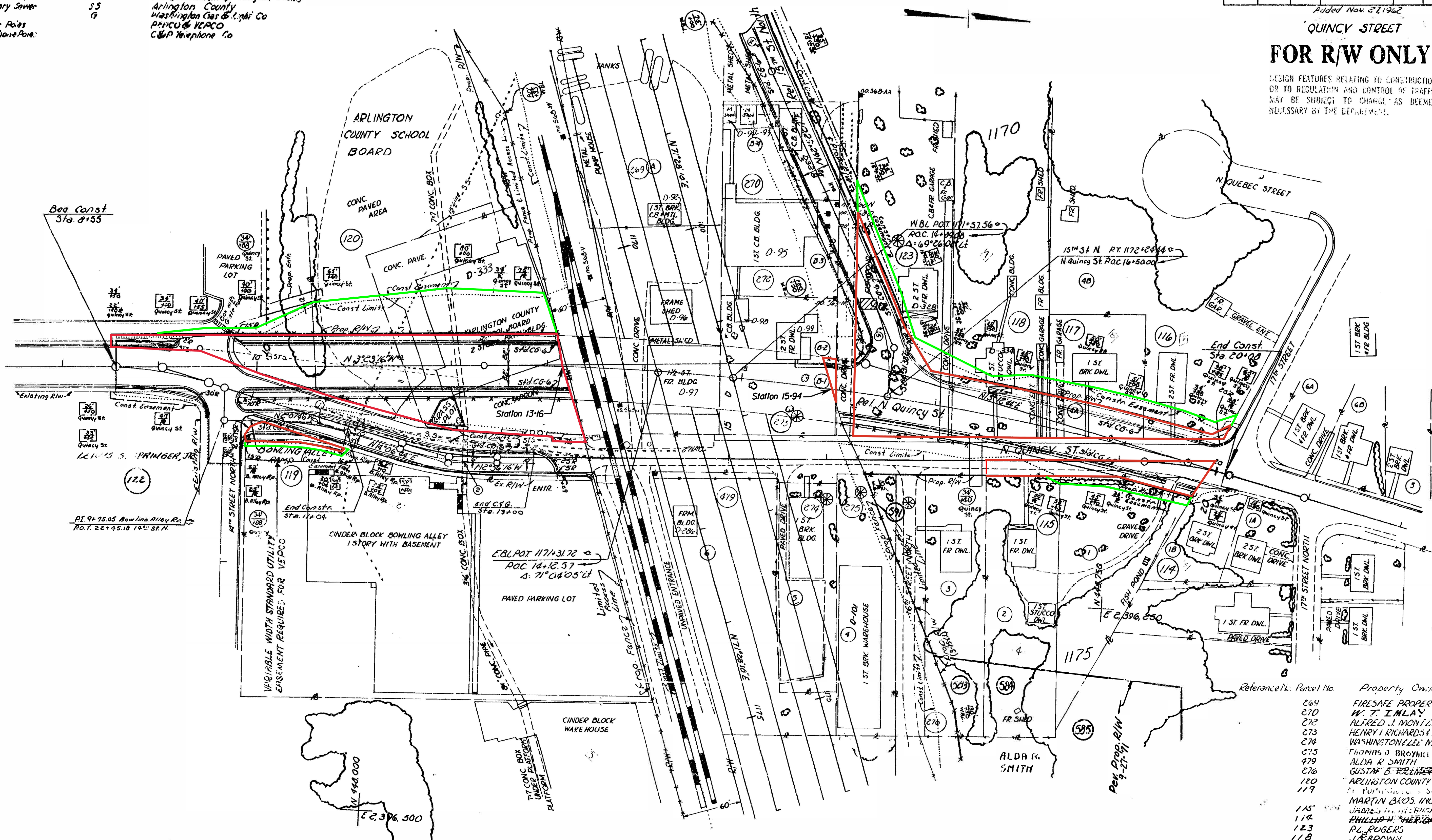
| Project Number | | | UPC | | City / County | | | District | | |
|--------------------|---|------------|-----------------|-------|-------------------------|------------------------------------|-----------|-------------------|---------------------------------|--|
| 0066-000-102, R206 | | | N/A | | Arlington | | | Northern Virginia | | |
| Parcel | Parcel Name | Plan Sheet | Instrument Type | | Record Dt. | Recordation Reference | Plat Book | Plat Page | Notes | |
| 115 | James McHugh, et ux | R 5A | Deed | | 10/23/1964 | DB 1565, PG 613 | 6 | 208 | All of those lands | |
| 116 | Heirs at Law of Lucia Fraber, deceased | R 5A | Certificate | Order | 6/10/1966 6/28/1967 | DB 1623, PG 366 DB 1652, PG 351 | 7 | 275, 276 | All of those lands | |
| 117 | Eugene Fraber, et ux | R 5A | Certificate | Order | 6/17/1966 6/28/1967 | DB 1624, PG 69 DB 1652, PG 345 | 7 | 278, 279 | All of those lands | |
| 118 | George Brown, et al | R 5A | Certificate | Order | 5/10/1966 10/14/1966 | DB 1621, PG 39 DB 1638, PG 4 | 7 | 202, 203 | All of those lands | |
| 119 | M. Pomponio & Sons, Inc. | R 5A | Certificate | Order | 6/21/1966 9/16/1969 | DB 1624, PG 351 DB 1711, PG 590 | 7 | 281 | All of those lands | |
| 120 | County School Board of Arlington County | R 5A | Deed | | 05/14/1965 | DB1584, PG 447 | 7 | 47, 48 | Portion of those land as shown | |
| 123 | Edith S. Rogers, et al | R 5 | Deed | | 10/23/1964 | DB 1585, PG 619 | 6 | 209 | All of those lands | |
| 273 | Henry Richards, et ux | R 5A | Certificate | Order | 4/22/1963 4/22/1964 | DB 1507, PG 29 DB 1547, PG 335 | 5 | 53, 54 | Portion of those lands as shown | |

**QUINCY STREET
 FOR R/W ONLY**

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

Oct. 14, 1963
 Feb. 26, 1964
 Dec. 2, 1964
 July 14, 1965
 Sept. 15, 1969
 Sept. 27, 1971
 6-4-82

LEGEND
 Symbol
 Owner
 U.S. Government & Arlington County
 Arlington County
 Washington Gas & Light Co
 PRPCO & VAPCO
 C&P Telephone Co



| Reference No. Parcel No. | Property Owner | Ac. (ap. P) |
|--------------------------|--|-------------|
| 269 | FIRESAFE PROPERTIES INC | 20,500 |
| 270 | W. T. IMLAY | 1,102 |
| 272 | ALFRED J. MONTANA | 120.00 |
| 273 | HENRY I. RICHARDS & HELEN W. RICHARDS | 16,800 |
| 274 | WASHINGTON FLEE MEDICAL BLD. INC. | 12,951 |
| 275 | THOMAS J. BROYHILL & F. L. N. BROYHILL | 21,250 |
| 279 | ALDA R. SMITH | 49,955 |
| 276 | GUSTAF B. TEGELER TRADING COMPANY | 21,130 |
| 120 | ARLINGTON COUNTY SCHOOL BOARD | |
| 119 | ARLINGTON COUNTY SCHOOL BOARD | 20,587 |
| 115 | MARTIN BROS. INC | 40,500 |
| 114 | JAMES W. BUCHHEIT & DAVID C. SMITH | 4,350 |
| 123 | PHILLIP H. MERRITT | 8,958 |
| 118 | P. L. ROGERS | 92,250 |
| 117 | J. S. BROWN | 48,296 |
| 116 | EUGENE E. FARBER | 18,800 |
| 583 | LUCIA EMBERT | 81,893 |

| ① Bowling Alley Ramp | ④ 15th Street North | ⑤ N. Quincy St. |
|--------------------------------------|--------------------------------------|--------------------|
| Δ: 16° 18' 5" Rt. Δ: 17° 03' 00" Lt. | Δ: 8° 36' 05" Lt. Δ: 32° 36' 15" Rt. | Δ: 16° 36' 00" Rt. |
| D: 23.35934' D: 16.87354' | D: 4' 30" D: 33.5144' | D: C. 135.08' |
| T: 35.00' T: 50.90' | T: 95.74' T: 50.00' | T: 391.36' |
| L: 69.53' L: 101.05' | L: 191.13' L: 97.28' | L: 777.20' |
| P: 243.28' P: 339.56' | P: 1273.24' P: 170.96' | P: 2682.56' |
| PC: 10+53.60 PC: 11+61.15 | PC: 1106+72.26 PC: 1171+27.16 | PC: 12+35.16 |
| PT: 10+68.60 PT: 10+12.05 | PT: 1167+63.00 PT: 1171+77.16 | PT: 10+26.50 |
| PT: 11+03.15 PT: 10+60.00 | PT: 1168+63.39 PT: 1172+24.48 | PT: 20+12.36 Bk. |
| PT: 9+76.05 | ROC: 16+50.00 N. Quincy St. | POT: 20+15.63 Aid. |

| Survey North Quincy Street | | |
|----------------------------|----------------|----------------|
| Δ: 17° 30' Rt. | Δ: 17° 03' Lt. | Δ: 16° 09' Rt. |
| D: 17.80436' D: 17.7706' | D: 18.06411' | |
| T: 49.53' T: 50.00' | T: 45.00' | |
| L: 98.29' L: 99.26' | L: 89.40' | |
| P: 321.81' P: 333.56' | P: 372.18' | |
| PC: 8+54.90 PC: 11+62.94 | PC: 19+26.23 | |
| PT: 9+04.51 PT: 12+12.94 | PT: 19+71.23 | |
| PT: 9+53.27 | PT: 12+62.20 | PT: 20+15.63 |

Note: Figures in brackets denote prop. perm. utility easement & const. Easement.
 Figures in circles denote location of prop. fence

⊗ denotes property or portions of property conveyed to others by the Dept. for details see 58-1 & 50-2

A10187



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 # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: Seconded By: Action:

Title: Locality Land Conveyances, Various Streets,
City of Hampton

WHEREAS, section 33.2-907 of the *Code of Virginia* allow the Commonwealth Transportation Board to transfer (convey) to the locality, upon petition of the said locality's governing body, land and easements acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system, which constitutes a section of public road, and upon such transfer, such lands shall cease, if required, being a part of the primary state highway; and

WHEREAS, the City of Hampton has requested, by Resolutions dated August 19, 1998 and November 13, 2002, attached hereto as Exhibits A and B, the conveyance of the land and easements for a portion of the rights of way of Armistead Avenue/ Commander Shepard Boulevard, Wythe Creek Road, Semple Farm Road, and Magruder Boulevard/ Neil Armstrong Parkway, which road is in the City's urban street system and was acquired as a part of Route 172, Project 0172-114-V02, RW201; and

NOW, THEREFORE, BE IT RESOLVED that in accordance with the provisions of section 33.2-907 of the *Code of Virginia*, conveyance of the said real estate requested and shown on the VDOT Right of Way and Utilities Conveyance Report dated January 9, 2025 for UPC 13428, attached hereto as Exhibit C, is approved as set forth and, upon conveyance, the lands shall no longer be a part of the primary state highway system.

Resolution of the Board
Proposed Locality Land Conveyance, Various Streets
City of Hampton
April 15, 2025
Page 2 of 2

BE IT FURTHER RESOLVED, the Commissioner of Highways is hereby authorized to execute, in the name of the Commonwealth, a deed or deeds conveying the real estate subject to such restrictions as may be deemed appropriate and to take such other actions as necessary to implement such conveyance.

####

Commonwealth Transportation Board (CTB) Decision Brief

Locality Land Conveyances

Various Streets

City of Hampton

Issue: section 33.2-907 of the *Code of Virginia* allow the Commonwealth Transportation Board (CTB) to transfer (convey) to the locality, upon petition of the said locality's governing body, land and easements acquired incidental to the construction, reconstruction, alteration, maintenance or repair of the primary state highway system, which constitutes a section of public road, and upon such transfer, such sections of land shall cease, if required, being a part of the state highways.

Facts: The City Council of the City of Hampton has petitioned, by Resolutions dated August 19, 1998 and November 13, 2002, attached hereto as Exhibits A and B, for the transfer and conveyance of the land and easements for the portions of the rights of way of Armistead Avenue/ Commander Shepard Boulevard, Wythe Creek Road, Semple Farm Road, and Magruder Boulevard/ Neil Armstrong Parkway, which roads are in the City's urban street system and portions of which were acquired and constructed as a part of Route 172, Project 0172-114-V02, RW201, and as shown on the VDOT Right of Way and Utilities Conveyance Report dated January 9, 2025 for UPC 13428, attached hereto as Exhibit C.

Recommendations: VDOT recommends that the land and easements be conveyed to the City of Hampton for public street purposes.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the CTB authorizing the Commissioner to execute the deed or deeds conveying such real estate to the City of Hampton. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: If said resolution is approved, the Commissioner will be authorized to execute a deed to convey the property.

Options: Approve, Deny, or Defer

Public Comments/Reactions: None

Exhibit A

98-1921

RESOLUTION TO APPROVE THE LOCATION AND MAJOR DESIGN FEATURES OF THE ARMISTEAD AVENUE/SEMPLER FARM ROAD IMPROVEMENTS PROJECT, CITY PROJECT NO. 94-002, VDOT PROJECT NO. 0172-114-VO2, PE101, RW 201, C501

WHEREAS, a public meeting was conducted on May 19, 1998 in the City of Hampton by representatives of the Commonwealth of Virginia, the Department of Transportation, after due and proper notice for the purpose of considering the proposed location and design of the Armistead Avenue/Semple Farm Road improvements, in the City of Hampton, at which meeting aerial photographs and other pertinent information were made available for public inspection according to state and federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity of participating in said public information meeting; and

WHEREAS, representatives of the City of Hampton were present and participated in said meeting; and

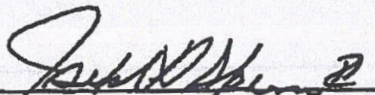
WHEREAS, Council had previously requested the Virginia Department of Transportation to program this project; and

WHEREAS, the Council considered all such matters;

NOW, THEREFORE, BE IT RESOLVED that the Council in the City of Hampton hereby approves the location and major design features of the proposed project as presented at the public information meeting

AND, BE IT FURTHER RESOLVED, that the City of Hampton requests the Virginia Department of Transportation to acquire all rights-of-way necessary for this project and convey this right-of-way to the City of Hampton at the appropriate time.

Adopted this 19th day of August, 1998 in the City of Hampton, Virginia


Joseph H. Spencer, II, Mayor

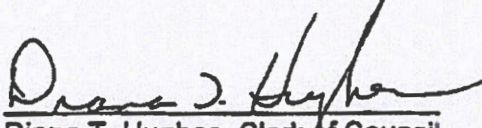

Diana T. Hughes, Clerk of Council

Exhibit B

02-2578

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE CITY/STATE AGREEMENT WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR IMPROVEMENTS TO THE N. ARMISTEAD AVENUE CORRIDOR FROM THE NASA MAIN GATE, NORTH TO MAGRUDER BOULEVARD, INCLUDING THE WYTHE CREEK ROAD INTERSECTION AND A SEGMENT OF SEMPLE FARM ROAD

WHEREAS, Council had previously requested the Virginia Department of Transportation (VDOT) to program improvements to the N. Armistead Avenue corridor, VDOT Project No. 0172-114-V02 and City Project No. 94-002; and

WHEREAS, VDOT has designed this project and received bids, and is now ready to award the construction contract; and

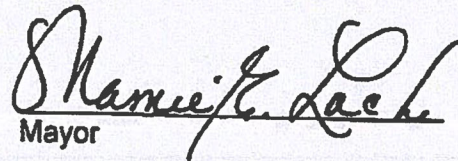
WHEREAS, the total cost of the project is approximately \$12.7 million, including design, right-of-way acquisition, utility relocations, construction and other costs, of which the City would be responsible for 2% or approximately \$255,000; and

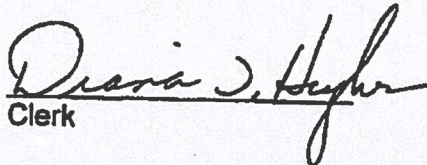
WHEREAS, the City must execute a City/State Agreement with VDOT in order to commit the City's cost share of the project;

NOW, THEREFORE, BE IT RESOLVED that Council hereby authorizes the City Manager to execute the necessary City/State Agreement between the City of Hampton and the Virginia Department of Transportation for improvements to the N. Armistead Avenue corridor from the NASA main gate, north to Magruder Boulevard, including the Wythe Creek Road intersection and a segment of Semple Farm Road.

BE IT FURTHER RESOLVED, that Council hereby requests that the Virginia Department of Transportation convey to the City of Hampton all property acquired for this project upon completion of the construction.

Adopted by the City Council of the City of Hampton this 13th day of November, 2002.


Mayor


Clerk



Conveyance Report

Report Date: 1/9/2025 10:10:06 AM

UPC: 13428

Exclude Inactives?: Yes

| Project Number | | UPC | | City / County | | | District | |
|--------------------|--|------------|---|--------------------------|--|-----------|---------------|------------------------------|
| 0172-114-V02, R201 | | 13428 | | Hampton | | | Hampton Roads | |
| Parcel | Parcel Name | Plan Sheet | Instrument Type | Record Dt. | Recordation Reference | Plat Book | Plat Page | Notes |
| 001 | RILEY, NAN COLLIER | 6, 7 | Deed | 02/06/2001 | Deed Book 1356, Page 744 | 9 | 90 | |
| 002 | Praxair, Inc | 7 & 8 | Deed | 12/05/2000 | Deed Book 1350, Page 542 | 9 | 84 | |
| 004 | Urban Corridor Properties Inc. | 8 | Certificate of Take - 500059 Final Order | 01/03/2001 08/15/2003 | Deed Book 1353, Page 103 Instrument No. 030029342 | 9 | 86 | |
| 005 | Bernstein, Norman | 8, 9 | Certificate of Take - 500056 Final Order | 01/03/2001 03/28/2025 | Deed Book 1353, Page 100 Instrument No. 250003703 | 9 | 85 | |
| 006 | U.S. NASA - Langley | 3 - 12 | Deed | 06/19/2001 | Deed Book 1376 Page 831 | 9 | 97 | |
| 007 | Virginia Electric and Power Company | 9,10 | Deed | 03/22/2001 | Deed Book 1362 Page 1286 | 9 | 95 | |
| 009 | FFCA Capital Holding Corporation | 11,12 | Certificate of Take - 501031 Final Order | 07/19/2001 08/26/2009 | Instrument No. 010011807, Page 246 Instrument No. 090014182 | 9 | 100 | |
| 010 | Manx Developers | 12,13 | Certificate of Take - 500053 Final Order | 11/22/2000 03/28/2025 | Deed Book 1348, Page 1687 Instrument No. 250003701 | 9 | 83 | |
| 011 | The Southland Corporation | 12, 12B | Certificate of Take - 500050 Final Order | 10/30/2000 03/21/2003 | Deed Book 1346, Page 909 Instrument No. 030006431 | 9 | 80 | |
| 012 | LAM, SHIRLEY ENG | 12 | Deed | 02/05/2001 | Deed Book 1356, Page 355 | 9 | 88 | Includes Residue PMI 6519 |
| 013 | BNE Restaurant Group II, LLC | 12,13 | Deed | 09/27/2000 | Deed Book 1343, Page 46 | 9 | 76 | |

| Project Number | | UPC | City / County | | | District | | |
|--------------------|---|------------|---|--------------------------|--|---------------|-----------|---|
| 0172-114-V02, R201 | | 13428 | Hampton | | | Hampton Roads | | |
| Parcel | Parcel Name | Plan Sheet | Instrument Type | Record Dt. | Recordation Reference | Plat Book | Plat Page | Notes |
| 014 | McDonald's Corporation | 13 | Deed | 06/07/2000 | Deed Book 1331, Page 1093 | 9 | 67 | |
| 015 | Gordon Realty, VA Gen. Part. 3/4 Int., SAS Associates, a VA Gen. Part. 1/4 Int. | 13,13B | Certificate of Take - 500055 Final Order | 12/22/2000 03/28/2025 | Deed Book 1352, Page 603 Instrument No. 250003705 | 9 | 84 | |
| 016 | D & A, LLC, | 13,13B | Easement Permanent | 09/28/2000 | Deed Book 1343, Page 638 | 9 | 77 | |
| 017 | Bell Atlantic | 12B | Deed | 06/30/2000 | Deed Book 1333, Page 1758 | 9 | 71 | |
| 020 | McLELLON, C. ROGER | 9 | Deed | 08/01/2000 | Deed Book 1336, Page 2050 | 9 | 74 | Includes Residue PMI 6348 |
| 021 | CRF, INC. | 5,6,7 | Deed | 02/06/2001 | Deed Book 1356, Page 747 | 9 | 91 | |
| 023 | NRW Co. LLC | 3, 4, 5 | Deed | 02/06/2001 | Deed Book 1356, Page 740 | 9 | 89 | |
| 024 | Barber, Ben | 13B | Easement Permanent | 02/23/2000 | Deed Book 1319, Page 1420 | 9 | 64 | |
| 025 | Ligon Development Company | 13B | Easement Permanent | 02/18/2000 | Deed Book 1319, Page 1047 | 9 | 63 | |
| 026 | Lowery, F W, Lowery, Lucile A. | 12 | Deed | 07/28/2000 | Deed Book 1336, Page 634 | 9 | 73 | |
| 027 | Miller Investment, L.L.C. | 13, 13B | Deed | 10/19/2000 | Deed Book 1345, Page 774 | 9 | 79 | |
| 028 | Leonard, Halvester , Leonard, Jr., et al., Halvester | 13, 13b | Deed | 1/16/2003 | Instrument No. 030002819, Page 548 | 9 | 103 | Less and Except Residue conveyed by deed dated December 16, 2005 |
| 029 | Rosser, Jr., David C. | 8 | Certificate of Take - 506013 Final Order | 05/23/2006 03/28/2025 | Instrument No. 060013392, Page 682 Instrument No. 250003699 | 9 | 112 | |
| 030 | CRF, INC. | 6 | Easement Permanent | 11/25/2003 | Instrument No. 030029628 | | | |
| 031 | Am QueenProperty LLC | 12 | Easement Permanent | 03/03/2005 | Instrument No. 050005294, Page 109 | | | |
| 032 | EMS LLC | 13 | Easement Permanent | 11/30/2005 | Instrument No. 050032349, Page 112 | | | |



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 # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: _____ Seconded By:

Action:

Title: Action on Revised Fiscal Year 2025 Annual Budget Department of Transportation

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

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

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

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

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

WHEREAS, pursuant to § 33.2-214 (B), the Commonwealth Transportation Board has established the updated project allocations for the fiscal years 2025 through 2030 in the Six-Year Improvement Program; and

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

WHEREAS, the Commonwealth Transportation Board adopted budgets for the Commonwealth Transportation Fund, Department of Rail and Public Transportation, and the Department of Transportation for Fiscal Year 2025 on June 18, 2024; and

WHEREAS, the Commonwealth received several significant weather events this fiscal year that led to emergency response, snow removal and recovery costs far greater than could have been foreseen; and

WHEREAS, one-time reductions are proposed in the Department of Transportation's administrative and other programs to provide additional funding to the maintenance program to help offset the increased response costs incurred responding to this year's events; and

WHEREAS, the Department of Transportation is able to provide temporary relief to the Highway Maintenance and Operating Fund from the Construction Fund to support current spending with future reimbursements anticipated from federal emergency support for eligible activities.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the revised budget for the Department of Transportation for Fiscal Year 2025, as attached hereto, and the administrative and other program reductions contained within, are approved to provide additional funds to the maintenance program to help address the response related activities.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that the Department of Transportation is expected to monitor reimbursements for federal emergency support and relieve the intra-agency loan as soon as practicable and update the Board semi-annually.

#####

Commonwealth Transportation Board (CTB) Decision Brief

Action on Revised Fiscal Year 2025 Annual Budget, Department of Transportation

Issue: Each year, the CTB is required by the *Code of Virginia* Sections 33.2-214 (B) and 33.2-221 (C) to administer and allocate funds in the Transportation Trust Fund. Section 33.2-1524.1 of the Code requires a portion of the funds in the Transportation Trust Fund to be set aside and distributed to construction programs pursuant to § 33.2-358, the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, the Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund, the Priority Transportation Fund and a special fund within the Commonwealth Transportation Fund to be used to meet the necessary expenses of the Department of Motor Vehicles. Section 33.2-358 (A) of the Code requires the Board to allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate system of highways, the primary system of state highways, the secondary system of state highways and for city and town street maintenance payments made pursuant to § 33.2-319 and payments made to counties which have withdrawn or elect to withdraw from the secondary system of state highways pursuant to § 33.2-366.

Through April 8, 2025, the Virginia Department of Transportation's (VDOT) expenditures related to emergency response were approximately \$506.0 million. The final spending total is expected to be approximately \$640.3 million in the current fiscal year based on current estimates. The agency has taken measures to create substantial one-time savings for the current fiscal year. Substantial one-time savings measures have been taken to save money in the current fiscal year. However, the nearly \$420.3 million above the \$220 million emergency response budget is too great to address within the Maintenance and Operations Program budget during fiscal year 2025.

Facts: The administrative and other operating programs were examined and \$44.7 million can be provided from these areas to help offset the extreme emergency response costs. Within the Maintenance Program, \$185.4 million has been identified for dedication to the emergency response effort beyond the \$220 million budget. This includes reimbursements received from the Federal Emergency Management Agency for prior storm responses totaling \$73.2 million and funding from the Federal Highway Administration's Emergency Relief funding of \$10 million. The remaining estimated deficit is \$190.2 million.

The agency has also identified the opportunity to loan funding from the Construction Fund to the Highway Maintenance and Operating Fund to support current spending with adequate future reimbursements anticipated from federal emergency support for eligible activities. This strategy to close the gap allows for immediate relief and can be supported for a period of time while reimbursements are pending.

Recommendations: VDOT recommends the adoption of the Revised Fiscal Year 2025 Annual Budget for the Department of Transportation. These revisions will provide a total of \$44.7 million to the Maintenance Program from other programs. The presented resolution also acknowledges the intra-agency loan between funds and the expected monitoring and reimbursement.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt the Revised Fiscal Year 2025 Annual Budget.

Result, if Approved: If approved, funding will be sufficient to support the remainder of the year.

Options: Approve, Deny, or Defer. If the CTB chooses not to approve the resolution, funding will not be sufficient in the Maintenance Program to cover expenditures for the remainder of the fiscal year.

Public Comments/ Reaction: N/A



FY 2025

VDOT Annual Budget
April 2025
Revised



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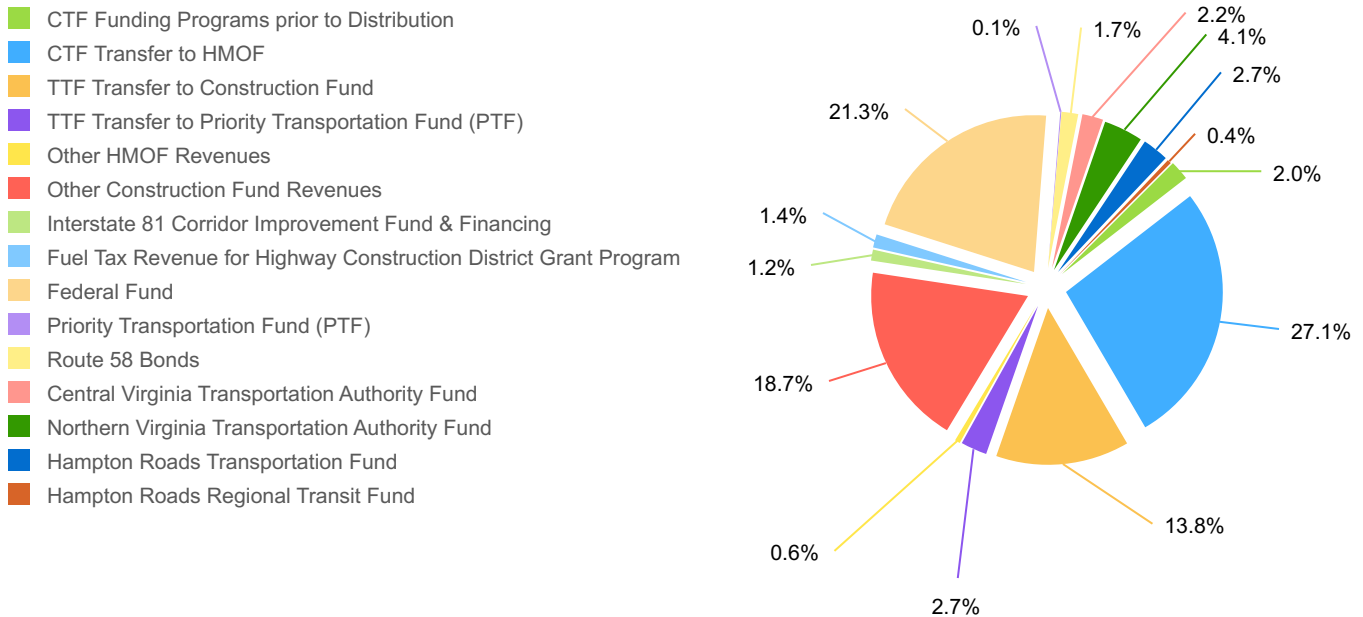
Overview

The Revised Fiscal Year 2025 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2023 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The Revised VDOT Budget for FY 2025 totals \$9,144,213,297 a 3.0% increase over the FY 2024 VDOT Budget of \$8,870,766,575. The budget is being revised due to the costs of emergency response for the current fiscal year.

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

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

Source of Transportation Funds



Detailed Sources of Transportation Funds

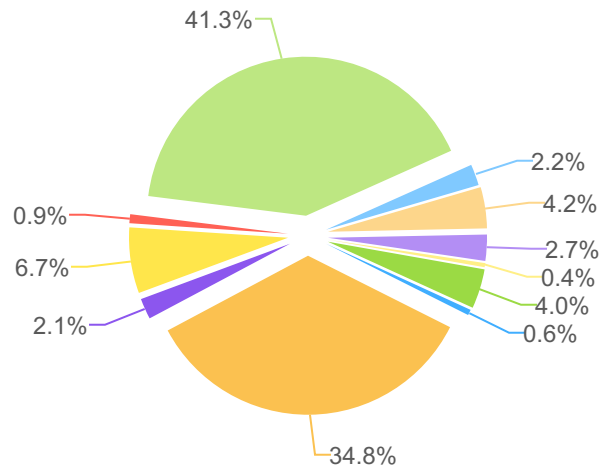
| | |
|--|-------------------------|
| CTF Funding Programs prior to Distribution | \$ 182,676,240 |
| CTF Transfer to HMOF | 2,434,302,674 |
| TTF Transfer to Construction Fund | 1,239,585,106 |
| TTF Transfer to Priority Transportation Fund (PTF) | 245,578,182 |
| Other HMOF Revenues | 49,732,511 |
| Other Construction Fund Revenues | 1,686,648,193 |
| Interstate 81 Corridor Improvement Fund & Financing | 103,553,395 |
| Fuel Tax Revenue for Highway Construction District Grant Program | 124,001,513 |
| Federal Fund | 1,919,174,939 |
| Priority Transportation Fund (PTF) | 12,000,000 |
| General Funds | 147,000,000 |
| Route 58 Bonds | 154,860,544 |
| Subtotal | \$ 8,299,113,297 |
| Pass Through Revenues | |
| Central Virginia Transportation Authority Fund | 197,300,000 |
| Northern Virginia Transportation Authority Fund | 364,900,000 |
| Hampton Roads Transportation Fund | 244,200,000 |
| Hampton Roads Regional Transit Fund | 38,700,000 |
| TOTAL | \$ 9,144,213,297 |

Overview

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

| Allocations | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|------------------------|------------------------|------------------------|
| Debt Service | \$ 370,151,989 | \$ 370,151,989 | \$ — |
| Other Agencies and Transfers | 54,106,450 | 54,106,450 | — |
| Maintenance & Operations | 2,870,906,624 | 3,183,457,787 | 312,551,163 |
| Toll Facility Operations | 193,695,800 | 193,695,800 | — |
| Administration & Other Programs | 651,805,719 | 612,701,278 | (39,104,441) |
| Public Transportation & Rail | 85,257,248 | 85,257,248 | — |
| Construction Program | 3,779,742,745 | 3,779,742,745 | — |
| Subtotal | \$8,005,666,575 | \$8,279,113,297 | \$273,446,722 |
| Pass Through Revenues | | | |
| Central Virginia Transportation Authority Fund | 197,300,000 | 197,300,000 | — |
| Northern Virginia Transportation Authority Fund | 384,900,000 | 384,900,000 | — |
| Hampton Roads Transportation Fund | 244,200,000 | 244,200,000 | — |
| Hampton Roads Regional Transit Fund | 38,700,000 | 38,700,000 | — |
| TOTAL | \$8,870,766,575 | \$9,144,213,297 | \$ 273,446,722 |

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



Highway Maintenance & Operating Fund

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

| HMOF Revenue Sources | FY 2025 | FY 2025 Revision | Difference |
|----------------------------|-------------------------|-------------------------|----------------------|
| CTF Transfer to HMOF | \$ 2,434,302,674 | \$ 2,434,302,674 | \$ — |
| Miscellaneous Revenues | 18,600,000 | 18,600,000 | — |
| Other Revenue | 31,132,511 | 31,132,511 | — |
| Subtotal | \$ 2,484,035,185 | \$ 2,484,035,185 | \$ — |
| Transfer from Construction | 509,882,302 | 526,783,189 | 16,900,887 |
| Total | \$ 2,993,917,487 | \$ 3,010,818,374 | \$ 16,900,887 |

Commonwealth Transportation Fund & Transportation Trust Fund

Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. The following table provides details on revised distributions for Fiscal Year 2025.

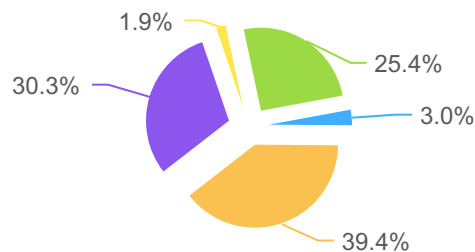
| Construction Fund Revenue Sources | FY 2025 | FY 2025 Revision | Difference |
|---|-----------------------|-----------------------|-------------|
| Distributed to Route 58 Corridor Fund | \$ 40,000,000 | \$ 40,000,000 | \$ — |
| Distributed to Northern Virginia Transportation District Fund | 40,000,000 | 40,000,000 | — |
| Distributed to TTF for Support | 1,181,262 | 1,181,262 | — |
| Distributed to Special Structures | 87,676,240 | 87,676,240 | — |
| Total | \$ 168,857,502 | \$ 168,857,502 | \$ — |

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

| Construction Fund Revenue Sources | FY 2025 | FY 2025 Revision | Difference |
|-------------------------------------|-------------------------|-------------------------|-----------------------|
| State Revenue from TTF Distribution | \$ 1,239,585,106 | \$ 1,239,585,106 | \$ — |
| General Fund | 147,000,000 | 147,000,000 | — |
| Federal Revenues | 1,645,728,217 | 1,919,174,939 | 273,446,722 |
| Local Revenues | 1,474,920,884 | 1,474,920,884 | — |
| Other Revenues | 92,029,186 | 92,029,186 | — |
| Total | \$ 4,599,263,393 | \$ 4,872,710,115 | \$ 273,446,722 |

Construction Fund Revenue by Source

- State Revenue from TTF Distribution
- General Fund
- Federal Revenues
- Local Revenues
- Other Revenues
- GARVEE Bonds & Interest



Other Fund Revenues

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

| Other Fund Revenues | FY 2025 | FY 2025 Revision | Difference |
|---|-------------------------|-------------------------|-------------------|
| Regional Transportation Funds | \$ 845,100,000 | \$ 845,100,000 | \$ — |
| Interstate 81 Corridor Improvement Fund | 103,553,395 | 103,553,395 | — |
| Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program | 124,001,513 | 124,001,513 | — |
| Powhite Parkway Extension Toll Revenue | 11,675,600 | 11,675,600 | — |
| Coleman Bridge Toll Revenue | 6,070,200 | 6,070,200 | — |
| I-66 Inside the Beltway Toll Revenue | 35,950,000 | 35,950,000 | — |
| I-64 Express Lanes Toll Revenue | 5,900,000 | 5,900,000 | — |
| Northern VA Transportation District (NVTD) | 7,833,414 | 7,833,414 | — |
| Priority Transportation Fund (PTF) | 245,578,182 | 245,578,182 | — |
| Transportation Partnership Opportunity Fund | 5,000,000 | 5,000,000 | — |
| Route 58 | 154,860,544 | 154,860,544 | — |
| Route 28 | 8,105,000 | 8,105,000 | — |
| Other | 64,800,000 | 64,800,000 | — |
| Total | \$ 1,618,427,848 | \$ 1,618,427,848 | \$ — |

| | | | |
|--|-------------------------|-------------------------|-----------------------|
| Total Construction Major Sources (page 7) | 4,599,263,393 | 4,872,710,115 | 273,446,722 |
| Transfer to HMOF | (509,882,302) | (526,783,189) | (16,900,887) |
| Total Construction Fund | \$ 5,707,808,939 | \$ 5,964,354,774 | \$ 256,545,835 |

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

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

| | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|-------------------------|-------------------------|------------------------|
| Environmental Monitoring and Evaluation (514) \$ | 21,336,888 | \$ 20,815,817 | \$ (521,071) |
| Ground Transportation Planning and Research (602) | 153,278,798 | 131,528,821 | (21,749,977) |
| Highway Construction Programs (603) | 3,719,768,856 | 3,714,914,358 | (4,854,498) |
| Highway System Maintenance (604) | 2,253,248,429 | 2,565,799,592 | 312,551,163 |
| Commonwealth Toll Facilities (606) | 193,695,800 | 193,695,800 | — |
| Financial Assistance to Localities (607) | 1,518,552,259 | 1,518,552,259 | — |
| Non-Toll Supported Transportation Debt Service (612) | 370,151,989 | 370,151,989 | — |
| Special Structures (614) | 87,676,240 | 87,676,240 | — |
| Administrative and Support Services (699) | 373,693,618 | 361,714,723 | (11,978,895) |
| VDOT Capital Outlay (998) | 40,000,000 | 40,000,000 | — |
| Support to Other State Agencies | 54,106,450 | 54,106,450 | — |
| Support to DRPT Programs | 85,257,248 | 85,257,248 | — |
| Total | \$ 8,870,766,575 | \$ 9,144,213,297 | \$ 273,446,722 |

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

| ENVIRONMENTAL MONITORING & EVALUATION (514) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|----------------------|-------------------------|----------------------------|
| Environmental Monitoring & Compliance for Highway Projects (514008) | \$ 12,467,830 | \$ 12,146,776 | \$ (321,054) |
| Environmental Monitoring Program Management (514009) | 4,606,181 | 4,406,164 | (200,017) |
| Municipal Separate Storm Sewer System Compliance Activities (514010) | 4,262,877 | 4,262,877 | — |
| TOTAL ENVIRONMENTAL MONITORING & EVALUATION | \$ 21,336,888 | \$ 20,815,817 | \$ (521,071) |
| TTF | 21,336,888 | 20,815,817 | (521,071) |

Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

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

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

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

| PLANNING & RESEARCH (602) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|-----------------------|-----------------------------|-------------------------------------|
| Ground Transportation System Planning (602001) | \$ 132,667,645 | \$ 121,169,232 | \$ (11,498,413) |
| Ground Transportation System Research (602002) | 15,549,795 | 5,292,266 | (10,257,529) |
| Ground Transportation Program Management (602004) | 5,061,358 | 5,067,323 | 5,965 |
| TOTAL PLANNING & RESEARCH | \$ 153,278,798 | \$ 131,528,821 | \$ (21,749,977) ⁴ |
| HMOF | 19,779,352 | 9,554,693 | (10,224,659) |
| CONSTRUCTION | 105,975,115 | 94,449,797 | (11,525,318) |
| FEDERAL | 27,524,331 | 27,524,331 | — |

Highway Construction Programs (603)

For Fiscal Year 2025, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. The following table provides details on distributions for Fiscal Year 2025.

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

| CONSTRUCTION (603) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|------------------------|-----------------------------|--------------------------------|
| State of Good Repair Program (603020) | \$ 288,693,940 | \$ 288,693,940 | \$ — |
| High Priority Projects Program(603021) | 192,462,626 | 192,462,626 | — |
| Construction District Grant Programs (603022) | 316,464,139 | 316,464,139 | — |
| Specialized State and Federal Programs (603023) | 2,419,774,468 | 2,419,774,468 | — |
| Virginia Highway Safety Improvement Program (603017) | 134,783,478 | 96,231,314 | — |
| Interstate Operations and Enhancement Program (603018) | 274,702,353 | 342,645,954 | — |
| Construction Management (603015) | 63,496,415 | 58,641,917 | (4,854,498) |
| TOTAL CONSTRUCTION | \$3,719,768,856 | \$3,714,914,358 | \$ (4,854,498) |
| CONSTRUCTION | 2,041,186,049 | 2,036,331,551 | (4,854,498) |
| FEDERAL | 1,154,863,376 | 1,154,863,376 | — |
| I-81 CORRIDOR IMPROVEMENT FUND | 168,209,803 | 168,209,803 | — |
| SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP | 124,001,513 | 124,001,513 | — |
| PTF | 18,274,050 | 18,274,050 | — |
| TPOF | 19,974,151 | 19,974,151 | — |
| VTIB | 7,700,000 | 7,700,000 | — |
| GENERAL FUND | — | — | — |
| ROUTE 58 | 185,288,900 | 185,288,900 | — |

Highway Construction Programs (603)

STATE OF GOOD REPAIR PROGRAM (603020)

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

| STATE OF GOOD REPAIR PROGRAM (603020) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---------------------------------------|-----------------------|-----------------------|------------------------|
| TOTAL STATE OF GOOD REPAIR | \$ 288,693,940 | \$ 288,693,940 | \$ — |
| CONSTRUCTION | 121,698,031 | 121,698,031 | — |
| FEDERAL | 166,995,909 | 166,995,909 | — |

HIGH PRIORITY PROJECTS PROGRAM (603021)

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

| HIGH PRIORITY PROJECTS PROGRAM (603021) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|-----------------------|-----------------------|------------------------|
| TOTAL HIGH PRIORITY PROJECTS | \$ 192,462,626 | \$ 192,462,626 | \$ — |
| CONSTRUCTION | 37,222,315 | 37,222,315 | — |
| FEDERAL | 155,240,311 | 155,240,311 | — |
| GARVEE | — | — | — |

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

| CONSTRUCTION DISTRICT GRANT PROGRAMS (603022) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|-----------------------|-----------------------|------------------------|
| TOTAL CONSTRUCTION DISTRICT GRANT | \$ 316,464,139 | \$ 316,464,139 | \$ — |
| CONSTRUCTION | 87,294,823 | 87,294,823 | — |
| SPECIAL FUND ACCOUNT FOR CONSTRUCTION | | | |
| DGP | 124,001,513 | 124,001,513 | — |
| FEDERAL | 105,167,803 | 105,167,803 | — |
| GARVEE | — | — | — |

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

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

| SPECIALIZED STATE AND FEDERAL PROGRAMS (603023) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|-------------------------|-------------------------|------------------------|
| CMAQ & State Match | \$ 56,003,034 | \$ 56,003,034 | \$ — |
| Participating Project Costs | 60,000,000 | 60,000,000 | — |
| Project Participation from CVTA | 1,180,504 | 1,180,504 | — |
| Project Participation from HRTAC | 695,901,157 | 695,901,157 | — |
| HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project | 247,528,950 | 247,528,950 | — |
| Project Participation from NVTA | 421,047,222 | 421,047,222 | — |
| Revenue Sharing | 200,000,000 | 200,000,000 | — |
| STP Set-aside | 38,110,219 | 38,110,219 | — |
| STP Regional & State Match | 130,799,075 | 130,799,075 | — |
| Tele Fees | 8,562,051 | 8,562,051 | — |
| PTF for Multimodal Improvements | — | — | — |
| PTF for Construction Projects | 14,224,050 | 14,224,050 | — |
| Carbon Reduction Program and State Match | 34,640,380 | 34,640,380 | — |
| PROTECT | 39,388,593 | 39,388,593 | — |
| Bridge | 98,252,567 | 98,252,567 | — |
| Bridge - Off System | 17,338,688 | 17,338,688 | — |
| Electric Vehicles | 24,039,940 | 24,039,940 | — |
| I-64 Gap | — | — | — |
| Route 58 Bonds | 152,200,000 | 152,200,000 | — |
| HIP - Community Project Grants | 87,753,133 | 87,753,133 | — |
| Other | 92,804,905 | 92,804,905 | — |
| TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023) | \$ 2,419,774,468 | \$ 2,419,774,468 | \$ — |

Highway Construction Programs (603)

| SPECIALIZED STATE AND FEDERAL PROGRAMS (603023) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|-------------------------|-----------------------------|--------------------------------|
| CONSTRUCTION | 1,672,281,306 | 1,672,281,306 | — |
| FEDERAL | 514,702,820 | 514,702,820 | — |
| GENERAL FUND | — | — | — |
| PTF | 18,274,050 | 18,274,050 | — |
| CONCESSION FEE FUND | — | — | — |
| I-81 CORRIDOR IMPROVEMENT FUND | 1,282,227 | 1,282,227 | — |
| OTHER BOND PROGRAMS/FUNDS | 185,288,900 | 185,288,900 | — |
| NVTD | 271,014 | 271,014 | — |
| VTIB | 7,700,000 | 7,700,000 | — |
| TPOF | 19,974,151 | 19,974,151 | — |
| TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323) | \$ 2,419,774,468 | \$ 2,419,774,468 | \$ — |

Highway Construction Programs (603)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)

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

| VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|----------------------|----------------------|---------------------|
| TOTAL VHSIP | \$ 96,231,314 | \$ 96,231,314 | \$ — |
| TTF | — | — | — |
| FEDERAL | 96,231,314 | 96,231,314 | — |

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)

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

| INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|-----------------------|-----------------------|---------------------|
| TOTAL IOEP | \$ 342,645,954 | \$ 342,645,954 | \$ — |
| TTF | 59,193,159 | 59,193,159 | — |
| FEDERAL | 116,525,219 | 116,525,219 | — |
| I-81 | 166,927,576 | 166,927,576 | — |

CONSTRUCTION MANAGEMENT (603015)

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

| CONSTRUCTION MANAGEMENT (603015) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--------------------------------------|----------------------|----------------------|-----------------------|
| TOTAL CONSTRUCTION MANAGEMENT | \$ 63,496,415 | \$ 58,641,917 | \$ (4,854,498) |
| TTF | 63,496,415 | 58,641,917 | (4,854,498) |

Highway System Maintenance (604)

The maintenance program consists of:

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

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

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

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

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

| HIGHWAY SYSTEM MAINTENANCE (604) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--|------------------------|------------------------|------------------------|
| Interstate Maintenance (604001) | \$ 484,098,515 | \$ 504,317,816 | \$ 20,219,301 |
| Primary Maintenance (604002) | 648,176,255 | 729,340,254 | 81,163,999 |
| Secondary Maintenance (604003) | 664,423,848 | 855,654,754 | 191,230,906 |
| Transportation Operations Services (604004) | 362,029,227 | 374,783,041 | 12,753,814 |
| Highway Maintenance Program Management & Direction (604005) | 94,520,584 | 101,703,727 | 7,183,143 |
| TOTAL HIGHWAY SYSTEM MAINTENANCE | \$2,253,248,429 | \$2,565,799,592 | \$ 312,551,163 |
| HMOF | 1,934,449,881 | 1,973,554,322 | 39,104,441 |
| FEDERAL | 318,798,548 | 592,245,270 | 273,446,722 |

Commonwealth Toll Facilities (606)

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

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

Toll Facility Debt Service (606002) -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. The remaining state-owned facility collecting tolls to pay debt service on outstanding bonds is the George P. Coleman Bridge located between Gloucester and York counties. The bonds issued to finance the Powhite Parkway Extension have been retired, but the toll revenues are needed to repay the outstanding debts of the facility owed to VDOT.

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

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

| COMMONWEALTH TOLL FACILITIES (606) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|-------------------------------------|-----------------------|-----------------------|------------------------|
| Acquisition & Construction (606001) | \$ — | \$ — | \$ — |
| Debt Service (606002) | — | — | — |
| Maintenance & Operations (606003) | 59,595,800 | 59,595,800 | — |
| Toll Facilities Revolving (606004) | 134,100,000 | 134,100,000 | — |
| TOTAL TOLL FACILITIES | \$ 193,695,800 | \$ 193,695,800 | \$ — |
| POWHITE | 11,675,600 | 11,675,600 | — |
| COLEMAN | 6,070,200 | 6,070,200 | — |
| I-66 INSIDE THE BELTWAY | 35,950,000 | 35,950,000 | — |
| I-64 EXPRESS LANES | 5,900,000 | 5,900,000 | — |
| GENERAL FUND | 77,000,000 | 77,000,000 | — |
| TOLL FACILITIES REVOLVING | 57,100,000 | 57,100,000 | — |

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

| FINANCIAL ASSISTANCE TO LOCALITIES (607) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|------------------------|------------------------|---------------------|
| Financial Assistance for City Road Maintenance (607001) | \$ 526,283,488 | \$ 526,283,488 | \$ — |
| Financial Assistance for County Road Maintenance (607002) | 91,374,707 | 91,374,707 | — |
| Financial Assistance for Planning, Access Roads, & Special Projects (607004) | 19,049,816 | 19,049,816 | — |
| Distribution of Northern Virginia Transportation Authority Fund Revenues (607006) | 401,644,248 | 401,644,248 | — |
| Distribution of Hampton Roads Transportation Fund Revenues (607007) | 282,900,000 | 282,900,000 | — |
| Distribution of Central Virginia Transportation Authority Fund Revenues (607010) | 197,300,000 | 197,300,000 | — |
| TOTAL FINANCIAL ASSISTANCE TO LOCALITIES | \$1,518,552,259 | \$1,518,552,259 | \$ — |
| HMOF | 617,658,195 | 617,658,195 | — |
| CONSTRUCTION | 24,949,230 | 24,949,230 | — |
| FEDERAL | 10,844,834 | 10,844,834 | — |
| CENTRAL VIRGINIA TRANSPORTATION FUND | 197,300,000 | 197,300,000 | — |
| NORTHERN VIRGINIA TRANSPORTATION FUND | 384,900,000 | 384,900,000 | — |
| HAMPTON ROADS TRANSPORTATION FUND | 244,200,000 | 244,200,000 | — |
| HAMPTON ROADS REGIONAL TRANSIT FUND | 38,700,000 | 38,700,000 | — |

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

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

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

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

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

| Non-Toll Supported Transportation Debt Service (612) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|-----------------------|-----------------------|---------------------|
| Highway Transportation Improvement Debt Service (612001) | \$ 8,105,000 | \$ 8,105,000 | \$ — |
| Designated Highway Corridor Debt Service (612002) | 37,134,044 | 37,134,044 | — |
| Commonwealth Transportation Capital Projects Bond Act Debt Service (612004) | 185,872,225 | 185,872,225 | — |
| Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005) | 133,697,128 | 133,697,128 | — |
| Interstate 81 Corridor Improvement Program Debt Service (612006) | 5,343,592 | 5,343,592 | — |
| TOTAL NON-TOLL SUPPORTED DEBT SERVICE | \$ 370,151,989 | \$ 370,151,989 | \$ — |
| NVTD | 7,562,400 | 7,562,400 | — |
| ROUTE 28 | 8,105,000 | 8,105,000 | — |
| CPR BONDS | 185,872,225 | 185,872,225 | — |
| ROUTE 58 | 29,571,644 | 29,571,644 | — |
| I-81 | 5,343,592 | 5,343,592 | — |
| FEDERAL | 133,697,128 | 133,697,128 | — |

Special Structures (614)

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

| VDOT SPECIAL STRUCTURES | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|--------------------------------------|----------------------|----------------------|------------------------|
| TOTAL VDOT SPECIAL STRUCTURES | \$ 87,676,240 | \$ 87,676,240 | \$ — |
| SPECIAL STRUCTURES | 87,676,240 | 87,676,240 | — |

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

| ADMINISTRATIVE & SUPPORT SERVICES (699) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|-----------------------|-------------------------|----------------------------|
| General Management & Direction (699001) | \$ 196,694,126 | \$ 187,859,411 | \$ (8,834,715) |
| Information Technology Services (699002) | 141,065,441 | 139,293,412 | (1,772,029) |
| Facilities and Grounds Management Services (699015) | 23,349,307 | 22,529,316 | (819,991) |
| Employee Training & Development (699024) | 12,584,744 | 12,032,584 | (552,160) |
| TOTAL ADMINISTRATIVE & SUPPORT SERVICES | \$ 373,693,618 | \$ 361,714,723 | \$ (11,978,895) |
| HMOF | 372,512,356 | 360,533,461 | (11,978,895) |
| CTF | 1,181,262 | 1,181,262 | — |

VDOT Capital Outlay (998)

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

| VDOT CAPITAL OUTLAY (998) | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|----------------------------------|----------------------|----------------------|------------------------|
| TOTAL VDOT CAPITAL OUTLAY | \$ 40,000,000 | \$ 40,000,000 | \$ — |
| CONSTRUCTION | 40,000,000 | 40,000,000 | — |

Program Allocations by Fund

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

| SUPPORT TO OTHER STATE AGENCIES | FY 2025 | FY 2025 Revision | INCREASE (DECREASE) |
|---|----------------------|----------------------|------------------------|
| Transportation Appropriation to Other Agencies | | | |
| Department of Education | \$ 301,676 | \$ 301,676 | \$ — |
| Marine Resources Commission | 313,768 | 313,768 | — |
| Secretary of Transportation | 1,068,986 | 1,068,986 | — |
| Department of State Police | 9,637,997 | 9,637,997 | — |
| Department of Minority Business Enterprise | 1,800,567 | 1,800,567 | — |
| Department of Historic Resources | 226,807 | 226,807 | — |
| Department of Emergency Management | 1,360,549 | 1,360,549 | — |
| Department of Motor Vehicles | 15,332,836 | 15,332,836 | — |
| Department of Treasury | 185,188 | 185,188 | — |
| Virginia Liaison Office | 199,891 | 199,891 | — |
| Office of the State Inspector General | 2,254,194 | 2,254,194 | — |
| SUBTOTAL | 32,682,459 | 32,682,459 | — |
| Transfers to the General Fund | | | |
| Department of General Services | 388,254 | 388,254 | — |
| Department of Agriculture & Conservation Services | 97,586 | 97,586 | — |
| Chesapeake Bay Initiatives | 10,000,000 | 10,000,000 | — |
| Indirect Costs | 6,462,324 | 6,462,324 | — |
| Department of Taxation | 2,975,827 | 2,975,827 | — |
| SUBTOTAL | 19,923,991 | 19,923,991 | — |
| Transfers to Other Agencies | | | |
| Department of Motor Vehicles (fuel tax evasion) | 1,500,000 | 1,500,000 | — |
| SUBTOTAL | 1,500,000 | 1,500,000 | — |
| TOTAL SUPPORT TO OTHER STATE AGENCIES | \$ 54,106,450 | \$ 54,106,450 | \$ — |
| HMOF | 49,517,703 | 49,517,703 | — |
| CONSTRUCTION | 3,077,221 | 3,077,221 | — |
| TPOF | 25,849 | 25,849 | — |
| DMV | 31,610 | 31,610 | — |
| RAIL | 237,076 | 237,076 | — |
| PTF | 331,907 | 331,907 | — |
| PORTS | 79,026 | 79,026 | — |
| AIRPORTS | 47,415 | 47,415 | — |
| DRPT | 727,033 | 727,033 | — |
| SPACE | 31,610 | 31,610 | — |

Program Allocations by Fund

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

| Program | HMOF | Construction | Federal | Bonds | Other* | Total |
|--|------------------------|-------------------------|-------------------------|-------------|------------------------|------------------------|
| Environmental Monitoring and Evaluation (514) | \$ — | \$ 20,815,817 | \$ — | \$ — | \$ — | \$ 20,815,817 |
| Ground Transportation Planning & Research (602) | 9,554,693 | 94,449,797 | 27,524,331 | — | — | 131,528,821 |
| Highway Construction Programs (603) | — | 2,145,468,206 | 1,049,776,721 | — | 519,669,431 | 3,714,914,358 |
| Highway System Maintenance (604) | 1,973,554,322 | — | 592,245,270 | — | — | 2,565,799,592 |
| Commonwealth Toll Facilities (606) | — | — | — | — | 193,695,800 | 193,695,800 |
| Financial Assistance to Localities (607) | 617,658,195 | 8,204,982 | 10,844,834 | — | 881,844,248 | 1,518,552,259 |
| Non-Toll Supported Transportation Debt Service (612) | — | — | 133,697,128 | — | 236,454,861 | 370,151,989 |
| Special Structures (614) | — | 87,676,240 | — | — | — | 87,676,240 |
| Administrative and Support Services (699) | 360,533,461 | — | — | — | 1,181,262 | 361,714,723 |
| VDOT Capital Outlay (998) | — | 40,000,000 | — | — | — | 40,000,000 |
| Support to Other State Agencies | 49,517,703 | 3,077,221 | — | — | 1,511,526 | 54,106,450 |
| Support to DRPT Programs | — | 12,157,248 | — | — | 73,100,000 | 85,257,248 |
| TOTAL | \$3,010,818,374 | \$ 2,411,849,511 | \$ 1,814,088,284 | \$ — | \$1,907,457,128 | \$9,144,213,297 |

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

Budget Comparison Schedule for FY 2025

Revenues

| | |
|--|-----------------------------|
| Revenue provided by the General Fund of the Commonwealth | \$ 147,000,000 |
| Taxes | 1,091,001,513 |
| Rights and privileges | 16,076,108 |
| Sale of property and commodities | — |
| Interest, dividends, and rents | 32,022,903 |
| Fines, forfeitures, court fees | — |
| Penalties and escheats | 17,100,000 |
| Receipts from localities and private sector | 1,535,304,833 |
| Federal grants and contracts | 1,919,174,939 |
| Toll revenues | 99,595,800 |
| Other | 40,406,572 |
| Total Revenues | <u>4,897,682,668</u> |

Other Financing Sources

| | |
|--|-----------------------------|
| Other financing sources | 134,035,032 |
| Bond proceeds | 10,353,395 |
| Note proceeds | — |
| Transfers from other state agencies and General Fund | — |
| Transfers in | 4,102,142,202 |
| Total Other Financing Sources | <u>4,246,530,629</u> |

Total Revenues and Other Sources **\$9,144,213,297**

Budget Comparison Schedule for FY 2025

Expenditures

| | |
|--|-----------------------------|
| Administrative and support services | \$ 361,714,723 |
| Ground transportation system planning and research | 131,528,821 |
| Highway system acquisition and construction | 3,707,036,639 |
| Highway system maintenance | 2,565,799,592 |
| Financial assistance to localities | 1,518,552,259 |
| Environmental monitoring and compliance | 20,815,817 |
| Toll facility operations and construction | 201,573,519 |
| Special Structures | 87,676,240 |
| Capital Outlay | 40,000,000 |
| Debt Service | 370,151,989 |
| Total Expenditures | <u>9,004,849,599</u> |

Other Financing Uses

| | |
|--|---------------------------|
| Other financing uses | — |
| Transfers to other state agencies and General Fund | 139,363,698 |
| Transfers out | — |
| Total Other Financing Uses | <u>139,363,698</u> |

Total Expenditures and Other Uses **\$9,144,213,297**

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

Appendix I - Powhite Parkway Extension (0436) FY 2025

FY 2025 ESTIMATED REVENUE

| | |
|---|----------------------|
| Toll Revenues | \$ 11,675,600 |
| TOTAL ESTIMATED REVENUES | \$ 11,675,600 |
| | |
| Toll Facility Revolving Account Loan Repayment | 2,896,271 |
| TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES | \$ 8,779,329 |

FY 2025 EXPENDITURE BUDGET

| | |
|-------------------------------------|---------------------|
| Revenue Fund | |
| Operations | 5,779,329 |
| Maintenance Replacement Fund | 3,000,000 |
| TOTAL ESTIMATED EXPENDITURES | \$ 8,779,329 |

| Details of Operating Expenditures | ALLOCATION FY 2025 | RECOMMENDED FY 2025 | INCREASE (DECREASE) |
|---------------------------------------|-----------------------|------------------------|------------------------|
| Personal Services | 1,622,856 | 1,702,376 | 79,520 |
| Contractual Services | 1,404,800 | 1,448,349 | 43,549 |
| Supplies and Materials | 60,550 | 62,427 | 1,877 |
| Transfer Payments | 2,290,093 | 2,400,000 | 109,907 |
| Continuous Charges | 131,500 | 135,577 | 4,077 |
| Property and Improvements | — | — | — |
| Equipment | 30,600 | 30,600 | — |
| Obligations | — | — | — |
| TOTAL - Operating Expenditures | \$ 5,540,399 | \$ 5,779,329 | \$ 238,930 |

Appendix I - Coleman Bridge (0437) FY 2025

FY 2025 ESTIMATED REVENUE

| | |
|---|---------------------|
| Toll Revenues | \$ 6,070,200 |
| TOTAL ESTIMATED REVENUE AVAILABLE | \$ 6,070,200 |
| | |
| Toll Facility Revolving Account Loan Repayment | 2,844,829 |
| TOTAL ESTIMATED REVENUE AVAILABLE FOR EXPENDITURES | \$ 3,225,371 |

FY 2025 EXPENDITURE BUDGET

| | |
|-------------------------------------|---------------------|
| Revenue Fund | |
| Operations | 3,225,371 |
| Maintenance Replacement Fund | — |
| TOTAL ESTIMATED EXPENDITURES | \$ 3,225,371 |

| Details of Operating Expenditures | ALLOCATION FY 2025 | RECOMMENDED FY 2025 | INCREASE (DECREASE) |
|---------------------------------------|-----------------------|------------------------|------------------------|
| Personal Services | 671,612 | 704,521 | 32,909 |
| Contractual Services | 1,548,400 | 1,596,400 | 48,000 |
| Supplies and Materials | 53,450 | 55,107 | 1,657 |
| Transfer Payments | 440,000 | 440,000 | — |
| Continuous Charges | 80,200 | 82,686 | 2,486 |
| Property and Improvements | — | — | — |
| Equipment | 343,600 | 346,657 | 3,057 |
| Obligations | — | — | — |
| TOTAL - Operating Expenditures | \$ 3,137,262 | \$ 3,225,371 | \$ 88,109 |

Appendix I - I-66 Inside the Beltway (0446) FY 2025

FY 2025 ESTIMATED REVENUE

| | | |
|---------------------------------|-----------|-------------------|
| Toll Revenues | \$ | 35,750,000 |
| Court Payments | | 200,000 |
| TOTAL ESTIMATED REVENUES | \$ | 35,950,000 |

FY 2025 EXPENDITURE BUDGET

| | | |
|-------------------------------------|-----------|-------------------|
| Revenue Fund | | |
| Operations | \$ | 32,950,000 |
| Maintenance Replacement Fund | | 3,000,000 |
| TOTAL ESTIMATED EXPENDITURES | \$ | 35,950,000 |

| | | RECOMMENDED FY 2025 |
|---------------------------------------|-----------|--------------------------------|
| Personal Services | \$ | 683,000 |
| Contractual Services | | 10,400,000 |
| Supplies and Materials | | 25,100 |
| Transfer Payments | | 21,831,900 |
| Continuous Charges | | — |
| Property and Improvements | | — |
| Equipment | | — |
| Obligations | | 10,000 |
| TOTAL - Operating Expenditures | \$ | 32,950,000 |

Memorandum of Agreement Waterfall Budget

| | | |
|--|-----------|-------------------|
| Tolling Operation and Maintenance | \$ | 14,118,100 |
| Debt Service on Rail Component Debt | | — |
| NVTC Payment | | 11,038,129 |
| Pay go for Rail Components | | 8,753,771 |
| Toll Facilities Revolving Account (TFRA) Repayment | | 2,040,000 |
| Debt Service on NVTC Debt | | — |
| Additional Repayments to TFRA | | — |
| Remaining to Components selected by NVTC/ Approved by CTB | | — |
| | \$ | 35,950,000 |

Appendix I - I-64 Express Lanes (0447) FY 2025

FY 2025 ESTIMATED REVENUE

| | |
|---|---------------------|
| Toll Revenues | \$ 5,900,000 |
| TOTAL ESTIMATED REVENUES FOR EXPENDITURES | \$ 5,900,000 |
| <i>Less: Toll Facility Revolving Account Loan Repayment</i> | 1,500,000 |
| TOTAL ESTIMATED REVENUE AVAILABLE | \$ 4,400,000 |

FY 2025 EXPENDITURE BUDGET

| | |
|-------------------------------------|---------------------|
| Revenue Fund | |
| Operations | 4,400,000 |
| Maintenance Replacement Fund | — |
| TOTAL ESTIMATED EXPENDITURES | \$ 4,400,000 |

| Details of Operating Expenditures | ALLOCATION FY 2025 | RECOMMENDED FY 2025 | INCREASE (DECREASE) |
|---------------------------------------|-----------------------|------------------------|------------------------|
| Personal Services | 485,775 | 509,578 | 23,803 |
| Contractual Services | 2,042,825 | 3,659,864 | 1,617,039 |
| Supplies and Materials | 250 | 258 | 8 |
| Transfer Payments | 220,000 | 220,000 | — |
| Continuous Charges | — | 300 | 300 |
| Property and Improvements | — | — | — |
| Equipment | — | 10,000 | 10,000 |
| Obligations | — | — | — |
| TOTAL - Operating Expenditures | \$ 2,748,850 | \$ 4,400,000 | \$ 1,651,150 |

Index: Acronyms and Terminology

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

Endnotes

| Endnote Number | Description |
|-----------------------|---|
| 1 | The federal revenue adjustment includes funding provided from the Federal Emergency Management Agency for event activities prior to Tropical Storm Helene (\$73 million) and Emergency Relief funding from the Federal Highway Administration as Quick Release for Helene impacts (\$10 million). The adjustment also includes the estimated future federal reimbursements for emergency response of \$190.2 million. |
| 2 | The amount provided to the HMOF from the Construction Fund is reduced in the revised budget due to the net impact of administrative funding and pre-scoping funding to emergency response activities and the one-time needed funding for the proposed Employee Bonus for the agency. |
| 3 | Administrative funding available for transfer to the Maintenance and Operations Program to support emergency response activities. The amount transferred is net of funding needed to support the proposed Employee Bonus for June 2025. |
| 4 | Research Implementation funding and Pre-scoping funding balances are available to support emergency response activities. The amount transferred is net of funding needed to support the proposed Employee Bonus for June 2025. |
| 5 | The Maintenance and Operations Program is updated with funding made available from federal sources for emergency response and administration budget funding. The program adjustments represent all of the budget funding made available within the FY 2025 allocations. |



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

APRIL 15, 2025

MOTION

Made By: _____ Seconded By:

Action:

**Title: Action on Modifying the VTrans Vision, Guiding Principles, Goals, and Objectives
and Action on Performance Measures and Targets**

WHEREAS, the Code of Virginia Section 33.2-353 requires the Statewide Transportation Plan to establish goals, objectives, and priorities that cover at least a 20-year planning horizon in accordance with federal transportation planning requirements; and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI) to develop the Statewide Transportation Plan, referred to as VTrans, for the Commonwealth Transportation Board's (CTB) approval, pursuant to Code of Virginia Section 2.2-229; and

WHEREAS, the Code of Virginia Section 2.2-229 requires that OIPI develop measures and targets related to the performance of the Commonwealth's surface transportation network for the CTB's approval, including any performance measurement required by Title 23 or 49 of the United States Code and any measures adopted by the Board pursuant to Code of Virginia Section 33.2-353; and

WHEREAS, on March 28, 2023, the CTB held a VTrans Visioning Workshop to review roles and responsibilities of CTB, VTrans planning requirements, and related existing policies; and

Resolution of the Board

Action on Modifying the VTrans Vision, Guiding Principles, Goals and Objectives and Action on Performance Measures and Targets

April 15, 2025

Page 2 of 3

WHEREAS, during the CTB VTrans Visioning Workshop, the CTB developed an outline to modify the VTrans Vision, Guiding Principles, Goals, and Objectives; and

WHEREAS, recommendations for modifications to the VTrans Vision, Guiding Principles, Goals, and Objectives were presented to the CTB on April 18, May 17, June 20, September 19, 2023, and January 16, 2024; and

WHEREAS, OIPI presented the final package of recommended modifications to the VTrans Vision, Guiding Principles, Goals, and Objectives, and proposed performance measures and targets for the VTrans Objectives on March 18, 2025 (Attachment 1); and

WHEREAS, progress towards updating the VTrans Vision, Guiding Principles, Goals, and Objectives was shared with Virginia's Metropolitan Planning Organizations and Planning District Commissions for feedback on several occasions during the process.

NOW, THEREFORE, BE IT RESOLVED, that, pursuant to the Code of Virginia Section 33.2-353, the CTB adopts the modifications to the VTrans Vision, Guiding Principles, Goals, and Objectives; and

BE IT FURTHER RESOLVED, that, pursuant to the Code of Virginia Section 2.2-229, the CTB adopts the proposed performance measures and targets.

BE IT FURTHER RESOLVED, that OIPI, in coordination with VDOT and DRPT, will update CTB on the progress towards meeting the adopted targets for the VTrans objectives.

####

Resolution of the Board

Action on Modifying the VTrans Vision, Guiding Principles, Goals and Objectives and Action
on Performance Measures and Targets

April 15, 2025

Page 3 of 3

Attachment 1: March 2025 CTB Workshop Presentation

VTrans Vision, Guiding Principles, Goals, and Objectives

And,

Performance Measures and Targets



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Performance Measures for VTrans Goals and Objectives

Office of Intermodal Planning and Investment (OIPi)
Virginia Department of Transportation (VDOT)
Virginia Department of Rail and Public Transportation (DRPT)

March 18, 2025



- Review Transportation Investment Cycle
- Review Performance Measure Development
- Review VTrans Goals
- Review Draft Performance Measures
- Outline next steps
- Request action: VTrans Vision, Guiding Principles, Goals, Objectives and Measures



TRANSPORTATION INVESTMENT CYCLE

VTRANS CTB Vision, Guiding Principles,
Goals and Objectives

Information provided may not include all plans and programs.

- State Rail Plan
- Strategic Highway Safety Plan
- Transit Strategic Plans

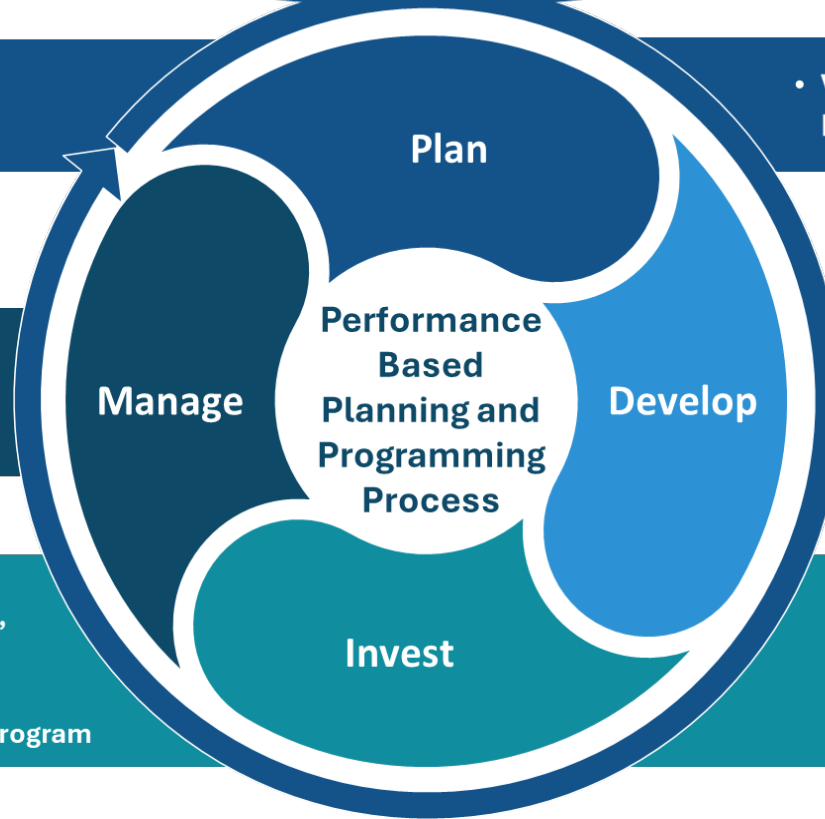
- VTrans Mid-term Needs and Priority Locations

- Performance Measures and Annual/Biennial Report
- Project Performance

- Project Pipeline
- Arterial Management Program
- STARS

- SMART SCALE (High Priority Projects Program, District Grants Program)
- I-81 Improvement Program
- Highway Safety Improvement Program

- State of Good Repair
- Revenue Sharing
- Interstate Operations and Enhancement Program
- MERIT Program



PERFORMANCE MEASURE DEVELOPMENT

- ▶ Code of Virginia, Section 2.2-229 directs the Office of Intermodal Planning and Investment (OIP) to develop measures and targets related to the performance of the Commonwealth's surface transportation network for the Commonwealth Transportation Board's (CTB) approval
 - Includes any federal performance measures and any measures adopted by CTB pursuant to the Statewide Transportation Plan (VTrans)
- ▶ Code of Virginia, Section 33.2-353 directs that VTrans establish quantifiable measures and achievable goals
 - Introduced and enacted during 2007 General Assembly
- ▶ Performance Measures (PMs) associated with VTrans have been periodically discussed but never adopted
- ▶ CTB adopted various PMs and targets, separate from the development of VTrans
- ▶ Desire to have a more holistic approach
 - Engaged VDOT, DRPT and VPRA to develop objectives and associated PMs
 - Intent is to assess progress towards Vision, Goals and Objectives

VISION, GUIDING PRINCIPLES, GOALS, & OBJECTIVES

| Goals | Description |
|---|---|
| Goal A: Transportation System Safety | Reduce fatalities and serious injuries to make the transportation network safer for the traveling public. |
| Goal B: System Preservation | Provide well-maintained and managed transportation infrastructure and services across the Commonwealth. |
| Goal C: Economic Competitiveness through Travel Time Reliability | Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options. |
| Goal D: Inter-Connected Systems and Services | Provide an integrated multimodal transportation system for better accessibility and travel options. |
| Goal E: Environmental Stewardship | Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources. |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.</p> | <p>A.1.i: Total fatalities and fatality rate per 100 million vehicle miles traveled</p> <ul style="list-style-type: none">a) Requirement: Federalb) Description: The total annual (CY) number of motorized fatalities and motorized fatalities per 100 million vehicle miles (fatality rate). The measures apply to all public roads.c) Data source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT)d) Desired trend: Decreasinge) Target: Set annually by CTBf) Performance: CY 2023 907 fatalities and 1.03 fatality rateg) Current target: CY 2025 target of 819 fatalities and 0.894 fatality rate, set by CTB on July 16, 2024 (https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf) |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective A.1: Reduce the number and rate of motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan.</p> | <p>A.1.ii: Total serious injuries and serious injury rate per 100 million vehicle miles traveled (VMT)</p> <ul style="list-style-type: none">a) Requirement: Federalb) Description: The total annual (CY) number of motorized serious injuries and motorized serious injuries per 100 million vehicle miles (serious injury rate). The measures apply to all public roads.c) Data source: DMV Traffic Records Electronic Data System (TREDS) and VDOT Traffic Monitoring System (TMS) Vehicle Miles Traveled (VMT)d) Desired trend: Decreasinge) Target: Set annually by CTBf) Performance: CY 2023 7,488 serious injuries and 8.506 serious injury rateg) Current target: CY 2025 target of 6,829 serious injuries and 7.457 serious injury rate, set by CTB on July 16, 2024 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|--|--|
| Objective A.2: Reduce the number of non-motorized fatalities and serious injuries through the implementation of the Strategic Highway Safety Plan. | <p>A.2.i: Total non-motorized fatalities and serious injuries</p> <ul style="list-style-type: none">a) Requirement: Federalb) Description: The total annual (CY) number of bicycle and pedestrian fatal and serious injuries resulting from crashes involving a motor vehicle. The measure applies to all public roads.c) Data source: DMV Traffic Records Electronic Data System (TREDS) and National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS)d) Desired trend: Decreasinge) Target: Set annually by CTBf) Performance: CY 2023 761 total non-motorized fatalities and serious injuriesg) Current target: CY 2025 target of 619, set by CTB on July 16, 2024 (https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2024/july/res/15.pdf) |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).</p> | <p>A.3.i: Total transit fatalities and fatality rate per 100k vehicle revenue miles</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The total annual (FY) number of transit fatalities and transit fatalities per 100,000 revenue miles (fatality rate). The measures apply to all transit operators in Virginia (excluding WMATA).c) Data source: FTA National Transit Database via local transit agenciesd) Desired trend: Decreasinge) Target: Proposedf) Performance: FY 2023<ul style="list-style-type: none">• Total Transit Fatalities: 3• Fatality rate per 100k miles: 0.0005g) Current Target:<ul style="list-style-type: none">• FY 2025 target = 0 Transit Fatalities and 0 Fatalities per 100k miles |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).</p> | <p>A.3.ii: Total transit injuries and injury rate per 100k vehicle revenue miles</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The total annual (FY) number of transit injuries and transit injuries per 100,000 revenue miles (transit injury rate). The measures apply to all transit operators in Virginia (excluding WMATA).c) Data source: FTA National Transit Database via local transit agenciesd) Desired trend: Decreasinge) Target: Proposedf) Performance: FY 2023<ul style="list-style-type: none">• Total Transit Injuries: 205• Injury rate per 100k miles: 0.343g) Current target:<ul style="list-style-type: none">• FY 2025 target = 204 Transit injuries and 0.295 injuries per 100k miles |

GOAL A: TRANSPORTATION SYSTEM SAFETY

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective A.3: Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans (PTASP).</p> <p>* FTA defines a safety event as an unexpected outcome that results in: injury or death, damage to or loss of public transportation facilities, equipment, rolling stock, or infrastructure, or damage to the environment.</p> | <p>A.3.iii: Total safety events* and event rate per 100k vehicle revenue miles</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The total annual (FY) number of safety events and safety events per 100,000 revenue miles (safety event rate). The measures apply to all transit operators in Virginia (excluding WMATA).c) Data source: FTA National Transit Database via local transit agenciesd) Desired trend: Decreasinge) Target: Proposedf) Performance: FY 2023<ul style="list-style-type: none">• Total Safety Events: 246• Safety Event rate per 100k miles: 0.411g) Current target:<ul style="list-style-type: none">• FY 2025 target = 217 Total safety events = 217 and 0.317 events per 100k miles |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none">▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board. | <p>B.1.i: Percentage of sufficient lane miles</p> <ul style="list-style-type: none">a) Requirement: State, measured for interstate, primary and secondary roadwaysb) Description: The annual (CY) percentage of sufficient lane miles. The Critical Condition Index (CCI) is used to categorize pavement condition (or sufficiency). Pavements with CCI \geq 60 or above are considered sufficient. The measure applies to VDOT maintained roads.c) Data source: VDOT Pavement Management System (PMS)d) Desired trend: Planned decrease or maintaining per investment strategye) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdff) Performance: CY 2024 % sufficient Interstate = 88%, Primary High Volume = 83%, Primary Low Volume = 78%, Secondary High Volume = 79%, Secondary Low Volume = 61%g) Current target: CY 2025 Interstate, Primary High Volume, and Secondary High Volume = 82%, Primary Low Volume = 75%, Secondary Low Volume = 60% |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|---|--|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none">▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board. | <p>B.1.ii: Average weighted general condition rating</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: The annual (FY) averaged weighted General Condition Rating (GCR) of structures. The GCR represents the average condition rating of all bridges (on the scale of 0 to 9) weighted by an importance factor that addresses characteristics such as traffic volume and detour length. The measure applies to VDOT and locality-maintained bridges that are part of the National Bridge Inventory (NBI).c) Data source: VDOT Bridge Management System (BrM)d) Desired Trend: Planned decrease or maintaining per investment strategye) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdff) Performance: FY 2024 Interstate = 6.1 GCR, Primary 6.2 GCR, Secondary = 6.5 GCRg) Current target: FY 2025 ≥ 5.6 GCR |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none">▶ Meet long-term sustainable pavement and bridge performance targets adopted by the Board. | <p>B.1.iii: Percentage of non-poor (sufficient) condition structures</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: The annual (FY) percentage of structures that are in non-poor condition (good or fair). The measure applies to VDOT and locality-maintained bridges that are part of the National Bridge Inventory (NBI).c) Data source: VDOT Bridge Management System (BrM)d) Desired Trend: Planned decrease or maintaining per investment strategye) Target: Set in 2019 by CTB - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2019/dec/reso/9.pdff) Performance: FY 2024 % sufficient Interstate = 99%, Primary = 98%, Secondary = 96%g) Current target: FY 2025 % sufficient Interstate = 97%, Primary = 93%, Secondary = 90% |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT’s Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none">▶ Maintain VDOT’s special structures in accordance with the annually updated 50-year special structures plan. | <p>B.1.iv: Special Structures 50-Year Long-Term Plan updated annually and reported to the CTB biennially</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Confirms the annual (FY) update of the 50-year Special Structures plan. Long-term plan developed to provide consistent classification and life-cycle approach to managing and monitoring the health of each structure. The measure applies to 25 identified movable bridges, tunnels and complex structures.c) Data source: VDOT Special Structures 50-Year Long-Term Pland) Desired trend: Not applicablee) Target: Nonef) Performance: FY 2024 Plan updated and reported to the CTB as requiredg) Current target: None |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective B.1: Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.</p> <ul style="list-style-type: none">▶ Meet routine maintenance best practices performance metrics | <p>B.1.v: Accomplishment data for Routine Maintenance Best Practices is reported annually to the CTB</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Confirms the annual (FY) reporting of Accomplishment data for Routine Maintenance Best Practices. VDOT has defined the assets, best practice frequency and desired frequency for routine maintenance activities determined to provide the greatest benefits and extend the life of assets.c) Data source: VDOT Highway Maintenance Management Systemd) Desired trend: Not applicablee) Target: Nonef) Performance: FY 2024 Report made to the CTBg) Current target: None |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective B.2: Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management Plans.</p> <p>ULB: FTA defined maximum age for rolling stock to be operating on the road.</p> | <p>B.2.i: Percentage of revenue vehicles in the statewide fleet that have met or exceeded the FTA Useful Life Benchmark (ULB)</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The annual (FY) percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark (ULB). The asset condition of rolling stock is assessed using ULB standards from the Federal Transit Administration. This applies to all transit operators excluding WMATA and VRE.c) Data source: DRPT Transit via local transit agenciesd) Desired trend: Decreasinge) Target: Proposedf) Performance: FY 2024 Revenue Vehicles = 21% beyond ULBg) Current target: FY 2025 target = 21% of Revenue Vehicles beyond ULB |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective B.2: Ensure transit state of good repair through the prioritization of state capital investments in public transportation.</p> <p>* DRPT is the sponsor of the Tier II TAM Plan in Virginia, which includes 33 public transportation operators who participate in the group plan and coordinate with DRPT for TAM planning purposes.</p> | <p>B.2.ii: Percentage of transit facilities with a condition rating below 3.0 on the FTA TERM Scale as identified in the Virginia Group Tier II TAM Plan*</p> <ul style="list-style-type: none">a) Requirement: Federalb) Description: The annual (FY) percentage of transit facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. TERM assesses facility condition on a 1 to 5 scale, from poor to excellent condition.c) Data source: DRPT Transit via local transit agenciesd) Desired Trend: Performance below targete) Target: Targets established by DRPT during Tier II TAM Plan update in coordination with participating transit operatorsf) Performance: FY 2024 Facilities = 3% of facilities below 3.0g) <u>Current target: FY 2025 target = 2% of facilities below 3.0</u> |

GOAL B: SYSTEM PRESERVATION

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective B.3: Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.</p> | <p>B.3.i: Number of miles that the Rail Preservation Program has invested in to maintain a state of good repair</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: The total annual (FY) track miles improved with an awarded Rail Preservation Fund (RPF) project for that fiscal year. (This total does not include projects that remain on the SYIP with previously allocated funds.)c) Data source: DRPT Rail SYIP GIS Layerd) Desired Trend: Increasinge) Target: 2% increase per year from Baseline of 665 (avg 2021-2024)f) Performance: FY 2024 634 track milesg) Current target: FY 2025 target of 678 track miles |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|---|--|
| <p>Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.</p> | <p>C.1.i: Percent of Person-miles traveled that are Reliable</p> <ul style="list-style-type: none">a) Requirement: Federal, Network: Interstateb) Description: The annual (CY) percentage of Person-Miles traveled (PMT) that are reliable on the Interstate. Ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time.c) Data source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volumed) Desired trend: Increasinge) Target: Set by the CTB every 4 yearsf) Performance: CY 2023 86.0% PMT Reliableg) Current Target: CY 2025 85% PMT Reliable adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|---|--|
| <p>Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.</p> | <p>C.1.ii: Percent of Person-miles traveled that are Reliable</p> <ul style="list-style-type: none">a) Requirement: Federal, Network: Non-Interstate portion of the National Highway System (NHS)b) Description: The annual (CY) percentage of Person-Miles traveled that are reliable on the Non-Interstate NHS. Ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time.c) Data source: FHWA National Performance Management Research Data Set (NPMRDS), VDOT Traffic Monitoring System (TMS) Volumed) Desired trend: Increasinge) Target: Set by the CTB every 4 yearsf) Performance: CY 2023 93.9% PMT Reliableg) Current Target: CY 2025 88% PMT Reliable adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.</p> | <p>C.1.iii: Intercity bus and passenger rail on-time performance (Amtrak, VRE, and Virginia Breeze)</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The annual (FY) average percentage of on-time performance. On-time performance reports the percentage of time a passenger rail or bus service arrives and departs within a designated window of time. The exact time frame for what is considered "on-time" varies depending on the service provider and the length of the trip. The measure applies to Virginia-sponsored Amtrak trains, VRE commuter rail, and Virginia Breeze intercity-bus service.c) Data source: Amtrak (VPRA), VRE, Virginia Breeze (DRPT Transit)d) Desired Trend: Increasinge) Target: Proposedf) Performance: FY 2024 on-time performance<ul style="list-style-type: none">• Amtrak: 66%• VRE: 79%• Virginia Breeze: 70%g) Current target: FY 2025 on-time performance = Amtrak: 80%, VRE: 90%, Virginia Breeze: 80% |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|---|--|
| <p>Objective C.1: Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.</p> | <p>C.1.iv: Mean distance between major failures for fixed-route and demand responsive modes as reported in agency PTASP</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: The annual (FY) mean distance between major failures measured in miles. Represents the reliability of transit fleets for all transit operators in Virginia operating more than 30 vehicles (full reporters).c) Data source: FTA National Transit Database via local transit agenciesd) Desired trend: Increasinge) Target: Proposedf) Performance: FY 2023 – 4,285 milesg) Current target: FY 2024 target = 6,559 miles |

Major failure is defined by FTA as a "failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns."

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.</p> | <p>C.2.i: Truck travel time reliability (TTTR) index</p> <ul style="list-style-type: none">a) Requirement: Federalb) Description: The annual (CY) truck travel time reliability index value for the interstate system. The index is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time. Lower index values indicate higher reliability.c) Data source: FHWA National Performance Management Research Data Set (NPMRDS)d) Desired trend: Keep below targete) Target: Set by the CTB every 4 yearsf) Performance: CY 2023 1.43 TTTRg) Current target: CY 2025 target of 1.64 adopted by the CTB September 2022 https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2022/sept/res/12.pdf |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective C.2: Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.</p> | <p>C.2.ii: Change in travel time reliability of freight bottlenecks identified in the most recent Virginia Freight Plan</p> <ul style="list-style-type: none">a) Requirement: State and Federal (highway)b) Description: The annual (CY) percentage of freight bottlenecks that are maintaining or improving reliability. Freight bottlenecks included in the 2022 State Freight Plan are identified based on a combination of severity and magnitude of truck travel time reliability and cumulative truck delay. There are 16 identified bottlenecks. The measure compares the change in travel time reliability of freight bottlenecks compared to the baseline.c) Data source: INRIX Travel Time Data, VDOT Traffic Monitoring System (TMS) Volumed) Desired trend: Increasinge) Target: Proposedf) Performance: CY 2023 87% of locations show maintaining or improved reliabilityg) Current target: CY 2025 90% of locations show maintaining or improved reliability |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.</p> | <p>C.3.i: Total passenger miles and passengers per revenue hour/mile</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: The total annual (FY) passenger miles and passengers per revenue hour/mile. The Vehicle revenue miles or vehicle revenue hours provides a measure of efficiency (how many passengers are carried per revenue mile or revenue hour of service). Revenue miles and revenue hours measures the distance and the time vehicles are in passenger services. Represents all Virginia transit operators including WMATA.c) Data Source: DRPT Transit via local transit agenciesd) Desired Trend: Increasinge) Target: Proposedf) Performance: FY 2024 Total Passenger Miles: Final FY 2024 figure coming soon Passengers per Revenue Hour: 17.9 Passengers per Revenue Mile: 1.2g) Current Target: FY 2025 targets = Total Passenger Miles: n/a, Passengers per Revenue Hour: 18, Passengers per Revenue Mile: 1.2 |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.</p> | <p>C.3.ii: Number of jobs accessible by transit</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Number of jobs within walking distance of transit stops and stations consistent with MERIT methodology.c) Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Jobs (Work)" data layer (Source: LEHD Origin-Destination Employment Statistics (LODES) 2012-2021)d) Desired trend: Increasinge) Target: Proposedf) Performance: FY 2,623,770 jobs (73% of VA jobs) accessible by transitg) Current target: FY 2025 target = 75% of VA jobs accessible by transit |

GOAL C: ECONOMIC COMPETITIVENESS THROUGH TRAVEL TIME RELIABILITY

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective C.3: Improve transit efficiency and effectiveness by implementing system-wide and route level performance standards established in Transit Strategic Plans and Transit Development Plans.</p> | <p>C.3.iii: Number of people with access to transit in Virginia</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Number of people that live within walking distance of local transit stops and stations, and close driving distance of commuter rail stations, consistent with MERIT methodology.c) Data Source: Statewide Transit Stop and Route data (source: GTFS feeds) and Remix "Population" data layer (Source: American Community Survey 5-year, 2022-2018)d) Desired trend: Increasinge) Target: Proposedf) Performance: FY 2024 5,506,141 people (64% of VA pop) with access to transit in Virginiag) Current target: FY 2025 target = 65% of people with access to transit in Virginia |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective D.1: Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate.</p> | <p>D.1.i: List of projects advancing to implementation that contribute to multimodal redundancy</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Annual update to CTB of running list of projects that are advancing to implementation and contribute to multi-modal redundancy.c) Data source: IOEP Corridor Plans, SYIPd) Desired trend: Not applicablee) Target: Nonef) Performance: Pendingg) Current target: None |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective D.2: Increase bus ridership by improving bus stop condition and accessibility.</p> | <p>D.2.i: Percentage of passenger facilities with a TERM rating below 3.0</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: The annual (FY) percentage of passenger facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale. TERM assesses facility condition on a 1 to 5 scale, from poor to excellent condition.c) Data source: DRPT Transit via Annual Tier II TAM Facility Assessment Datad) Desired trend: Decreasinge) Target: Proposedf) Performance: FY 2024 0% below TERM rating of 3.0g) Current target: FY 2025 target = 15% of all passenger facilities below 3.0 |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|--|--|
| <p>Objective D.3: Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan.</p> | <p>D.3.i: Number of new carloads generated by DRPT’s Rail Grant Programs</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Total annual (FY) carloads reported by grantees.c) Data source: DRPT Rail Performance Dashboardd) Desired trend: Increasing (short-term)e) Target: 2% increase per year from Baseline of 4,078,991 (avg 2021-2023)f) Performance: FY 2024 Available July 1, 2025g) Current target: FY 2025 target = 4,160,571 carloads |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|---|---|
| <p>Objective D.4: Support economic development initiatives through investments in site accessibility.</p> | <p>D.4.i: Annual VDOT and DRPT's engagement efforts communicating availability and benefits of the EDA program along with application support services</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Annual (CY) number of outreach and engagement activities and application support services provided.c) Data source: VDOT Local Assistance Division, DRPTd) Desired trend: Increasinge) Target: Proposedf) Performance: Pendingg) Current target: CY 2025 target = 5 or more annual outreach activities |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective D.4: Support regionally significant economic development initiatives through investments in site accessibility.</p> | <p>D.4.ii: Number of new carloads added through Rail Industrial Access (RIA) Grant Program</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Total annual (FY) new carloads from approved RIA grant applications.c) Data source: DRPT Rail Industrial Access Dashboardd) Desired trend: Increasinge) Target: 2% increase per year from Baseline of 5,752 (avg 2022-2024)f) Performance = FY 2024 4,915 new carloadsg) Current target: FY2025 target is 5,867 |

GOAL D: INTER-CONNECTED SYSTEMS AND SERVICES

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective D.4: Support regionally significant economic development initiatives through investments in site accessibility.</p> | <p>D.4.iii: Number of new jobs added as a result of Rail Industrial Access (RIA) projects</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Total annual (FY) number of new jobs reported in approved RIA applications.c) Data source: DRPT Rail Industrial Access Dashboardd) Desired trend: Increasinge) Target: 2% increase from Baseline of 196 (avg 2021-2023)f) Performance = FY 2024 825 new jobsg) Current target: FY 2025 target = 200 new jobs |

GOAL E: ENVIRONMENTAL STEWARDSHIP

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

| Objective | Draft Measure(s) |
|---|--|
| <p>Objective E.1: Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review.</p> | <p>E.1.i: Documented compliance with state and federal environmental review requirements</p> <ul style="list-style-type: none">a) Requirement: State and Federalb) Description: Total annual numbers of NEPA and SERP Completionsc) Data source: Comprehensive Environmental Data and Reporting (CEDAR) Systemd) Desired trend: Compliance with state and federal requirementse) Target: 100% Compliancef) Performance: CY 2024 NEPA Totals = 528, SERP Totals = 39 One-time Programmatic Categorical Exclusion = 208 Programmatic Categorical Exclusion = 283 Environmental Assessment = 3 Categorical Exclusion = 34g) Current target: 100% Compliance |

GOAL E: ENVIRONMENTAL STEWARDSHIP

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

| Objective | Draft Measure(s) |
|--|---|
| <p>Objective E.2: Implement solutions to support the attainment of National Ambient Air Quality Standards.</p> | <p>E.2.i: Documented compliance with federal transportation conformity requirements in compliance with the NAAQS.</p> <ul style="list-style-type: none">a) Requirement: Stateb) Description: Total annual completion of required air quality conformity determinations.c) Data source: EPA's Green Bookd) Desired trend: Not Applicablee) Target: Proposedf) Performance: Pendingg) Current target: CY 2025 target = 100% |

NEXT STEPS

- Update measures pursuant to CTB feedback if needed
- CTB action on VTrans Vision, Goals and Objectives
- Incorporate measures into Biennial Surface Transportation Performance Report

Commonwealth Transportation Board (CTB) Decision Brief

Action on Modifying VTrans Vision, Guiding Principles, Goals, and Objectives and action on Performance Measures and Targets

Issue: Modify VTrans Vision, Guiding Principles, Goals, and Objectives for inclusion in VTrans, Virginia's Transportation Plan for submission to the General Assembly and the Office of the Governor.

Facts: The Code of Virginia Section 33.2-353 requires that CTB with assistance from the Office of Intermodal Planning and Investment (OIPI) Statewide Transportation Plan establish goals, objectives, and priorities that cover at least a 20-year planning horizon in accordance with federal transportation planning requirements. It also requires the Statewide Transportation Plan to be updated as needed but no less than once every four years and be submitted to the General Assembly and the Office of the Governor.

The Code of Virginia Section 2.2-229 also requires that OIPI develop measures and targets related to the performance of the Commonwealth's surface transportation system for the CTB's approval.

Recommendations: OIPI recommends approval of the modified VTrans Vision, Guiding Principles, Goals, and Objectives for inclusion in VTrans, Virginia's Transportation Plan.

OIPI also recommends approval of the proposed performance measures and targets associated with the updated VTrans Goals and Objectives.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to (i) modify the VTrans, Vision, Guiding Principles, Goals, and Objectives and (ii) approve the proposed performance measures and targets.

Result, if Approved: The modified Vision, Guiding Principles, Goals, and Objectives will be included in VTrans and other updates and submitted to the General Assembly and the Office of the Governor by January 2026. OIPI, in coordination with VDOT and DRPT, will update CTB on the progress towards meeting the adopted targets for the VTrans Objectives.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

April 15, 2025

MOTION

Made By: _____ Seconded By:

Title: Action to Modify the Policy for the Prioritization of the VTrans Mid-term Transportation Needs

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIP) to develop the Statewide Transportation Plan, referred to as VTrans, for the Commonwealth Transportation Board's (CTB) approval, pursuant to Code of Virginia Section 2.2-229; and

WHEREAS, the Code of Virginia Section 33.2-353 requires that VTrans shall establish goals, objectives, and priorities; and

WHEREAS, the CTB, identifies and prioritizes transportation needs in VTrans by defining "Transportation needs" Mid-term Needs to be addressed over the next 10 years; and

WHEREAS, these CTB policies establish the need categories and criteria and are utilized to direct planning and investment resources; and

WHEREAS, the current Mid-term Needs Identification Methodology is documented on page 18 of the VTrans Policy Guide dated November 2021; and

WHEREAS, the CTB policy for the prioritization of VTrans Mid-term Needs requires that VTrans need category weightings establish Construction District Priority locations, based on SMART SCALE Area Type weightings; and

WHEREAS, the CTB updated the SMART SCALE Area Type weightings on January 16, 2024, resulting in modification of the VTrans need category weightings; and

Resolution of the Board

Action to Modify the Policy for the Prioritization of the VTrans Mid-term Transportation Needs

April 15, 2025

Page 2 of 3

WHEREAS, the recommended VTrans need category weightings modification to establish Construction District Priority locations were presented to the Board on March 18, 2025; and

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the recommended VTrans Need category weightings to establish Construction District Priority locations, as included on slide 17 of Attachment 1.

BE IT FURTHER RESOLVED, OIPI is directed to administratively update VTrans Need category weightings to establish Construction District Priority locations, to maintain alignment with SMART SCALE Area Type weighting changes approved by the CTB.

###

Resolution of the Board

Action to Modify the Policy for the Prioritization of the VTrans Mid-term Transportation Needs

April 15, 2025

Page 3 of 3

Attachment 1: March 2025 CTB Workshop Presentation

Overview of the Policy to Identify and Prioritize VTrans Mid-Term Needs; Update the Policy to
Prioritize VTans Mid-Term Needs



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Overview of the Policy to Identify and Prioritize VTrans Mid-term Needs; Update the Policy to Prioritize VTrans Mid-term Needs

Jitender Ramchandani
Office of Intermodal Planning and Investment (OIPi)

March 18, 2025



OVERVIEW: VTRANS FOCUS AREAS

CTB Vision, Guiding Principles, Goals and Objectives

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

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

Strategic Actions (Recommendations)



Today's Focus

Presentation

Today

Today

June 2025*

September 2025

Action

April 2025

April 2025

July 2025*

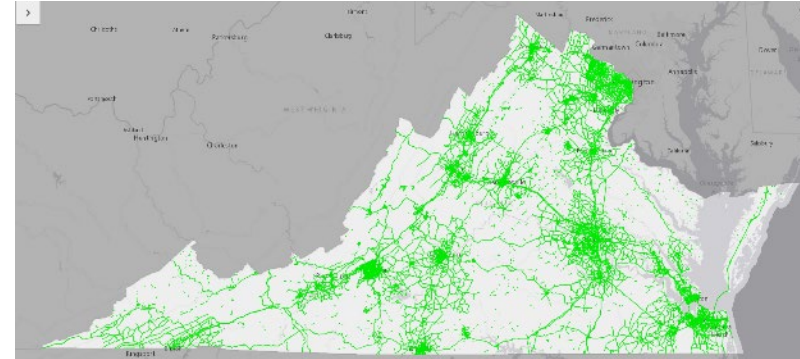
December 2025

* If needed

- ▶ **Code § 33.2-353 requires the Commonwealth Transportation Board (CTB) to comprehensively review statewide transportation multimodal needs for all Corridors of Statewide Significance (CoSS), Regional Networks (RN), and Urban Development Areas (UDA).**
 - ▶ The review shall assess transportation needs and establish priorities.
 - ▶ The review shall not be an aggregation of local, district, regional, or modal plans.
 - ▶ This VTrans plan has to be submitted to the GA and the Governor every four years.

- ▶ **CTB is meeting the Code requirements by identifying and prioritizing transportation needs.**
 - ▶ “Transportation needs” in this context are referred to as Mid-term Needs to be addressed over the next 10 years.
 - ▶ These CTB policies establish the need categories and criteria.
 - ▶ Identified needs are prioritized to direct planning and investment resources.
- ▶ **VTrans policies are included in the VTrans Policy Guide.**

VTrans Mid-term (next 10 years) Need Locations



- ▶ **VTrans Mid-term Needs consider all modes (highway, transit, rail, transportation demand management, etc.) and focus on capacity and safety issues in the following travel markets. The needs do not include maintenance and state-of-good-repair needs**
 - ▶ Corridors of Statewide Significance (CoSS) – Supports inter-regional trips
 - ▶ Regional Networks (RN) – Supports intra-regional trips
 - ▶ Urban Development Areas (UDA) – Supports local trips
 - ▶ Safety

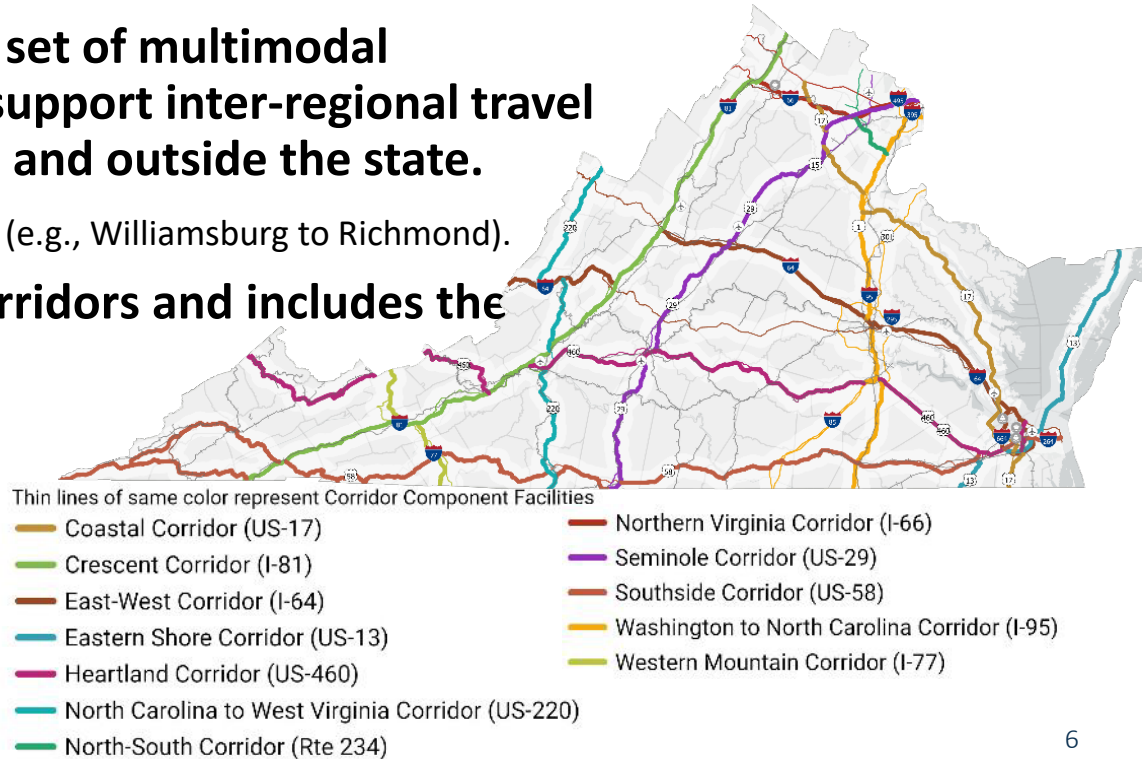
Corridors of Statewide Significance (CoSS)

➤ **Description:** An integrated set of multimodal transportation facilities to support inter-regional travel of people and goods within and outside the state.

➤ This supports inter-regional travel (e.g., Williamsburg to Richmond).

➤ **CTB policy identifies the corridors and includes the following need categories:**

- Congestion Mitigation
- Travel Time Reliability
- Rail On-time Performance
- Capacity Preservation
- Travel Demand Management
- Safety Improvement



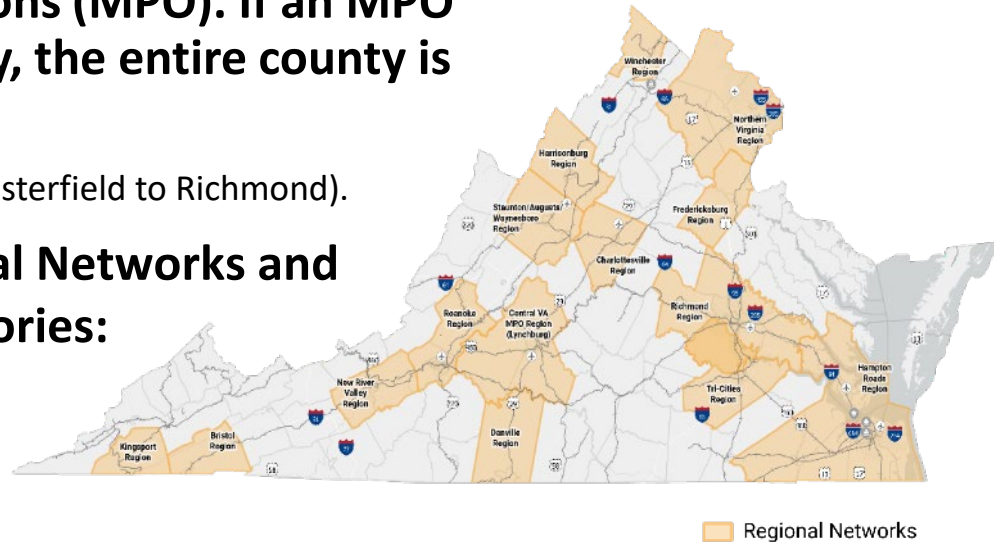
Regional Networks (RN)

➤ **Description:** These are based on the Commonwealth's Metropolitan Planning Organizations (MPO). If an MPO includes only a portion of a county, the entire county is included.

➤ This supports intra-regional travel (e.g., Chesterfield to Richmond).

➤ **CTB policy establishes the Regional Networks and includes the following need categories:**

- Congestion Mitigation
- Travel Time Reliability
- Capacity Preservation
- Travel Demand Management
- Bike Access
- Walk Access
- Transit Access



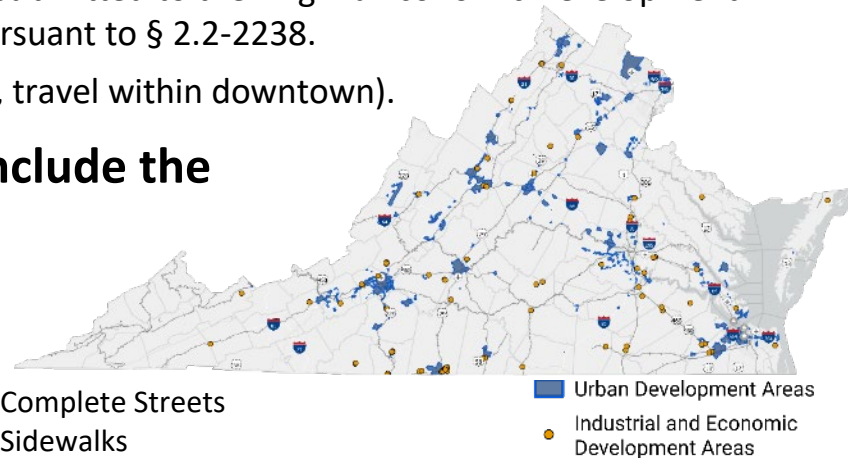
Urban Development Areas (UDAs)

► Description:

- UDAs are locally designated growth areas pursuant to § 15.2-2223.1.
- Since UDAs focus on residential, commercial, and mixed-use growth, CTB policy includes locally identified Industrial and Economic Development Areas (IEDAs) submitted to the Virginia Economic Development Partnership (VEDP)'s Business-Ready Site Program pursuant to § 2.2-2238.
- This supports travel within or to a localized area (e.g., travel within downtown).

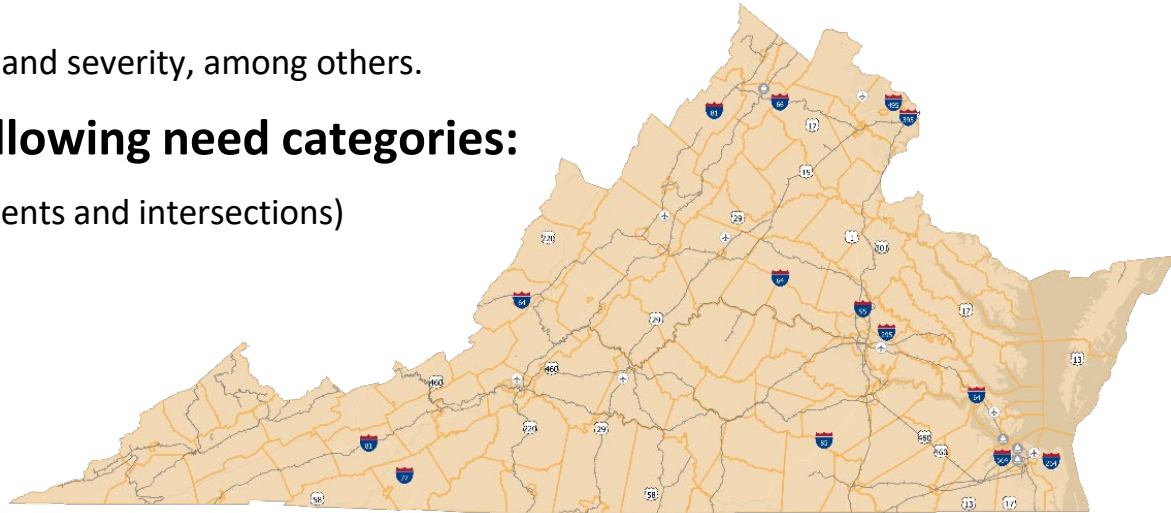
► Localities identify UDAs and IEDAs and include the following need categories:

- | | | |
|------------------------------|-----------------------------|----------------------|
| ► Access to Industrial Sites | ► Signing/Wayfinding | |
| ► Roadway Capacity | ► Environment | |
| ► Roadway Operations | ► Transit Frequency | |
| ► Intersection Design | ► Transit Operations | ► Complete Streets |
| ► Street Grid | ► Transit Capacity | ► Sidewalks |
| ► Safety Features | ► Transit Facilities | ► On-street Parking |
| ► Traffic Calming | ► Bicycle Infrastructure | ► Off-street Parking |
| | ► Pedestrian Infrastructure | |



Safety

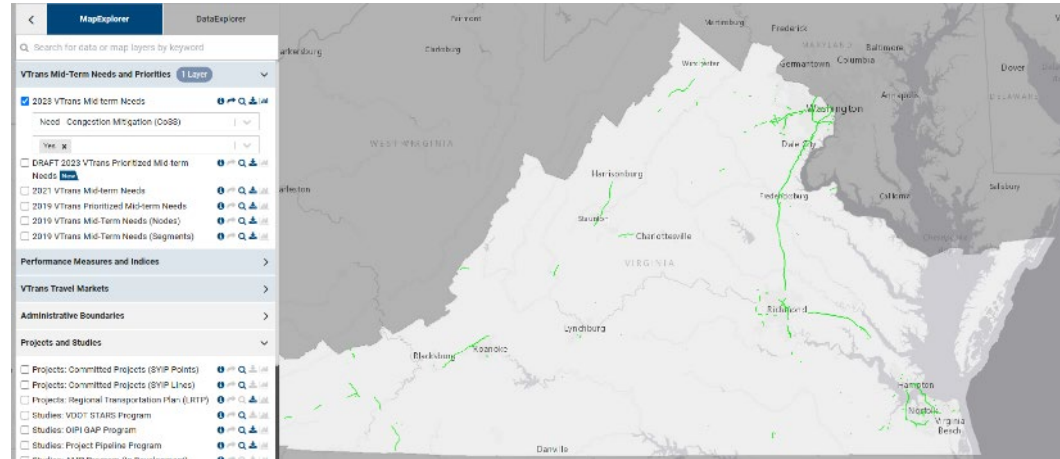
- **Description:** This focuses on statewide transportation safety, regardless of the location (e.g., the location does not necessarily have to be in CoSS, RN, or UDA).
 - Factors include crash frequency and severity, among others.
- **CTB policy includes the following need categories:**
 - Roadway Safety (Roadway segments and intersections)
 - Pedestrian Safety



VTRANS MID-TERM NEEDS

- VTrans Mid-term Needs are developed using transportation network information (e.g., travel times, crashes, ridership).
- They are updated every two years prior to SMART SCALE application intake.
- The last update was in 2023.

Screenshot of InteractVTrans (<https://vtrans.org/interactvtrans/map-explorer>)



WHY PRIORITIZE THE NEEDS?

- ▶ **VTrans identifies the problem, not the solution. The Commonwealth has limited resources to identify solutions to all needs simultaneously.**
- ▶ **In 2021, the CTB developed a policy to prioritize the needs and locations.**
- ▶ **Priority locations are areas that can benefit the most from appropriate transportation solutions.**
 - ▶ Locations are categorized as Priority Locations 1 through 4.
- ▶ **While any SMART SCALE application that meets a need is screened in, the VTrans priorities allow the State to help identify solutions for higher priority locations.**
 - ▶ CTB policies require VDOT and DRPT's advanced planning and project development activities for capacity expansion solutions to be focused on VTrans Priority 1 locations.
 - ▶ CTB policy requires the Project Pipeline program to be focused on VTrans Priority 1 and 2 locations.

POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS — PROCESS

STEP 1

**Establish Types of
Priorities**

- **Establish criteria for aggregating VTrans Need Categories**

STEP 2

**Prioritize within
Needs Categories**

- **Establish priorities within each VTrans Need Category. Example:**
 - Very High Congestion Need
 - High Congestion Need
 - Medium Congestion Need
 - Low Congestion Need

STEP 3

**Weigh and
Aggregate Needs
across Needs
Categories**

- **Apply weighting**
- **Identify initial Statewide and Construction District Priority Locations**

STEP 4

**Adjust Priorities for
Influencing Factors**

- **Utilize influencing factors**
- **Adjust the Statewide and Construction District Priority Locations**
 - **Example: Priority 1 through 4.**

STEP 1: ESTABLISH TYPES OF PRIORITIES

| | Statewide Priorities | Construction Districts |
|----------------------------|---|---|
| Travel Markets Used | Corridors of Statewide Significance (CoSS), including Safety Needs along CoSS | <ul style="list-style-type: none">• Regional Networks (RN)• Safety• Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA) only |
| Output | One set of Statewide Priorities | Nine sets of Construction District Priorities, one for Each Construction District |
| Purpose | Directly or indirectly benefit Virginians no matter where they live | Serve regional transportation needs in each Construction District |
| Example | Safety Need along Route 11 in Bristol against a Safety Need along Route 1 in NoVA | For Salem District, a congestion need in Roanoke is compared with congestion need in Blacksburg |

STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- **Prioritize each Need Category (e.g. Congestion, Safety, etc.) by combining two factors: (1) Severity, (2) Magnitude.**

Very High



Low

Severity: Measure the acuteness of a Need



Very High



Low

Magnitude: Number of users, riders, or residents that can potentially benefit

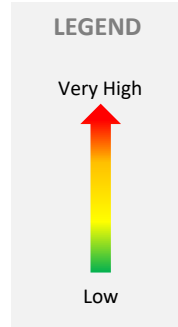
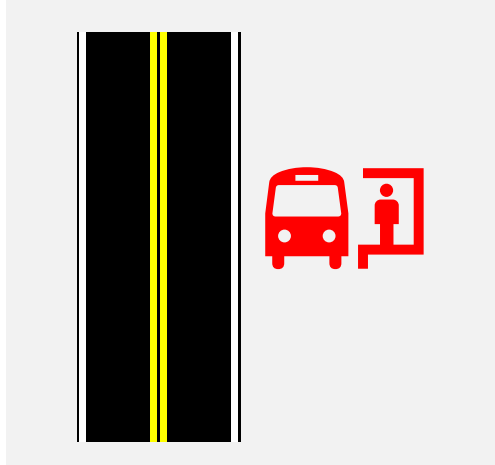


Photo Credit: Virginia Department of Transportation

STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

- ▶ **Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each roadway segment. Two examples are included below:**

Example 1: This location has one Very High Need for transit access.



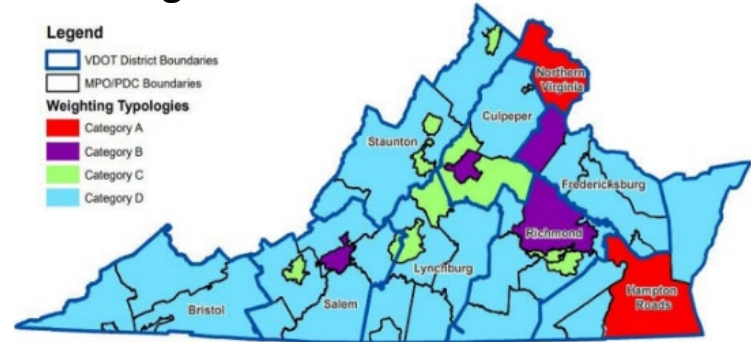
Example 2: This location has several High, Medium, and Low Needs related to Congestion, Bike and Pedestrian Access, and Safety.



STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES (CONT.)

- To prioritize locations, the policy weighs and aggregates transportation needs.
- The weights to establish Construction District priorities are based on the SMART SCALE typologies and weights.
- In 2024, the Board modified the SMART SCALE policy and weighting typologies.
- A corresponding change must also be made to the VTrans Prioritization Policy.

SMART SCALE Weighting Typologies and Weights



Source: SMART SCALE Technical Guide

| Factor | Safety | Congestion Mitigation | Accessibility | Land Use | Economic Development | Environmental Quality |
|------------|--------|-----------------------|---------------|----------|----------------------|-----------------------|
| Category A | 15% | 45%* | 25% | ** | 5% | 10% |
| Category B | 20% | 25% | 25% | ** | 20% | 10% |
| Category C | 30% | 20% | 15% | ** | 25% | 10% |
| Category D | 40% | 10% | 10% | ** | 30% | 10% |

* For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

** Up to 100% added to the benefit score based on normalized measure performance

Source: SMART SCALE Technical Guide

STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES – EXISTING AND RECOMMENDED WEIGHTS

| Travel Market | Board-adopted VTrans Need Category | Weighting - Statewide Priority | Weighting – Construction District Priority | | | | | | | |
|---------------|---|---|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | Area Type A | | Area Type B | | Area Type C | | Area Type D | |
| | | | Existing | Recommended | Existing | Recommended | Existing | Recommended | Existing | Recommended |
| CoSS | Congestion Mitigation | 25.00% | These Need Categories are not utilized for establishing Construction District Priority Locations. | | | | | | | |
| CoSS | Improved Reliability | 15.00% | | | | | | | | |
| CoSS | Rail on Time Performance | 10.00% | | | | | | | | |
| CoSS | Capacity Preservation | 10.00% | | | | | | | | |
| CoSS | Transportation Demand Mgmt. | 15.00% | | | | | | | | |
| Safety | Roadway Safety (along CoSS) | 25.00% | | | | | | | | |
| RN | Congestion Mitigation | These Need Categories are not utilized for establishing Statewide Priority Locations. | 25.00% | 25.00% | 15.00% | 15.00% | 10.00% | 15.00% | 5.00% | 5.00% |
| RN | Improved Reliability | | 20.00% | 20.00% | 10.00% | 10.00% | 5.00% | 5.00% | 5.00% | 5.00% |
| RN | Transit Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 6.25% | 6.25% | 3.75% | 3.75% | 2.50% |
| RN | Transit Access for Equity Emphasis Areas | | 5.00% | 6.25% | 6.25% | 6.25% | 6.25% | 3.75% | 3.75% | 2.50% |
| RN | Bicycle Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 6.25% | 6.25% | 3.75% | 3.75% | 2.50% |
| RN | Pedestrian Access to Activity Centers | | 5.00% | 6.25% | 6.25% | 6.25% | 6.25% | 3.75% | 3.75% | 2.50% |
| RN | Capacity Preservation | | 2.50% | 2.50% | 10.00% | 10.00% | 15.00% | 15.00% | 20.00% | 15.00% |
| RN | Transportation Demand Mgmt. | | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% | 10.00% |
| Safety | Roadway Safety | | 15.00% | 10.00% | 15.00% | 15.00% | 20.00% | 25.00% | 25.00% | 35.00% |
| Safety | Pedestrian Safety | | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% | 5.00% |
| UDA | Access to Industrial and Economic Development Areas | 2.50% | 2.50% | 10.00% | 10.00% | 10.00% | 10.00% | 15.00% | 15.00% | |
| Total | | 100% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

Proposed increase to align with SMART SCALE weightings adopted by the Board in 2024.

Proposed decrease to align with SMART SCALE weightings adopted by the Board in 2024.

STEP 4: ADJUST FOR INFLUENCING FACTORS

➤ **Initial Priority Locations are adjusted using the following four influencing factors.**

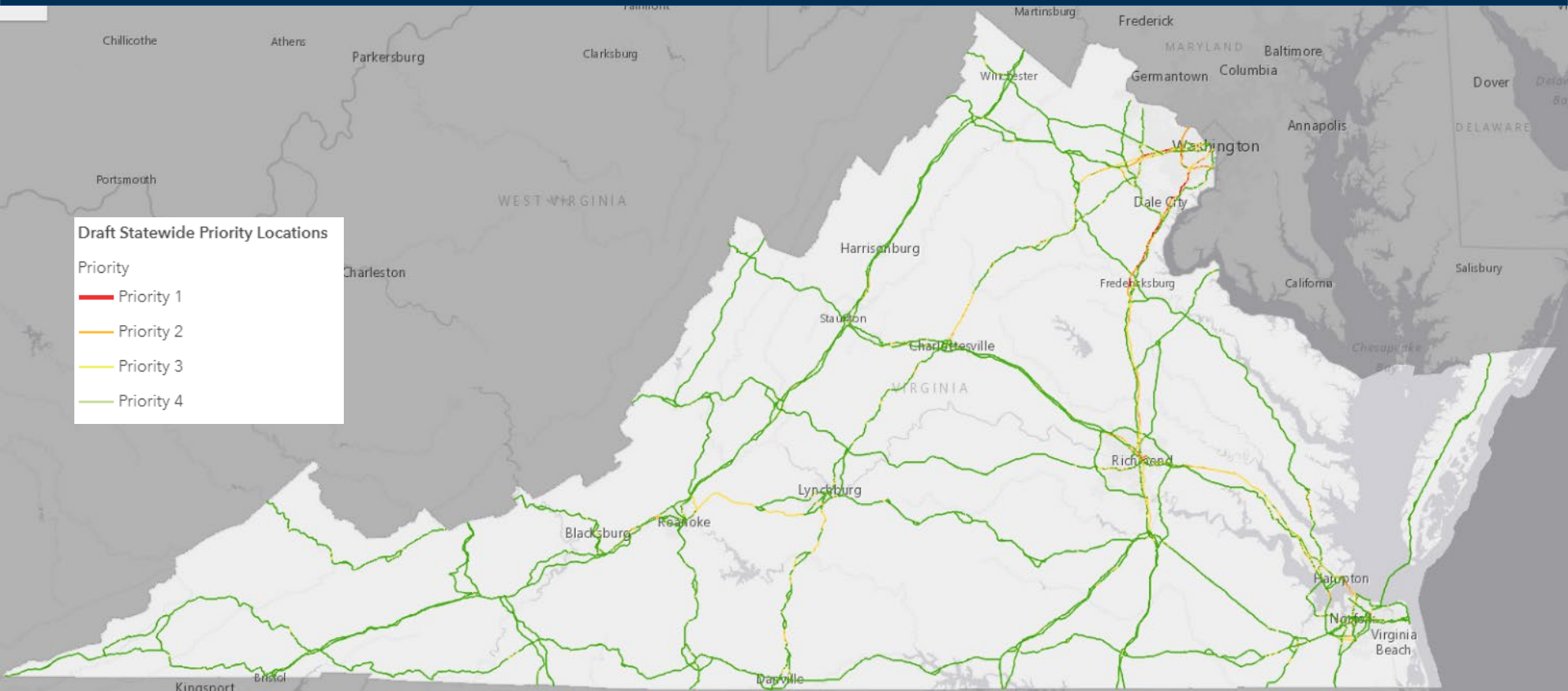
1. Co-located bridge repair, rehabilitation, and replacement needs
2. Co-located pavement needs
3. Co-located projected or historic sea-level rise, storm surge, or inland/riverine flooding risk
4. Economically Distressed Communities

➤ **These influencing factors have a relatively minor role in adjusting scores and priorities.**

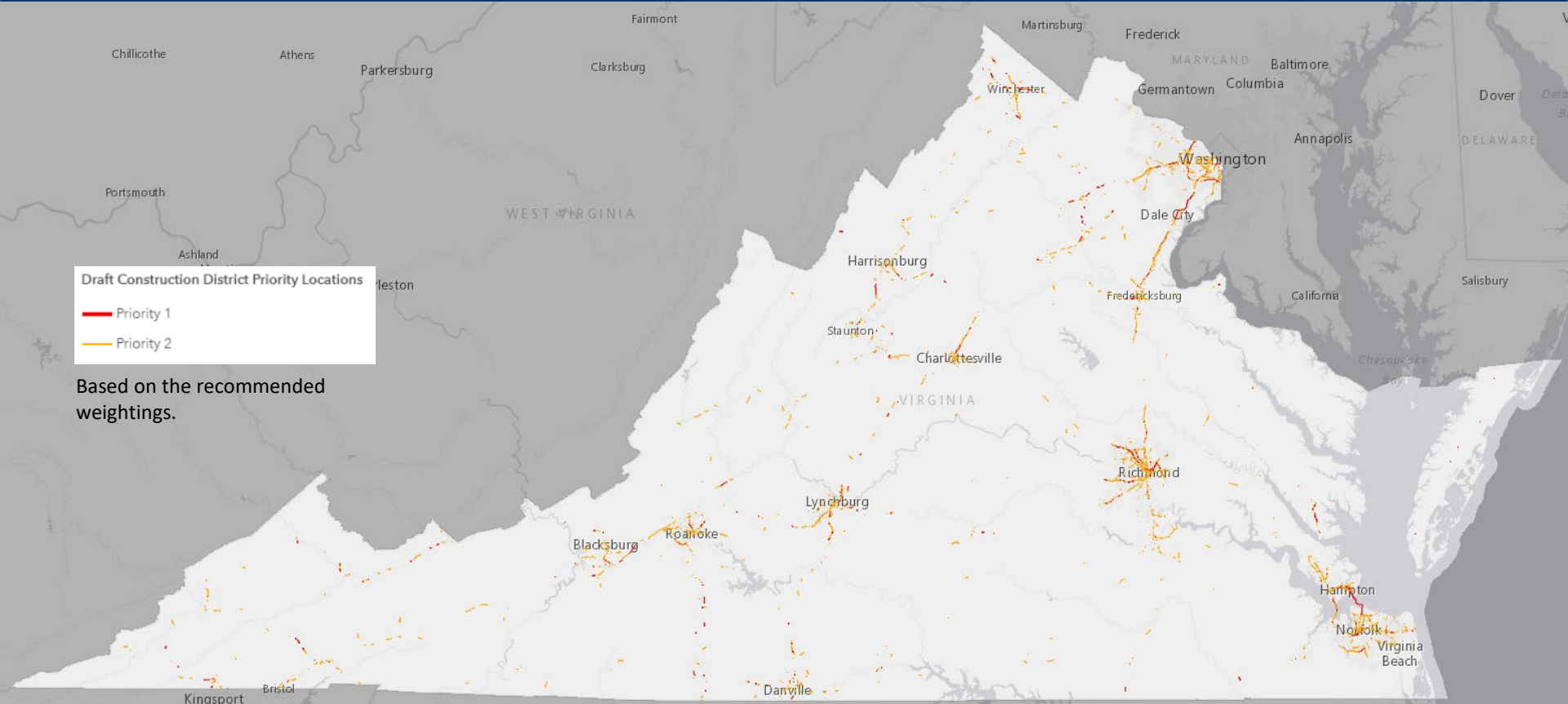
➤ **The influencing factors are only applied if related needs are present.**

- For example, flooding risk is related to safety, congestion, and travel time reliability-related needs.

STATEWIDE PRIORITY LOCATIONS



CONSTRUCTION DISTRICT PRIORITY LOCATIONS (BASED ON RECOMMENDED WEIGHTS)



Draft Construction District Priority Locations

- Priority 1
- Priority 2

Based on the recommended weightings.

Note:
Priority 3 and 4 locations are not shown for visual clarity.
All Construction Districts have Priority 1 and 2 locations.

- ▶ **Request Board action to modify weightings in Step 3, as recommended on slide # 18 at the April Board Meeting.**

Commonwealth Transportation Board (CTB) Decision Brief

Action to Modify the Policy for the Prioritization of the VTrans Mid-term Transportation Needs

Issue: In accordance with the CTB policy, modification of the Policy for the Prioritization of the VTrans Mid-term Transportation Needs is required to ensure that VTrans Need Categories weightings establishing Construction District Priority locations are based on the most updated SMART SCALE Area Type weightings.

Facts: The Code of Virginia Section 33.2-353 requires that VTrans assess transportation needs and assign priorities to projects on a statewide basis. The current Mid-term Needs Methodology is documented on page 18 of the VTrans Policy Guide dated November 2021.

The policy for the prioritization of VTrans Mid-term Needs requires that VTrans Need Category weightings establishing Construction District Priority locations be based on SMART SCALE Area Type weightings. CTB updated SMART SCALE Area Type weightings on January 16, 2024.

Recommendations: OIPI recommends modification of the Policy for the Prioritization of the VTrans Mid-term Needs to ensure that Need Category weightings are based on current SMART SCALE Area Type weightings, in compliance with the existing CTB Policy.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to (i) modify the VTrans Need Category weightings to establish Construction District Priority locations; and (ii) allow for administrative modifications of the VTrans Need Category weightings to establish Construction District Priority locations, to maintain alignment with SMART SCALE Area Type weighting changes approved by CTB.

Result, if Approved: Statewide and Construction District Priority locations will continue to be utilized by VDOT and DRPT consistent with the current Mid-Term Needs Methodology. Statewide and Construction District Priorities 1 and 2 locations will continue to be utilized by the Project Pipeline program.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None.