



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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MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

December 9, 2025

12:30 p.m. or upon adjournment of December 9, 2025, Workshop Meeting

Public Comments:

Approval of Minutes:

November 10, 2025

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

1. Action on Revised FY26-31 Six-Year Improvement Program Transfers For October 18, 2025, through November 14, 2025.
2. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2026-2031.
3. Action on SMART SCALE Project Cancellation – Bus Purchase and Additional Bus Shelters (UPC 110806), located within the Hampton Roads District.

LOCAL ASSISTANCE DIVISION:

Presenting: Terry Short
Division Administrator

4. Action on Revenue Sharing Program Guidelines Update.

OFFICE INTERMODAL PLANNING AND INVESTMENT:

Presenting: Jitender Ramchandani
Statewide Transportation Planning Mgr.

5. Action on Actions to Modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, adopt 2025 VTrans Strategic Actions, and direct submittal of a summary of VTrans to the Governor and the General Assembly.

Presenting: Brooke Jackson
SMART SCALE, Program Manager

6. Action on Thomas Jefferson Planning District Commission SMART SCALE Factor Weighting Typology Change.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

Presenting: Dale Totten, P.E.
Richmond District Engineer

7. Bids.

NEW BUSINESS:

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item #1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: FY2026-2031 Six-Year Improvement Program Transfers
October 18, 2025 through November 14, 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 2026-2031 Program on June 24, 2025; and

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

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

Resolution of the Board
FY2026-2031 Six-Year Improvement Program Transfers
October 18, 2025 through November 14, 2025
December 9, 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.

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CTB Decision Brief

FY2026-2031 Six-Year Improvement Program Transfers October 18, 2025 through November 14, 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 24, 2025, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 (the Program) to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from October 18, 2025 through November 14, 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	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Bristol	#SS - ERMT SUPERVISORY CONTROL AND DATA ACQUISITION	120692	Special Structures Fund - State (SSF000)	\$ 6,213,000	\$ 6,503,000	\$ 11,690,000	>100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a scheduled project.
Subtotal Bristol District								\$ 6,213,000				
2	Culpeper	Safety Improvements - Pavement Marking/Marker Installations	125379	Culpeper	PAVEMENT MARKING/MARKER UPGRADES CY26 PAVING CULPEPER DIST	128557	VA Safety State - State (CS3SS0)	\$ 1,237,760	\$ 1,237,760	\$ 1,237,760	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division between scheduled projects.
Subtotal Culpeper District								\$ 1,237,760				
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	RCut US 13 @ Route 648 (Daugherty Road) Accomack Co	113634	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 1,768,652	\$ 5,902,533	\$ 5,902,533	42.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
4	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Jefferson Avenue Sidewalk	113849	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 931,259	\$ 4,434,621	\$ 4,434,621	26.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
5	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Hampton Roads	Portsmouth Pedestrian Enhancements	117121	Local Funds for Enhancement Projects (NPL206), Local Project Contributions - Access (NOP023), TAP Statewide (CF6100)	\$ 300,000	\$ 905,548	\$ 905,548	49.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a scheduled project.
6	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS-WILLOUGHBY BAY BRIDGE HRBT EXP - BR REPAIR WORK OPTION	120731	Special Structures Fund - State (SSF000)	\$ 44,721,806	\$ 44,721,806	\$ 20,638,868	>100%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to an underway project.
7	Statewide	#SS - SPECIAL STRUCTURE FUND BALANCE ENTRY	T25409	Hampton Roads	#SS-WILLOUGHBY BAY BRIDGE WB DECK REPAIRS	128555	Special Structures Fund - State (SSF000)	\$ 21,668,496	\$ 21,668,496	\$ 21,168,496	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								\$ 69,390,213				
8	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE23 RTE50 (06)	123266	Prescoping Funds (PRS120)	\$ 191,175	\$ 491,175	\$ 491,175	63.7%	Transfer of surplus funds recommended by District from the Statewide Project Pipeline Prescoping Balance Entry line item to a completed 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
9	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE23 RTE1794 (08)	123268	Prescoping Funds (PRS120)	\$ 77,226	\$ 247,514	\$ 247,514	45.4%	Transfer of surplus funds recommended by District from the Statewide Project Pipeline Prescoping Balance Entry line item to a completed project.
10	Statewide	#ITTF25 STATEWIDE TECHNOLOGY FIBER COMMUNICATION DEPLOYMENT	126129	Northern Virginia	#ITTF25 - NODE 9 TO NODE 12 BACKBONE EXPANSION (NV04)	126405	ITTF (HS7100)	\$ 538,371	\$ 1,837,671	\$ 1,837,671	41.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to an underway project.
Subtotal Northern Virginia District								\$ 806,772				
11	Richmond	RAISED CROSSINGS SYSTEMIC IMPROVS - PED CROSSINGS	127584	Richmond	SYSTEMIC IMPROVEMENTS - RAISED CROSSINGS/LEFT TURN LANE HARD	125534	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 748,639	\$ 3,565,314	\$ 3,565,314	26.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from a canceled project to fund a scheduled project.
Subtotal Richmond District								\$ 748,639				
12	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Salem	ROANOKE ST/1ST ST PEDESTRIAN ACCOMMODATIONS - CBURG	122103	Local Funds for Enhancement Projects (NPL206), TAP 50-200 - Federal (CF6400)	\$ 160,444	\$ 592,292	\$ 471,941	37.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
Subtotal Salem District								\$ 160,444				
13	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Staunton	#I81CIP DETOUR IMPROVEMENTS - EXIT 317	117944	I-81 Corridor Funds - State (CS9181)	\$ 150,442	\$ 644,221	\$ 644,221	30.5%	Transfer of surplus funds recommended by District from the Statewide Interstate Corridor Improvement Plan Balance Entry line item to a completed project.
Subtotal Staunton District								\$ 150,442				
Grand Total								\$ 78,707,270				

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Culpeper	#SGR Culpeper - Local SGR Paving - Balance Entry	T9557	Culpeper	#SGR25LP - RTE 15 BUSINESS SGR PAVING	125617	Local Project Contributions - Urban (NOP723), SGR - State (SS0100)	\$ 115,712	\$ 764,815	\$ 764,815	17.8%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
Subtotal Culpeper District								\$ 115,712				
B	Fredericksburg	#SGR Fredericksburg-VDOT SGR Bridge-Balance Entry	T13913	Fredericksburg	#SGR17VB - BRIDGE REPLACE RT 1 CHOPAWAMSIC CREEK ID 18057	111406	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111)	\$ 1,124,058	\$ 13,448,534	\$ 13,429,619	9.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								\$ 1,124,058				
C	District-wide	FOREST HIGHWAY BALANCE ENTRY	73245	Hampton Roads	Shore Drive Widening for Bike Facilities, Virginia Beach	106471	Federal Lands Access Program (CF7110)	\$ 284	\$ 1,944,468	\$ 735,984	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide FLAP Balance Entry line item to fund a completed project.
D	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	JAMESTOWN-SCOTLAND FERRY DOCK/DECK REPLACEMENT	125144	Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231)	\$ 88,931	\$ 2,888,931	\$ 2,888,931	3.2%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
E	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY; STATEWIDE SYIP UPDATE BALANCE ENTRY	115762, T1179	Hampton Roads	HAMPTON ROADS EXPRESS LANES, SEGMENT 1B	120863	Bridge Program: Bridge Formula Allocation-Federal (CFB700); Bridge Program: Bridge Formula Allocation-Soft Match (CFB701), Interstate Corridor Funds: I-64 Corridor Funds - NHPP Federal (CF9610); Interstate Corridor Funds: I-64 Corridor Funds - NHPP Softmatch (CF9611)	\$ 5,663,734	\$ 487,477,689	\$ 487,477,689	1.2%	Transfer of surplus funds recommended by District, Structure and Bridge Division from the IOEP and SYIP Balance Entry line items to fund an underway project.
Subtotal Hampton District								\$ 5,752,949				
F	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	VHSIP DISTRICTWIDE EDGE LINE RUMBLE STRIP INSTALL TASK #2B	122163	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 6,255	\$ 190,895	\$ 190,895	3.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a completed project.
Subtotal Lynchburg District								\$ 6,255				

**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
G	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Balance Entry	T13917	Northern Virginia	#SGR21VB(FED ID 00043)BRIDGEREHAB - 21ST STREET N. OVER I-66	118788	SGR Formula Discretionary - State (CSSGR9)	\$ 247	\$ 4,047,997	\$ 4,047,998	0.0%	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 completed project.
H	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE23 RTE6588 (07)	123267	Prescoping Funds (PRS120)	\$ 29,218	\$ 329,218	\$ 329,218	9.7%	Transfer of surplus funds recommended by District from the Statewide Project Pipeline Prescoping Balance Entry line item to a completed project.
Subtotal Northern Virginia District								\$ 29,465				
I	Richmond, Statewide	Heritage Trail Park Trail Head Ramp, STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466, 118069	Richmond	Heritage Trail Park Trail Head Ramp	118069	Local Funds for Enhancement Projects (NPL206), TAP & 5K (CF6700)	\$ 133,968	\$ 1,348,004	\$ 1,348,004	11.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item and an underway project to fund a scheduled project.
Subtotal Richmond District								\$ 133,968				
J	Salem	#SGR Salem - Local SGR Paving - Balance Entry	T9648	Salem	#SGR23LP - RADFORD - PRIMARY EXTENSION - ADA	123116	SGR - State (SS0100)	\$ 31,638	\$ 409,059	\$ 409,059	8.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to an underway project.
Subtotal Salem District								\$ 31,638				
K	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	WAYNESBORO SOUTH RIVER GREENWAY TRAIL PHASE 3	111425	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 109,837	\$ 1,711,799	\$ 1,711,799	6.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a completed project.
L	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Staunton	#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 11	120820	CTB Formula - ITS State (CS0160), ITTF (HS7100)	\$ 3,806	\$ 903,806	\$ 903,465	0.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to a completed project.
M	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	#BF - STAUNTON ADJACENT CONCRETE SLAB REPAIRS TASK ORDER	122187	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 365	\$ 29,732	\$ 29,732	1.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a completed project.
N	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	#BF Preservation and Repair of Hawthorne Street over CSX	122603	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 198,201	\$ 1,623,164	\$ 1,413,815	13.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to an underway project.
Subtotal Staunton District								\$ 312,209				

**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
Grand Total								\$ 7,506,254				



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026-2031

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 2026-2031 Program on June 24, 2025; 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 2026 through 2031 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 2026 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.

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CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026 – 2031

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 24, 2025, after due consideration, the CTB adopted FY 2026-2031 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2026–2031.

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 2026–2031 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 2026-2031. 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 2026 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 FY2026-2031 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	128557	Culpeper	Districtwide	9999	PAVEMENT MARKING/MARKER UPGRADES CY26 PAVING CULPEPER DIST	\$1,237,760	\$ 1,237,760	\$0	Safety	Yes
2	127310	Culpeper	Districtwide	9999	CULPEPER DISTRICT ON CALL SIGNAL CONTRACT	\$3,448,547	\$3,448,547	\$0	Safety	Yes
3	127373	Northern Virginia	Districtwide	9999	NOVA-ITS & TRAF SIGNAL INSTALL, REBUILD/MOD FY26-28	\$6,261,250	\$6,261,250	\$0	Safety	Yes
Total						\$10,947,557	\$10,947,557	\$0		



COMMONWEALTH of VIRGINIA

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation – Bus Purchase and Additional Bus Shelters (UPC 110806) – Hampton Roads District

WHEREAS, the Commonwealth Transportation Board’s (the “Board’s”) SMART SCALE Project Prioritization Process last approved December 4, 2023, and as revised January 16, 2024, (the “Policy”) states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board; and

WHEREAS, the Board’s Policy states that surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board’s Policy states that surplus High Priority Projects Program Funds no longer needed for delivery of a project will remain in the statewide High Priority Projects Program and, further, provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE; and

WHEREAS, the Board’s Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement; and

WHEREAS, the Williamsburg Area Transit Authority (WATA) submitted the Bus Purchase and Additional Bus Shelters Project (UPC 110806) for consideration and it was selected for \$334,085 in funding through the High Priority Projects Program in the second round of the prioritization process pursuant to Va. Code § 33.2-214.1; and

WHEREAS, after selection, a comparable service was executed within portions of the corridor and the service as described in the application will not be implemented; and

WHEREAS, WATA requested cancellation of the project in November 2025; and

WHEREAS, at its meeting on November 10, 2025, the Board was briefed on the proposed cancellation of the Project and transfer of all High Priority Projects Program funds to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770); and

WHEREAS, VDOT recommends that the Board take action to cancel the Project and transfer all High Priority Projects Program funds to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Bus Purchase and Additional Bus Shelters (UPC 110806) is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all High Priority Projects Program funds be transferred to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770).

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CTB Decision Brief
SMART SCALE Project Cancellation
Bus Purchase and Additional Bus Shelters (UPC 110806)

Issue: The Bus Purchase and Additional Bus Shelters project (UPC 110806) (the “Project”) was screened in for meeting a VTrans need and selected for funding. For reasons stated herein, in November 2025, the Williamsburg Area Transit Authority (WATA) requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 4, 2023, and as revised January 16, 2024 (the “Policy”).

Facts: WATA submitted the Bus Purchase and Additional Bus Shelters project (UPC 110806) for consideration, and it was selected for \$384,085 in funding through the High Priority Projects Program in the second round of the SMART SCALE prioritization process. The Project consisted of the purchase of one medium duty bus and construction of two new bus shelters.

After selection, a comparable service was executed within portions of the corridor and the service as described in the application will not be implemented. In November 2025, WATA requested cancellation of the project. The Board was briefed on the proposed cancellation at its meeting on November 10, 2025.

The Board’s Policy states that a project that has been selected for funding through either the High Priority Projects Program or Highway Construction District Grant Program may be cancelled only by action of the Board. In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to Va. Code § 33.2-214, to reimburse the Department for all state and federal funds expended on the project.

The Board’s Policy states that Surplus Construction District Grant Funds no longer needed for delivery of a project will remain in the applicable Construction District Grant Program and may not be used in other districts. In addition, the Prioritization Process provides that such surplus funds may either be reserved to address budget adjustments for current SMART SCALE projects or for allocation in the next solicitation cycle for SMART SCALE.

The Board’s Policy states that in cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.

Recommendation: VDOT recommends that the Board cancel the Project and transfer all High Priority Projects Program funds to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Project and transfer all High Priority Projects Program funds to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770).

Decision Brief

SMART SCALE Project Cancellation Bus Purchase and Additional Bus Shelters (UPC 110806)

December 9, 2025

Page 2 of 2

Result, if Approved: If approved, the Project will be removed from the Six-Year Improvement Program and all High Priority Projects Program funds allocated to the Project will be transferred to the Statewide High Priority Projects Program deallocation balance entry (UPC -21770).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Revenue Sharing Program Guidelines Update

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

WHEREAS, on July 18, 2023, pursuant to the resolution titled *Policy and Guidelines for the Revenue Sharing Program (2023)*, the Board adopted a revised Revenue Sharing Policy and approved updated Revenue Sharing Program Guidelines; and

WHEREAS, the Virginia Department of Transportation (Department) has re-evaluated the Revenue Sharing Program Guidelines to streamline the document, align it with the Local Assistance Division's standard document template, and ensure consistency in the project cancellation process with other Department programs; and

WHEREAS, in the absence of a delegation to the Commissioner of Highways or his designee(s), all changes to the Revenue Sharing Program Guidelines remain subject to Board review and approval, including those which may be deemed non-substantive or solely in alignment with Board policy.

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

Resolution of the Board
Revenue Sharing Program Guidelines Update
December 9, 2025
Page 2 of 2

BE IT FURTHER RESOLVED, that the Board hereby delegates authority to the Commissioner of Highways, or his designee(s), to approve future administrative updates to the Revenue Sharing Program Guidelines that are consistent with the 2023 Revenue Sharing Policy.

#####

CTB Decision Brief

Revenue Sharing Program Guidelines Update

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

Facts: Pursuant to the resolution titled *Policy and Guidelines for the Revenue Sharing Program (2023)* adopted on July 18, 2023, the CTB approved updated versions of both the Revenue Sharing Policy and the Revenue Sharing Program Guidelines. As part of its regulatory reduction and streamlining efforts, VDOT staff have reviewed the Revenue Sharing Program Guidelines and identified several areas throughout the document where content updates can be made to improve readability, reduce redundancy, and streamline the document. After content updates, the document has undergone a word count reduction of about 1,792 words (29% reduction) and a page length reduction of 13 pages (50% reduction). VDOT staff have also updated the document’s formatting to provide consistency among Local Assistance Division guideline documents.

Within the Revenue Sharing Program Guidelines, VDOT staff have proposed an adjustment to the documentation required to cancel a Revenue Sharing project. This adjustment will align the Revenue Sharing Program with other Local Assistance Division funding program procedures and expedite the return of funds from cancelled projects. To streamline the cancellation process, localities shall provide a letter to VDOT from the locality’s authorized individual, requesting cancellation to VDOT. Current guidance states that Revenue Sharing projects can only be cancelled upon receiving a locality resolution requesting to do so. The locality’s authorized individual will be identified in the Project Administration Agreement documentation between the locality and VDOT.

Recommendation: VDOT recommends that the CTB approve the revised Revenue Sharing Program Guidelines as reflected in Attachment A. VDOT also recommends that the CTB delegate the approval of future administrative updates to the Revenue Sharing Program Guidelines that are consistent with the CTB’s Revenue Sharing Policy to the Commissioner of Highways, or his designee(s).

Action Required by CTB: Section 33.2-357 of the *Code of Virginia* requires the CTB to establish guidelines for the purpose of distributing and administering revenue sharing program funds allocation by the CTB.

Result, if Approved: VDOT staff will post the revised Revenue Sharing Program Guidelines as reflected in Attachment A on the Virginia Regulatory Town Hall website. After the Guidelines are posted, they will become effective immediately after the close of the public comment period held in conjunction with publication in the *Virginia Register of Regulations*. The Commissioner of Highways, or his designee(s), will have the authority to make administrative updates to the Guidelines moving forward.

Options: Approve, Deny, or Defer.

Public Comments/ Reaction: A 30-day public comment period will be held upon publication of the revised Revenue Sharing Program Guidelines in the *Virginia Register of Regulations*.



REVENUE SHARING PROGRAM

Program Guidelines Update:
Board Member Questions

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

December 9, 2025

Revenue Sharing Program

CTB Member Comments	VDOT Guidance and Recommended Action
1. Revenue Sharing Guidelines sections 6.2.1 and 7.2 mention project deficits, can deficits exist in the SYIP?	<ul style="list-style-type: none">• 6.2.1 refers to deficits identified at project completion on VDOT administered projects. VDOT will bill a locality in this situation.• 7.2 refers to projects at advertisement, award, or in construction that have experienced a deficit. In these situations, localities can request additional Revenue Sharing funding.• VDOT recommends no additional changes.
2. Recommend deleting the “Eligible Projects” language from section 1	<ul style="list-style-type: none">• While this information is covered in Virginia Code and later in section 3 “Eligible Work,” the “Eligible Projects” language is still valuable for our local partners. Future administrative changes could further streamline this section.• VDOT recommends no additional changes.

Revenue Sharing Program

CTB Member Comments	VDOT Guidance and Recommended Action
<p>3. Does any other policy use the term “Local VDOT Manager”? It is used several times in the document and appears to play different roles.</p>	<ul style="list-style-type: none">• Local VDOT Manager refers to the Project Coordinator (PC) role at the VDOT District Office. PCs perform a wide variety of work on local projects and are the primary contact for localities. The working job titles of these staff may differ.• VDOT recommends no additional changes.
<p>4. Section 1 “Locality Capital Improvement Plan (CIP)” definition should reference Virginia Code.</p>	<ul style="list-style-type: none">• Original proposed revision: Locality Capital Improvement Plan (CIP) means any plan utilized by the locality that identifies, prioritizes or allocates funding for specific eligible projects in that locality.• VDOT recommends updating definition as follows: Capital Improvement Plans or Capital Improvement Program (CIP) means any plan developed and adopted by a locality in accordance with § 15.2-2239.

Revenue Sharing Program

CTB Member Comments	VDOT Guidance and Recommended Action
<p>5. Local governments may struggle to execute Project Administration Agreements (PAA) within six months.</p>	<ul style="list-style-type: none">• The six-month PAA execution requirement was enacted by the CTB as part of the July 2023 policy update.• VDOT recommends no additional changes.
<p>6. I do not agree with the proposed changes to the cancellation process. There is concern that projects which have the backing of private developers or utilize proffers will be cancelled without being made public.</p>	<ul style="list-style-type: none">• When a locality elects to cancel a Revenue Sharing project, the current guidance of requiring a resolution will be replaced with guidance requiring a letter from the locality's designated signatory, typically the County Administrator or Town/City Manager, consistent with other funding programs.• VDOT recommends no additional changes at this time. Localities may still elect to adopt a resolution prior to cancelling a project but would not be explicitly required by VDOT to do so.





Revenue Sharing

Local Assistance Division



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1 DEFINITIONS

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

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

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

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

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

Capital Improvement Plans or Capital Improvement Program (CIP) means any plan developed and adopted by a locality in accordance with [§ 15.2-2239](#). For locality-wide projects, specific locations must be identified in the CIP to be eligible for Revenue Sharing funding.

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

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

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



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

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

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

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

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



2 PURPOSE

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

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

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



3 ELIGIBLE WORK

3.1 OVERVIEW

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

3.1.1 Supplemental funding for projects listed in the adopted SYIP

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

3.1.2 Construction projects not included in the adopted SYIP

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

3.1.3 Rural additions

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

3.1.4 Maintenance projects consistent with the VDOT's operating policies

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

3.1.5 New hard surfacing (Paving)

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

3.1.6 New roadway

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



4 FUNDING LIMITATIONS

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

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

Revenue Sharing application funding will be allocated in accordance with the prioritization process stated in [§ 33.2-357](#).

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

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

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

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

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

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

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

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

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

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



5 APPLICATION FOR FUNDS

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

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

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

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

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

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

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



6 APPROVAL AND IMPLEMENTATION

6.1 APPROVAL

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

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

6.2 IMPLEMENTATION

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

6.2.1 VDOT administered work

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

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

6.2.2 Locally administered work

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



6.2.3 Timely implementation of projects

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

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

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

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

6.2.4 Project cancellation

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



7 REDISTRIBUTION OF SURPLUS ALLOCATIONS

7.1 SURPLUS ALLOCATIONS

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

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

7.2 STATEWIDE PRIORITIZATION PROCESS

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

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

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

7.3 SUPPLEMENTAL ALLOCATIONS

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



APPENDIX A: CRITERIA FOR MAINTENANCE PROJECTS

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

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

Pavement Resurfacing Projects

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

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

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

Bridge Rehabilitation Projects

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

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



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

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

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





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

Made By: _____ Seconded By:

Title: Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, adopt 2025 VTrans Strategic Actions, and direct submittal of a summary of VTrans to the Governor and the General Assembly

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 the Statewide Transportation Plan shall be updated as needed, but no less than once every four years; and

WHEREAS, the last update of VTrans was submitted in December 2021; and

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

WHEREAS, the CTB adopted a policy that covers at least a 20-year planning horizon called Development and Monitoring of VTrans Long-term Risk and Opportunity Register on December 8, 2021; and

WHEREAS, the CTB also adopted 2021 VTrans Strategic Actions to advance the Board's Vision and Goals, address the identified and prioritized VTrans Mid-term Needs, and address the VTrans Long-term Risks and Opportunities identified based on divergent future trends on December 8, 2021; and

Resolution of the Board

Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans policies to the Governor and the General Assembly

December 9, 2025

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WHEREAS, the CTB revised VTrans Vision, Guiding Principles, Goals, and Objectives on April 15, 2025, adopted the methodology to identify VTrans Mid-term Needs on March 17, 2021, and revised the policy to prioritize the VTrans Mid-term Needs on April 15, 2025; and

WHEREAS, OIPI presented the policy for the Development and Monitoring of the VTrans Long-term Risk and Opportunity Register and the 2021 VTrans Strategic Actions on September 16, 2025, for the CTB's review and consideration; and

WHEREAS, OIPI presented recommended modifications to the policy for the Development and Monitoring of the VTrans Long-term Risk and Opportunity Register (Attachment 1), the status of the 2021 VTrans Strategic Actions, and recommended 2025 VTrans Strategic Actions on October 14, 2025 (Attachment 2).

NOW THEREFORE BE IT RESOLVED, the Board hereby adopts the recommended modifications to the policy for the Development and monitoring of the VTrans Long-term Risk and Opportunity Register and the 2025 VTrans Strategic Actions as summarized in Attachment 3.

BE IT FURTHER RESOLVED, pursuant to Code of Virginia § 33.2-353, OIPI shall summarize the state transportation plan in a public document and make it available to the general public upon presentation to the Governor and General Assembly.

#####

Resolution of the Board

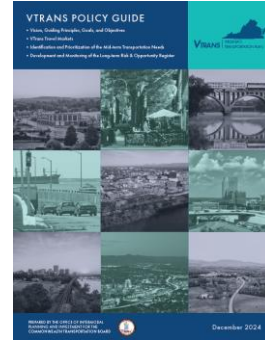
Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans policies to the Governor and the General Assembly

December 9, 2025

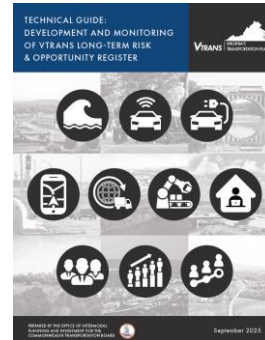
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Attachment 1: Recommended modifications to the policy for the Development and Monitoring of the VTrans Long-term Risk and Opportunity Register

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



VTrans Policy Guide



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

IDENTIFIED TRENDS (cont.)

MEGATREND

CLIMATE

**TECHNOLOGICAL
ADVANCEMENTS**

**CHANGE IN
CONSUMPTION
PATTERNS**

**SOCIO-DEMOGRAPHIC /
EMPLOYMENT
CHANGES**

MACROTREND



Increase in Flooding Risk

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding



Adoption of Highly Autonomous Vehicles



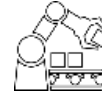
Adoption of Electric Vehicles



Growth in Shared Mobility (e.g. Uber, Lyft, e-Scooters, e- bikes, etc.)



Growth in E-Commerce



Greater Automation of Production and Services



Growth of the Professional Service Industry



Increase in Workplace Flexibility








Growth of the Age 65+ Cohort






Population and Employment Shift

ESTIMATED ANNUAL IMPACTS OF THE IDENTIFIED TRENDS IN 2050

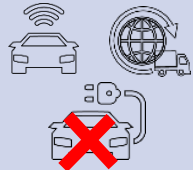





Metrics related to the 2025 VTrans Vision, Goals, Objectives, and Guiding Principles	Annual Impacts by Scenarios in 2050: Impact of VTrans Macrotrends (Over and above impacts due to economic growth)			Desirability	
	2025 Low Estimate / (2021 Low Estimate)	2025 Medium Estimate / (2021 Medium Estimate)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

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER










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

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<ol style="list-style-type: none"> 1. A large number of the state’s roadways are at risk of flooding. 2. Several unknown and unquantified flooding risks are present. 3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations.
		<ol style="list-style-type: none"> 4. Proactively eliminate or mitigate identified flooding risks. 5. Increase the state’s preparedness to address other macrotrends associated with the climate change megatrend.







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

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

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

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






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

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






RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS

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

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

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)
	<ul style="list-style-type: none"> ▪ Number of directional miles at risk from sea level rise ▪ Number of directional miles at risk from storm surge ▪ Number of directional miles at risk from inland/riverine flooding ▪ Annual cost of transportation repair due to flooding events
	<ul style="list-style-type: none"> ▪ Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Attitude and Preferences for the Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles ▪ Attitude and Preferences for the Adoption of Highly Autonomous (Levels 3 and 4) Vehicles
	<ul style="list-style-type: none"> ▪ Number of Electric Vehicles ▪ Market Penetration of Electric Vehicles ▪ Attitude and Preferences for the Adoption of Electric Vehicles ▪ Transportation Funding by Funding Source
	<ul style="list-style-type: none"> ▪ Access to Shared Mobility Services ▪ Utilization of Shared Mobility Services by Type
	<ul style="list-style-type: none"> ▪ Number of Warehouses and Distribution Centers ▪ Square Footage of Warehouse and Distribution Centers ▪ Share of E-Commerce Sales (Business-to-business, business-to-customers) ▪ Number of Jobs in Goods Movement Dependent Industries (This is no longer a relevant tracker due to higher automation in these industries.)

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

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)	
	<ul style="list-style-type: none"> ▪ Number of short-range drone deliveries ▪ Number of long-range drone deliveries ▪ Percentage of plants with robots and percentage of employees exposed to robots ▪ Capital expenditures for industrial robotic equipment (The recommended trackers are expected to be more relevant and reliable for this macrotrend.) 	
	<ul style="list-style-type: none"> ▪ Share of Professional Services Industry Jobs ▪ Number of Science, Technology, Engineering, and Mathematics (STEM) Jobs 	
	<ul style="list-style-type: none"> ▪ Number of Workers with Workplace Flexibility ▪ Utilization of Workplace Flexibility 	
	<ul style="list-style-type: none"> ▪ Number of Virginians Age 65 or Older ▪ Share of the Age 65+ Cohort 	
	<ul style="list-style-type: none"> ▪ VTrans Land Use Vitality Index ▪ Population 	<ul style="list-style-type: none"> ▪ Employment ▪ Income

Resolution of the Board

Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans policies to the Governor and the General Assembly

December 9, 2025

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**Attachment 2: Status of the 2021 VTrans Strategic Actions, and
Recommended 2025 VTrans Strategic Actions**

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: CLIMATE MEGATREND

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND

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

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

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TRANSPORTATION NEEDS

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: VTRANS GUIDING PRINCIPLES

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

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

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

Resolution of the Board

Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, VTrans Strategic Actions, and direct submittal of a summary of the VTrans policies to the Governor and the General Assembly

December 9, 2025

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Attachment 3: Recommended 2025 VTrans Strategic Actions

2025 Strategic Actions¹

1. Develop policies, based on robust data collection and analysis, to ensure that flooding risks are reflected in the transportation asset life cycle and/or transportation project planning processes.

- Responsible entity(s): VDOT, DRPT
- Status: Underway – VDOT has developed a resiliency plan.

2. Collaborate with state/regional agencies

to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.

- Responsible entity(s): VDOT, DRPT
- Status: Ongoing – VDOT has developed a resiliency plan.

3. Evaluate and facilitate desirable deployment of vehicle-to-infrastructure communications along limited-access highways by the private sector.

- Responsible entity(s): VDOT
- Status: Underway – VDOT has coordinated and partnered with the private sector.

4. Evaluate opportunities to provide access to the available real-time or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.

- Responsible entity(s): VDOT, DRPT
- Status: Underway – VDOT has completed the initial evaluation, and both VDOT and DRPT are continuing their evaluations.

5. Identify and develop solutions to address barriers to the installation of electric vehicle charging infrastructure by the private sector.

- Responsible entity(s): OIPI
- Status: Underway – OIPI has identified the current barriers.

6. Evaluate and establish sidewalk and curb management best practices for state-owned roadways and promote them for locality-owned roadways.

- Responsible entity(s): OIPI
- Status: Underway – OIPI has evaluated the current state of practice and will be forming a working group.

7. Evaluate the performance of selected construction projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine whether the selected projects are providing the anticipated benefits to support efforts to continue to improve project evaluation criteria and methods.

- Responsible entity(s): OIPI
- Status: Ongoing – OIPI has completed the initial evaluation of completed SMART SCALE projects.

8. Identify and clarify the roles and responsibilities of the state transportation agencies related to emerging areas, such as curb management, shared mobility, drones, etc., to ensure greater focus.

- Responsible entity(s): OIPI
- Status: Initiated – OIPI, through VTrans, is conducting a peer review.

9. To methodically address items in the 2021 VTrans Risk & Opportunity Register, formalize OIPI's role in supporting and advising the CTB in the conduct of CTB business, and develop a comprehensive transportation policy as required by § 2.2-229.

- Responsible entity(s): OIPI
- Status: Initiated – OIPI will continue to address the items in the 2025 VTrans Risk & Opportunity Register.

¹VTrans Strategic Actions are not listed in any particular order as many of them are interrelated. Some strategies may require adjustment or sequential implementation, depending on the status of the other strategies.

Commonwealth Transportation Board (CTB) Decision Brief

Actions to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register, adopt 2025 VTrans Strategic Actions, and direct submittal of a summary of VTrans to the Governor and the General Assembly

Issue: The CTB is required to submit the state's transportation plan to the Governor and General Assembly every four years; the next plan submission is required by December 2025. In 2021, CTB adopted the following policies that are included in the state's transportation plan: (1) Development and Monitoring of VTrans Long-term Risk and Opportunity Register; and (2) 2021 VTrans Strategic Actions to provide direction to transportation agencies under the CTB's purview. Based on updated analysis, modifications to the policy for the Development and Monitoring of VTrans Long-term Risk and Opportunity Register are necessary, and the adoption of the 2025 VTrans Strategic Actions is needed.

Facts: The Code of Virginia, Section 33.2-353, requires that the Statewide Transportation Plan (VTrans) cover a planning horizon of at least 20 years, in accordance with federal transportation planning requirements, and be updated at least once every four years. In 2021, the CTB approved policies for the Development and Monitoring of VTrans's Long-term Risk and Opportunity Register, as well as immediate actions, referred to as VTrans Strategic Actions, to address those risks and opportunities. The VTrans Long-term Risk and Opportunity Register systematically identifies and monitors planning issues facing Virginia's transportation system over the next 20 years,

An updated analysis necessitates modifications to the policy for the Development and Monitoring of VTrans Long-term Risk and Opportunity Register, as well as the adoption of the updated Strategic Actions, referred to as the 2025 VTrans Strategic Actions.

Action on the VTrans (1) Development and Monitoring of the Long-Term Risk and Opportunity Register; (2) the 2025 Strategic Actions; and, (3) submission of these policies along with VTrans Vision, Guiding Principles, Goals, and Objectives, and the Policy for the Identification and Prioritization of the VTrans Mid-term Needs will complete the entire Statewide Transportation Plan for submission.

Recommendations: OIPI recommends modifying the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity Register and adopting the 2025 Strategic Action. OIPI also recommends that CTB direct OIPI to submit a summary of the state's transportation plan to the General Assembly and the Office of the Governor.

Action Required by CTB: The *Code of Virginia* §33.2-353 requires the majority vote of the CTB to modify the Policy for Development and Monitoring of VTrans Long-term Risk and Opportunity

Register, adopt 2025 VTrans Strategic Actions, and direct submittal of a summary of the VTrans policies to the Governor and the General Assembly

Result, if Approved: OIPI will modify the Development and Monitoring of VTrans Long-term Risk and Opportunity Register and summarize it along with the 2025 VTrans Strategic Actions and other parts of the state transportation plan in a document and submit the Statewide Transportation Plan to the General Assembly and the Office of the Governor.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2025

MOTION

Made By: _____ Seconded By:

Action:

**Title: Thomas Jefferson Planning District Commission SMART SCALE Factor Weighting
Typology Change**

WHEREAS, Section 33.2-214.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, it is the responsibility of the Office of Intermodal Planning and Investment (OIPI), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), to implement the statewide prioritization process developed by the Board pursuant to Section 2.2-229; and

WHEREAS, the Board adopted the SMART SCALE Prioritization Policy on December 4, 2023, and on January 16, 2024, updated the policy by adopting the Transportation Efficient Lanu Use factor; and

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) representing the counties of Greene, Louisa, Nelson, Fluvanna, and the non-urbanized portion of Albermarle, finds that it is in the best interest of the planning district and its rural member jurisdictions to change from SMART SCALE Typology Category "C" to Category "D" for SMART SCALE Round 7 and future rounds (Attachment 1); and

Resolution of the Board

Thomas Jefferson Planning District Commission SMART SCALE Factor Weighting Typology Change

December 9, 2025

Page 2 of 3

WHEREAS, at the September 4, 2025, meeting of the TJPDC, the Commission voted unanimously to pass a resolution requesting the change in SMART SCALE typology.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby updates the SMART SCALE Prioritization Policy to address the requested TJPDC Factor Weighting Typology change from “Category C” to “Category D” for the upcoming SMART SCALE Round 7 and future SMART SCALE rounds.

BE IT FURTHER RESOLVED, there are no further SMART SCALE Prioritization Policy changes, and the SMART SCALE policy adopted December 4, 2023, titled Adoption of Policy and Approval of Guides for Implementation of the SMART SCALE Project Prioritization Process shall in all other respects remain unchanged.

BE IT FURTHER RESOLVED, the Board hereby directs OIPI to implement this policy change, including but not limited to update of technical and policy documents consistent with the SMART SCALE Prioritization Policy.

#####

Resolution of the Board

Thomas Jefferson Planning District Commission SMART SCALE Factor Weighting Typology
Change

December 9, 2025

Page 3 of 3

**ATTACHMENT 1: Letter from Thomas Jefferson Planning District Commission (TJPDC)
requesting SMART SCALE Typology Change**

Commonwealth Transportation Board (CTB) Decision Brief

Thomas Jefferson Planning District Commission SMART SCALE Factor Weighting Typology Change

Issue: On September 9, 2025, the Office of Intermodal Planning and Investment (OIPI) received a resolution from the Thomas Jefferson Planning District Commission (TJPDC) requesting a typology change from Area Type C to Area Type D.

Facts: The Board was presented with the SMART SCALE Typology Change Request Overview at the December 9th, 2025 Workshop, reflecting the final recommendations for modifications to the TJPDC typology. The PDC is requesting alignment with all other rural PDCs (defined as outside an MPO). Currently, TJPDC is the only rural PDC designated as Area Type C; all others are designated as Area Type D.

Recommendations: OIPI recommends that the Board approve the TJPDC typology change request.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to revise the TJPDC typology from Type C to Area Type D, which requires a majority vote.

Result, if Approved: OIPI will implement the SMART SCALE typology change in accordance with the updated SMART SCALE Technical Guide.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: None



Regional Vision • Collaborative Leadership • Professional Service

The Honorable W. Sheppard Miller III
Office of the Secretary of Transportation
Patrick Henry Building
1111 East Broad Street, 4th Floor
Richmond, VA 23219

September 4, 2025

Dear Secretary Miller:

The Thomas Jefferson Planning District Commission (TJPDC) submits this letter formally requesting that the Commonwealth Transportation Board (CTB) change the TJPDC rural Area Type from Category “C” to Category “D” for Round 7 and future rounds of Virginia’s SMART SCALE project prioritization process. This change would not impact the urban Area Type of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), which is presently categorized as Area Type “B” and is not requesting a change at this time.

The TJPDC represents the following rural jurisdictions: the counties of Greene, Louisa, Nelson, Fluvanna, and the non-urbanized portion of Albemarle. Following the conclusion of SMART SCALE Round 6, the Virginia Department of Transportation (VDOT) and TJPDC staff began discussing Area Type categories, the associated weighting of the scoring factors, and their impacts on project scores.

The results of that analysis showed that the TJPDC is an outlier in the Commonwealth as being the only rural area (area not within an MPO) that is categorized as Area Type C. All other PDCs with rural areas are categorized as Area Type “D”, in which the highest weighted factor is safety. Additionally, the analysis illustrated that projects within the rural areas would have generally scored more competitively in SMART SCALE had the TJPDC been Area Type “D” instead of “C”.

Staff presented this topic to the TJPDC Rural Transportation Advisory Committee (RTAC), which is comprised of staff from all impacted rural jurisdictions. At the June 17, 2025, meeting, the RTAC unanimously voted to recommend that the TJPDC Commission, the RTAC governing body, submit a request to change the PDC’s Area Type from “C” to “D”. Staff then sent a memo to the Chief Administrative Officers of each of the TJPDC’s rural member jurisdictions to seek guidance and feedback on requesting the Area Type change.

Finally, staff presented the completed analysis to the TJPDC Commission at its August 7, 2025, meeting as informational. At its September 4, 2025, meeting, the TJPDC Commission voted unanimously to pass a resolution requesting the change in Area Type.

We believe that this change in Area Type is in the best interest of the TJPDC and its rural member jurisdictions and has broad support across the region. We appreciate the CTB’s consideration and look forward to participating in future rounds of SMART SCALE.

City of Charlottesville Albemarle County Fluvanna County Greene County Louisa County Nelson County

401 East Water Street • Post Office Box 1505 • Charlottesville, Virginia 22902-1505
Telephone (434) 979-7310 • Fax (434) 979 1597 • Virginia Relay Users: 711 (TDD) • email: info@tjpd.org • web: www.tjpd.org

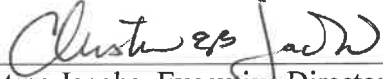
Thank you,



Keith Smith, Chair
Thomas Jefferson Planning District Commission

Date

9/4/25



Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

9/4/25

Attachments:

*Thomas Jefferson Planning District Commission Resolution
VDOT SMART SCALE Area Type Weighting Comparisons
VDOT SMART SCALE Scoring Scenario Comparisons*

CC:

Mr. John Lawson, Deputy Secretary of Transportation
Mrs. Ronique Day, Deputy Director of the Office of Intermodal Planning and Investment
Mrs. Brooke Jackson, SMART SCALE Program Manager
Captain Darrell R. Byers, Culpeper District Commonwealth Transportation Board Member
Mr. Ned Gallaway, Albemarle County Board of Supervisors
Mr. Mike Pruitt, Albemarle County Board of Supervisors
Mr. Philip D'Oronzio, City of Charlottesville Planning Commission
Mr. Michael Payne, City of Charlottesville City Council
Mr. Tony O'Brien, Fluvanna County Board of Supervisors
Mr. Tim Goolsby, Greene County Board of Supervisors
Mr. James Higgins, Greene County Citizen Representative
Mr. Manning Woodward, Louisa County Board of Supervisors
Mr. Tommy Barlow, Louisa County Board of Supervisors
Mr. Ernie Reed, Nelson County Board of Supervisors
Mr. Jesse Rutherford, Nelson County Board of Supervisors



Thomas Jefferson Planning District Commission
PO Box 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpd.org
(434) 979-7310 phone • info@tjpd.org email

**RESOLUTION REQUESTING THAT THE COMMONWEALTH OF VIRGINIA
CHANGE THE THOMAS JEFFERSON PLANNING DISTRICT COMMISSION SMART SCALE AREA TYPE
FROM C TO D FOR ROUND 7 AND FUTURE ROUNDS OF SMART SCALE**

WHEREAS, Section 33.2-2141.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board; and

WHEREAS, the established biennial project prioritization process for selecting projects to be funded from the High Priority Projects (HPP) Program and Highway Construction District Grant Program (DGP) is known as SMART SCALE; and

WHEREAS, Section 33.2-214.1 requires that the CTB solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, the six factors considered in SMART SCALE scoring include safety, congestion mitigation, accessibility, land use, economic development, and environmental quality; and

WHEREAS, scoring factor weighting is determined by area type category, assigned by planning district commission and metropolitan planning organization boundaries; and

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) is presently categorized as Area Type C; and

WHEREAS, analyses completed and reviewed by VDOT and TJPDC staff indicates that projects within TJPDC rural areas would have generally scored higher in SMART SCALE had TJPDC been Area Type "D" instead of "C"; and

WHEREAS, a change in area type will affect projects submitted by all rural member jurisdictions; and

WHEREAS, SMART SCALE Round 7 will begin March 2026 with a final application deadline in August 2026; and

WHEREAS, it is in the best interests of the TJPDC and its member jurisdictions for future application submissions be scored according to Area Type "D" instead of "C".

THEREFORE, BE IT RESOLVED, that the Thomas Jefferson Planning District Commission is in full support and requests a change in SMART SCALE area Type from Category "C" to "D".

Adopted this 4th day of September 2025 by the Thomas Jefferson Planning District Commission.



Keith Smith, Chair
Thomas Jefferson Planning District Commission



Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

9/4/25
Date

9/4/25
Date



BIDS FOR DECEMBER CTB ACTION MEETING

| Ben Coaker, P.E.

December 9, 2025

Order No. M18 – HAMPTON ROADS – 118376 & 122764

SCOPE:	HRBT EXPRESS LANES – OH SIGNAGE/VDS
LOCATION:	CITIES OF HAMPTON & NORFOLK
BIDS:	2
LOW BID:	\$29,170,627 (exceeds range)
CONTRACTOR:	VSL ELECTRICAL, SIGNING, LIGHTING, LLC. (CHESHIRE, CT)

Order No. N20 – BRISTOL– UPC 116160

SCOPE:	DECEL LANE EXTENSION & BRIDGE WIDENING
LOCATION:	SMYTH COUNTY
BIDS:	3
LOW BID:	\$11,793,134 (within range)
CONTRACTOR:	CATON CONSTRUCTION GROUP, INC. (CHARLOTTESVILLE, VA)

Order No. 155 – BRISTOL – UPC 127292, 127293, & 127294

SCOPE:	2026 LATEX MODIFIED – PRIMARY/ SECONDARY
LOCATION:	RUSSELL & TAZEWELL COUNTIES
BIDS:	2
LOW BID:	\$6,022,081 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. 157 – BRISTOL – UPC 127268, 127269, & 127270

SCOPE:	2026 LATEX MODIFIED – PRIMARY/ SECONDARY
LOCATION:	BLAND, WYTHE, & GRAYSON COUNTIES
BIDS:	2
LOW BID:	\$6,797,310 (within range)
CONTRACTOR:	SLURRY PAVERS, INC. (RICHMOND, VA)

Order No. 562 – HAMPTON ROADS – UPC 127814, 127815, & 127816

SCOPE:	2026 PLANT MIX – PRIMARY/ SECONDARY
LOCATION:	NORTHAMPTON & ACCOMACK COUNTIES
BIDS:	2
LOW BID:	\$6,076,777 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. 742 – CULPEPER – UPC 127458 & 127459

SCOPE:	2026 PLANT MIX – PRIMARY
LOCATION:	ALBERMARLE COUNTY
BIDS:	3
LOW BID:	\$5,411,922 (within range)
CONTRACTOR:	S.L. WILLIAMSON CO., INC. (CHARLOTTESVILLE, VA)

Order No. N39 – SALEM – UPC 119503

SCOPE:	SMART SCALE – SAFETY IMPROVEMENTS
LOCATION:	PULASKI COUNTY
BIDS:	2
LOW BID:	\$5,608,608 (within range)
CONTRACTOR:	JONES ROAD & BRIDGE, INC. (ABINGDON, VA)

Order No. 277 – SALEM – UPC 126916 & 126926

SCOPE:	2026 PLANT MIX – SECONDARY
LOCATION:	VARIOUS COUNTIES
BIDS:	2
LOW BID:	\$10,271,217 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION CO., INC. (ROANOKE, VA)

Order No. 279 – SALEM – UPC 126915 & 126927

SCOPE:	2026 PLANT MIX – SECONDARY
LOCATION:	FRANKLIN & BEDFORD COUNTIES
BIDS:	2
LOW BID:	\$5,461,416 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION CO., INC. (ROANOKE, VA)

Order No. DB142 – CULPEPER – 118868, 109484, & 124021

SCOPE:	FONTAINE AVENUE AND HYDRAULIC RD. BUNDLING
LOCATION:	CITY OF CHARLOTTESVILLE & ALBEMARLE COUNTY
BIDS:	2
BEST VALUE BID:	\$30,986,414 (within range)
CONTRACTOR:	CURTIS CONTRACING, INC. (WEST POINT, VA)

Order No. DB134 – Hampton Roads 120863, 121052, & 121258

SCOPE:	I-64 Hampton Roads Express Lanes (HREL) Segment 1B
LOCATION:	CITY OF NORFOLK
BIDS:	3
BEST VALUE BID:	\$389,241,555 (within range)
CONTRACTOR:	THE LANE CONSTRUCTION CORPORATION (CHESHIRE, CT)



Virginia Department of Transportation

December 2025 CTB Meeting

M18

0064-M06-055; 0064-122-467, C501

Cities of Hampton & Norfolk

The purpose of this project is to provide the civil infrastructure necessary to facilitate tolling operations on I-64 EB and WB between Settlers Landing Interchange in Hampton and the I-564 Interchange in Norfolk in the Hampton Roads District. The project will also install detection, notification, and advisory enhancements to the existing Overheight Vehicle Detection System servicing the I-64 WB direction of the Hampton Roads Bridge Tunnel facility.

This project is funded by the Hampton Roads Transportation Accountability Commission (HRTAC) and the Innovation & Technology Transportation Fund (ITTF). The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way. Impacted utilities include power and fiber.

Fixed Completion Date: July 21, 2027

N20

0081-119-833, C501, B601

Smyth County

The purpose of this project is to improve safety and operations along NB Interstate 81 by extending the deceleration lane at Mile Marker 45 in the Bristol District. The project includes bridge widening to accommodate the 700 ft. deceleration lane extension to the outside lane.

The project is fully funded through the Interstate 81 Corridor Improvement Program. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing interstate and highway right of way. All impacted utilities have been relocated within the existing right of way.

Fixed Completion Date: December 1, 2027

155

LM1E-961-F26, P401

Russell & Tazewell Counties

The purpose of this project is to perform Latex Modified overlay on various primary and secondary routes in Russell and Tazewell Counties in the Bristol District. The project includes mainline latex overlay, line markings, and pavement marker installation where applicable.

This project has federal and state funded Primary and Secondary routes. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 18, 2026

157

LM1G-961-F26, P401

Grayson, Wythe, & Bland Counties

The purpose of this project is to perform Latex Modified overlay on various primary and secondary routes in Grayson, Wythe, and Bland Counties in the Bristol District. The project includes mainline Latex Modified overlay, pavement line markings, and pavement marker installation where applicable.

This project has federal, and state funded Primary and Secondary routes. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: October 18, 2026

562

PM5G-001-F26, P401

Accomack & Northampton Counties

The purpose of this project is to perform Plant Mix overlay to various primary and secondary routes in Accomack and Northampton Counties in the Hampton Roads District. The project includes mainline and shoulder resurfacing, pavement line markings, and pavement marker installation where applicable.

The project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

742

PM7F-002-26F, P401

Albemarle County

The purpose of this project is to perform Plant Mix overlay to various primary routes in Albemarle County in the Culpeper District. The project includes mainline resurfacing, pavement line markings, and pavement marker installation where applicable.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

N39

0011-077-786, M501

Pulaski County

The purpose of this project is to improve safety along one curve on Rte. 11 SB in Pulaski County in the Salem District. Improvements include widening shoulders, installing rumble strips, installing guardrail, improving the superelevation, and upgrading static chevrons to sequential flashing chevrons.

This project is eligible for federal funding. The Environmental Division reviewed the project and obtained all required permits. All right of way has been acquired and affected utilities adjusted.

Fixed Completion Date: October 2, 2026

277

PM2U-962-F26, P401

Various Counties

The purpose of this project is to perform Plant Mix overlay to various secondary routes in multiple counties in the Salem District. The project includes mainline resurfacing, pavement line markings, and pavement marker installation where applicable.

This project is eligible for federal and state funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

279

PM2Z-962-F26, P401

Bedford & Franklin Counties

The purpose of this project is to perform Plant Mix overlay to various secondary routes in Bedford and Franklin Counties in the Salem District. The project includes mainline resurfacing, pavement line markings, and pavement marker installation where applicable.

This project is eligible for federal and state funding. The Environmental Division reviewed the project and obtained all required permits. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 20, 2026

DESIGN BUILD PROJECT AWARDS

Project Name: Fontaine Avenue and Hydraulic Rd. Bundling
Project #: 6029-002-007, U000-104-296, 0743-M03-002
UPC: 118868, 109484, 124021 (PE, RW, CN)
Contract #: C00118868DB142
Location: City of Charlottesville & Albemarle County, Virginia

The Project consists of three UPCs. First, **UPC 118868** – includes removal of existing US 29 NB left turn lane at I-64 Exit 118, reconfiguring the US 29/Fontaine Avenue interchange to accommodate “U-turns” for access to I-64 WB via US 29 SB, and construction of a shared use path on the south side of Fontaine Avenue with crosswalks on the south ramp termini. Second, **UPC 109484** – includes the addition of a shared use path on the south side of Fontaine Avenue from Westerly Avenue to the east side of Lewis Street with crosswalks at key locations. Finally, **UPC 124021** – converts an existing signalized intersection to a hybrid roundabout at Hydraulic Road and District Avenue, to accommodate additional traffic at the intersection and allow for left turning movement prohibitions at US-29 and Hydraulic Road. Additionally, it improves safety and maintains pedestrian accommodations. The Project was procured using a two-phase best-value design-build selection process.

Funding Sources: Carbon Reduction 50k to 200k Allocation-Federal (CFR500), Carbon Reduction 50k to 200k Allocation-Soft Match (CFR501), HB1887 - HPP (1): HPP - NHPP (HF1100), HB1887 - HPP (1): HPP - NHPP Soft Match (HF1101), HB1887 - HPP (1): HPP - NHPP Exempt (HF1400), HB1887 - HPP (1): HPP - NHPP Exempt Soft Match (HF1401), HB1887 - HPP (1): HPP-STP STWD (HF2100), HB1887 - HPP (1): HPP-STP STWD Soft Match (HF2101), HB1887 - HPP (1): HPP - State (HS0100), Formula - Primary: Primary Formula - State : Discretionary (CNS472), Demo Repurpose VA141 - Federal (DMF141), Demo Repurpose VA141 - Softmatch (DMF141), Demo Repurpose VA215 - Federal (DMF215), Demo Repurpose VA215 - Softmatch (DMF215), Demo Repurpose VA235 - Federal (DMF235), Demo Repurpose VA235 - Softmatch (DMF235), Demo Repurpose: Discretionary - State Fund (DMS999), HB1887 - DGP (1): DGP - NHPP (GF1100), HB1887 - DGP (1): DGP - NHPP Soft Match (GF1101), HB1887 - DGP (1): DGP Supplemental (HB1414) - State (GS0000), HB1887 - DGP (1): DGP - State (GS0100), Local Project Contributions - Urban (NOP723), Carbon Reduction Flexible Allocation-Federal (CFR100), Carbon Reduction Flexible Allocation - Soft Match (CFR101).

Final Completion Date: June 29, 2029

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Curtis Contracting, Inc.	\$30,986,413.92	90.19
Falconer Construction Company	\$44,256,000.00	67.01

Project Name: I-64 Hamptons Roads Express Lanes (HREL) Segment 1B
Project #: 0064-122-490, 0064-122-470, 0064-122-518
UPCs: 120863,121052,121258 (PE, RW, CN)
Contract #: C00120863DB134
Location: City of Norfolk, Virginia

The Project scope includes repurposing the lanes of EB and WB I-64 from 0.558 miles East of Tidewater Drive to 0.977 miles east of I-264 in the WB direction and 1.79 miles west of I-264 in the EB direction. The 3 existing EB and WB general purpose lanes and shoulders will be converted into one high occupancy or toll (HOT) managed part time shoulder lane, and three general purpose (GP) lanes. This will provide an express lane option in each direction of I-64 that will be open when traffic in the existing reversible toll lane section is travelling in the opposite direction. The western end (towards HRBT) of the project will connect to a typical section with three general purpose lanes and one high occupancy part time shoulder managed lane. The eastern end (towards Chesapeake) of the project will connect to a typical section with three general purpose lanes and 1 high occupancy managed lane. The proposed improvements include rehabilitation and widening of the existing shoulders in each direction, widening of nine bridges, and the replacement of the EB and WB Chesapeake Boulevard bridges. The Project was procured using a two-phase best-value design-build selection process.

Funding Sources: NHPP Federal (CF9610); NHPP Softmatch (CF9611); Bridge Formula Allocation-Federal (CFB700); Bridge Formula Allocation-Soft Match (CFB701); HRTAC AR Funds (CNRH22); I-64 Corridor Funds - State (CS9164); HRTAC AR Funds (NPRH22); HB1887 - SGR: SGR: Nat. Freight Pgm - Bridge Federal (SFB150); HB1887 - SGR: SGR: Nat. Freight Pgm - Bridge Soft Match (SFB151)

Final Completion Date: November 1, 2029

Offerors:

Name	Price	Combined Score
Lane	\$ 389,241,554.58	85.99
Allan Myers Archer Western JV	\$ 444,397,777.00	79.31
Skanska Branch JV	\$ 492,645,000.00	72.80

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 11/24/25

Letting Date: 10/22/2025

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M18	118376, 122764	FROM: 0.808 MI. W. OF MALLORY ST. INTERCHANGE	VSL ELECTRICAL, SIGNING, LIGHTING LLC	2	\$29,170,627.00	\$24,756,763.36	Exceeds
	0064-M06-055, C501	TO: 0.174 MI. W. OF TIDEWATER DR. INTERCHANGE	CHESHIRE				
	NONE; NHPP-0643(539)	NORFOLK	CT				
	Construction Funds	HAMPTON ROADS DISTRICT					
		HRBT EXPRESS LANES - OH SIGNAGE/ VDS					

1 Recommended for AWARD \$29,170,627.00

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N20	116160	FROM: 0.481 MI. S. OF RTE. 16	CATON CONSTRUCTION GROUP, INC.	3	\$11,793,134.25	\$11,756,978.52	Within
	0081-119-833, C501, B601	TO: 0.045 MI. S. OF RTE. 16	CHARLOTTESVILLE				
	NHPP-081-1(436)	SMYTH	VA				
	Construction Funds	BRISTOL DISTRICT					
		DECEL LANE EXTENSION & BRIDGE WIDENING					

1 Recommended for AWARD \$11,793,134.25

Letting Date: 11/19/2025

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
155	127292, 127293, 127294	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$6,022,080.84	\$6,361,588.50	Within
	LM1E-961-F26, P401	RUSSELL,	RICHMOND				
	PM01(364)	TAZEWELL	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2026 LATEX MODIFIED - PRIMARY/ SECONDARY					
157	127268, 127269, 127270	LOCATION: VARIOUS	SLURRY PAVERS, INC.	2	\$6,797,310.19	\$7,058,721.55	Within
	LM1G-961-F26,P401	BLAND, WYTHE,	RICHMOND				
	PM01(364)	GRAYSON	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2026 LATEX MODIFIED - PRIMARY/ SECONDARY					
562	127814, 127815, 127816	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	2	\$6,076,777.00	\$6,643,180.92	Within
	PM5G-001-F26, P401	NORTHAMPTON,	GLEN ALLEN				
	PM05(554)	ACCOMACK	VA				
	Maintenance Funds	HAMPTON ROADS DISTRICT					
		2026 PLANT MIX - PRIMARY/SECONDARY					

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
742	127458, 127459	LOCATION: VARIOUS	S. L. WILLIAMSON COMPANY, INCORPORATED	3	\$5,411,922.00	\$5,059,010.14	Within
	PM7F-002-26F, P401		CHARLOTTESVILLE				
	PM07(343)	ALBEMARLE	VA				
	Maintenance Funds	CULPEPER DISTRICT					
		2026 PLANT MIX - PRIMARY					
N39	119503	FROM: 0.17 MI. S. OF WARDEN CT.	JONES ROAD & BRIDGE, INC.	2	\$5,608,608.41	\$5,293,073.50	Within
	0011-077-786, M501	TO: 0.12 MI. N. OF WARDEN CT.	ABINGDON				
	NHPP-077-2(356)	PULASKI	VA				
	Construction Funds	SALEM DISTRICT					
		SMART SCALE - SAFETY IMPROVEMENTS					

5 Recommended for AWARD \$29,916,698.44

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
277	126916, 126926	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$10,271,216.54	\$10,176,410.88	Within
	PM2U-962-F26, P401		ROANOKE				
	PM02496	VARIOUS	VA				
	Maintenance Funds	SALEM DISTRICT					
		2026 PLANT MIX - SECONDARY					
279	126915, 126927	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$5,461,415.76	\$5,985,862.54	Within
	PM2Z-962-F26, P401	FRANKLIN,	ROANOKE				
	PM02496	BEDFORD	VA				
	Maintenance Funds	SALEM DISTRICT					
		2026 PLANT MIX - SECONDARY					

2 Recommended for AWARD \$15,732,632.30

BID RESULTS FOR THE CTB

December 9, 2025

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
<p>UPC 118868, 109484, 124021 (PE, RW, CN)</p> <p>6029-002-007, U000-104-296, 0743-M03-002</p> <p>Contract # C00118868DB142</p> <p>Design, ROW, Construction & QA/QC</p>	<p>Fontaine Avenue and Hydraulic Rd. Bundling</p> <p>City of Charlottesville & Albemarle County, Virginia</p> <p>UPC 118868 – This element involves removal of existing US 29 NB left turn lane at I-64 Exit 118 & reconfigures the US 29/Fontaine Avenue interchange to accommodate “u-turns” for access to I-64 WB via US 29 southbound. It also includes construction of a shared use path on the south side of Fontaine Avenue with crosswalks on the south ramp termini.</p> <p>UPC 109484 – This element includes addition of a shared use path on the south side of Fontaine Avenue from Westerly Avenue to the east side of Lewis Street with crosswalks at key locations.</p> <p>UPC 124021 – This element converts an existing signalized intersection to a hybrid roundabout at Hydraulic Road and District Avenue to accommodate additional traffic at the intersection and allow for left turning movement prohibitions at US-29 and Hydraulic Road. Additionally, it improves safety & maintains pedestrian accommodations.</p>	<p>AWARD</p>	<p>Curtis Contracting, Inc.</p>	<p>2</p>	<p>\$30,986,414</p>	<p>\$44,845,872</p>	<p>Bid within EE Range</p>

Recommended for Award: \$30,986,413.92

BID RESULTS FOR THE CTB

December 9, 2025

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC's 120863,121052,121258 (PE, RW, CN)	I-64 Hampton Roads Express Lanes (HREL) Segment 1B City of Norfolk, Virginia	AWARD	The Lane Construction Corporation	3	\$389,241,554.58	\$345,000,000	Bid within EE Range
0064-122-490, 0064-122-470, 0064-122-518	<p>The Project scope includes repurposing the lanes of EB and WB I-64 from 0.558 miles East of Tidewater Drive to 0.977 miles east of I-264 in the WB direction and 1.79 miles west of I-264 in the EB direction. The 3 existing EB and WB general purpose lanes and shoulders will be converted into 1 high occupancy or toll (HOT) managed part time shoulder lane, and 3 general purpose (GP) lanes. This will provide an express lane option in each direction of I-64 that will be open when traffic in the existing reversible toll lane section is travelling in the opposite direction. The western end of the project will connect to a typical section with 3 general purpose lanes and one high occupancy part time shoulder managed lane. The eastern end of the project will connect to a typical section with 3 general purpose lanes and 1 high occupancy managed lane. The proposed improvements include rehabilitation and widening of the existing shoulders in each direction, widening of 9 bridges, and the replacement of the EB and WB Chesapeake Boulevard bridges.</p>						
Contract # C00120863DB134							
Design, ROW, Construction & QA/QC							

Recommended for Award: \$389,241,554.58



BIDS FOR “DECEMBER” CTB ACTION MEETING

Richmond District – Hired Equipment w/ Operator Bridge

Dale Totten, P.E.

Richmond District Engineer

December 9, 2025

Richmond – IFB #160056

SCOPE:	BRIDGE MAINTENANCE & REPAIRS
LOCATION:	Richmond District Wide
BIDS:	2
LOW BID:	\$4,548,310 (within range)
ESTIMATED AWARD VALUE:	\$5,167,860 (to include additional non-bid items stated in the contract specifications)
PERIOD OF CONTRACT:	Renewable for four (4) successive 1-year periods
CONTRACTOR:	KOKOSING CONSTRUCTION COMPANY INC. (WESTERVILLE, OH)





Virginia Department of Transportation

December 2025 CTB Meeting

XXX

IFB #160056

Richmond District

The purpose of this contract is to provide on-call as needed rental of equipment with experienced operators, skilled laborers, and foreman as needed to assist the VDOT bridge crews in performing bridge maintenance activities.

This contract is funded with Maintenance (604) funding which utilizes state funds.

Contract Duration: From date of award through 1 year. Renewable for four (4) successive 1 year periods.

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
XXX	XXX	Richmond District Wide	KOKOSING CONSTRUCTION COMPANY INC.	2	\$4,548,310.00	\$5,919,163.00	Within
			WESTERVILLE				
			OH				
	Maintenance Funds	RICHMOND DISTRICT					
		BRIDGE MAINTENANCE & REPAIRS					

1 Additional non-bid items stated in the contract specifications: \$619,550.00
Recommended for AWARD \$5,167,860.00