COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
September 16, 2025
8:30 a.m.

1. WMATA Annual Reporting Requirements
   Jen Monaco, Virginia Department of Rail and Public Transportation

2. WMATA CTB Policy Review
   Jen Monaco, Virginia Department of Rail and Public Transportation

3. Perdue Agribusiness LLC Rail Industrial Access Application
   Mike Todd, Virginia Department of Rail and Public Transportation

4. Overview: Development and Monitoring of the Long-term Risk & Opportunity Register, and VTrans Strategic Actions
   Jitender Ramchandani, *Office Intermodal Planning, and Investment*

5. Virginia Administrative Code Update - Coleman Bridge Toll Cessation
   David Caudill, Virginia Department of Transportation

6. I-81 2025 Corridor Improvement Plan
   Rob Williams, Virginia Department of Transportation

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

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

9. Next Generation Traffic Operations Data Service
Cathy McGhee, Virginia Department of Transportation

10. Direct Agreement to Support TIFIA Financing for Certain Aspects of the Hampton Roads Express Lanes Network
Laura Farmer, Virginia Department of Transportation

11. Toll Facility Revolving Account Allocations for Hampton Roads Express Lanes Network
Laura Farmer, Virginia Department of Transportation

12. Director's Items
Tiffany Robinson, Virginia Department of Rail and Public Transportation

13. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

14. Secretary's Items
Shep Miller, Secretary of Transportation

# # #

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

Jen Monaco, NOVA Senior Program Manager Major Investments

September 16, 2025

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Background

Legislative and Policy Context

- Code of Virginia allocates 46.5% of the Commonwealth Mass Transit Fund (CMTF) to the Northern Virginia Transportation Commission (NVTC) to help localities meet their annual WMATA subsidy payments.
  - $237 million in FY26
- Chapter 854 and 856 of the 2018 Virginia Acts of Assembly:
  - Established a separate WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA ($154.5 million annually)
  - Requires CTB to withhold a portion of the CMTF allocation to NVTC for WMATA if funding requirements are not met
- To effect the law, CTB adopted "Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA"
  - Enacted in 2018 and last amended in September 2023
  - Required to be reviewed every two years

Certification Process

WMATA provides required documentation/notification of compliance by CTB policy deadlines for the following Code requirements:

- (1) Board Governance
- (2) Capital Improvement Plan
- (3) Strategic Plan
- (4) 3% cap on annual growth in total Virginia Operating Assistance
- (5) Submission of Budget and Annual CTB Update

DRPT reviews for compliance

Office of Attorney General provides concurrence

CTB certifies compliance

Compliance Assessment

(1) WMATA Board Governance

Section 33.2-1526.1(L)

Legislative Requirement

- Alternate directors shall not participate or take action at an official WMATA Board meeting or Committee meeting unless they are serving in absence of a primary director
- WMATA Board must adopt bylaws that would prohibit such participation by alternate directors

CTB Policy Requirement

- WMATA shall provide notification asserting compliance by July 1 but immediately notify CTB if there is a violation

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

(2) WMATA Capital Improvement Plan

Section 33.2-1526.1(M)

<u>Legislative Requirement</u>

- WMATA must annually adopt a capital improvement program that covers the current and next five fiscal years
- WMATA must hold an in-person public hearing in Northern Virginia
  - WMATA held a hybrid public hearing on the CIP on February 3, 2025, in Alexandria that was hosted by Commonwealth appointee and WMATA Board Chair Paul Smedberg

<u>CTB Policy Requirement</u>

- WMATA shall provide notification asserting compliance by July 1

<u>Consequences of Non-compliance (Code of Virginia)</u>

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

<u>DRPT Recommendation</u>

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

(3) WMATA Strategic Plan

Section 33.2-1526.1(M)

Legislative Requirement

- WMATA must adopt or update within the preceding 36 months a strategic plan and hold an in-person public hearing on the strategic plan in Northern Virginia
  - WMATA held the required public hearing and the WMATA Board adopted a compliant strategic plan, “Your Metro, the Way Forward” on February 23, 2023

CTB Policy Requirement

- WMATA shall provide notification asserting compliance by July 1

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

(4) 3% Cap on Growth in Operating Assistance

Section 33.2-1526.1(K)

Legislative Requirement

- Total Virginia operating subsidy in current approved WMATA budget increased by no more than 3% over the prior year approved budget
- Operating costs related to the following are excluded from this calculation:
  - Any service, equipment, or facility that is required by any applicable law, rule or regulation
  - Any capital project approved by the WMATA Board
  - Any payment/obligation resulting from a legal dispute or proceeding
  - Any service increases approved by the WMATA Board

CTB Policy Requirement

- WMATA shall provide notification asserting compliance by July 1 along with a detailed description of costs, exemptions, and annual growth rate

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 35% of state WMATA allocation if found to be non-compliant

DRPT Recommendation

- **Cap has been suspended for WMATA's FY25 & FY26 budget cycles by the Commonwealth's 2024-2026 Biennium Budget**
  - **Virginia's operating subsidy increased 7% between FY25 and FY26**

(5) Submission of Budget and Annual CTB Update

Section 33.2-1526.1(N)

Legislative Requirement

- By April 1, WMATA must submit a detailed proposed operating budget and capital expenditures, including information on expenditures, indebtedness, pensions and other liabilities, and other information as prescribed by the Board
- Virginia's Principal Members of the WMATA Board and the WMATA General Manager must annually address the CTB
  - Commonwealth appointee Paul Smedberg, NVTC appointee Matt Letourneau, and WMATA General Manager Randy Clarke addressed the CTB on October 22, 2024

CTB Policy Requirement

- Budget submission shall include audited financial statements

Consequences of Non-compliance (Code of Virginia)

- Board shall withhold 20% of state WMATA allocation if found to be non-compliant

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Next Steps

September Workshop

- FY25 compliance determination overview
- Consideration of revision to CTB policy

October Workshop

- GM and VA Board Members address CTB

October Action Meeting

- Certify FY25 compliance
- Update/reaffirm CTB guidelines

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

Jen Monaco, NOVA Senior Program Manager Major Investments

September 16, 2025

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

WMATA CTB Policy Review

Commonwealth Transportation Board

Jen Monaco, NOVA Senior Program Manager Major Investments

September 16, 2025

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Background

- Original *Policy and Guidelines for Implementation of Governance and Funding Reforms for WMATA* (CTB Policy) adopted September 18, 2018
- Requirement: *Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.*
- *Policy changes to date:*
  - *2021*
    - *Reflect changes to Code from 2020 session*
    - *Consider revisions and/or updates to these guidelines **at least** every two years*
    - *Technical corrections/clarifications*
  - *2023*
    - *Reflect changes to Code from 2023 session*
    - *Minor clarifications resulting from start of Phase 2 of Silver Line*

Scope of CTB Policy vs. Code

- Establishes July 1 deadline for WMATA to submit documentation asserting compliance with Code requirements.
- Provides clarification for certain broad language in Code
- Includes allowance for mitigating actions that can release withholding funding
- Specifies additional considerations such as:
  - DRPT role
  - Reservation of CTB's right to approve exceptions at any time
  - Timeline for consideration of revisions

Current Context and Recommendation

- Context:
  - No Code changes to incorporate this year
  - Code is very detailed, so CTB Policy mostly speaks to process for compliance determination; existing clarifications assist certification process for all parties
  - *DMVMoves* and SJ28 may make recommendations for Code changes for 2026 or future legislative session

- Recommendation:
  - DRPT does not recommend any change to CTB Policy language at this time but looks forward to the next 3-year Strategic Plan due July 1, 2026, which will incorporate the following components required by the 2023 Code update:

    (a) an assessment of state of good repair needs;

    (b) a review of the performance of fixed-route bus service

    (c) an evaluation of the opportunities to improve operating efficiency of the transit network;

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

    (e) an examination of opportunities to improve service in underserved areas.

WMATA CTB Policy Review

Commonwealth Transportation Board

Jen Monaco, NOVA Senior Program Manager Major Investments

September 16, 2025

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Perdue AgriBusiness LLC

Rail Industrial Access

Michael Todd, AICP | Rail Programs Director

September 2025

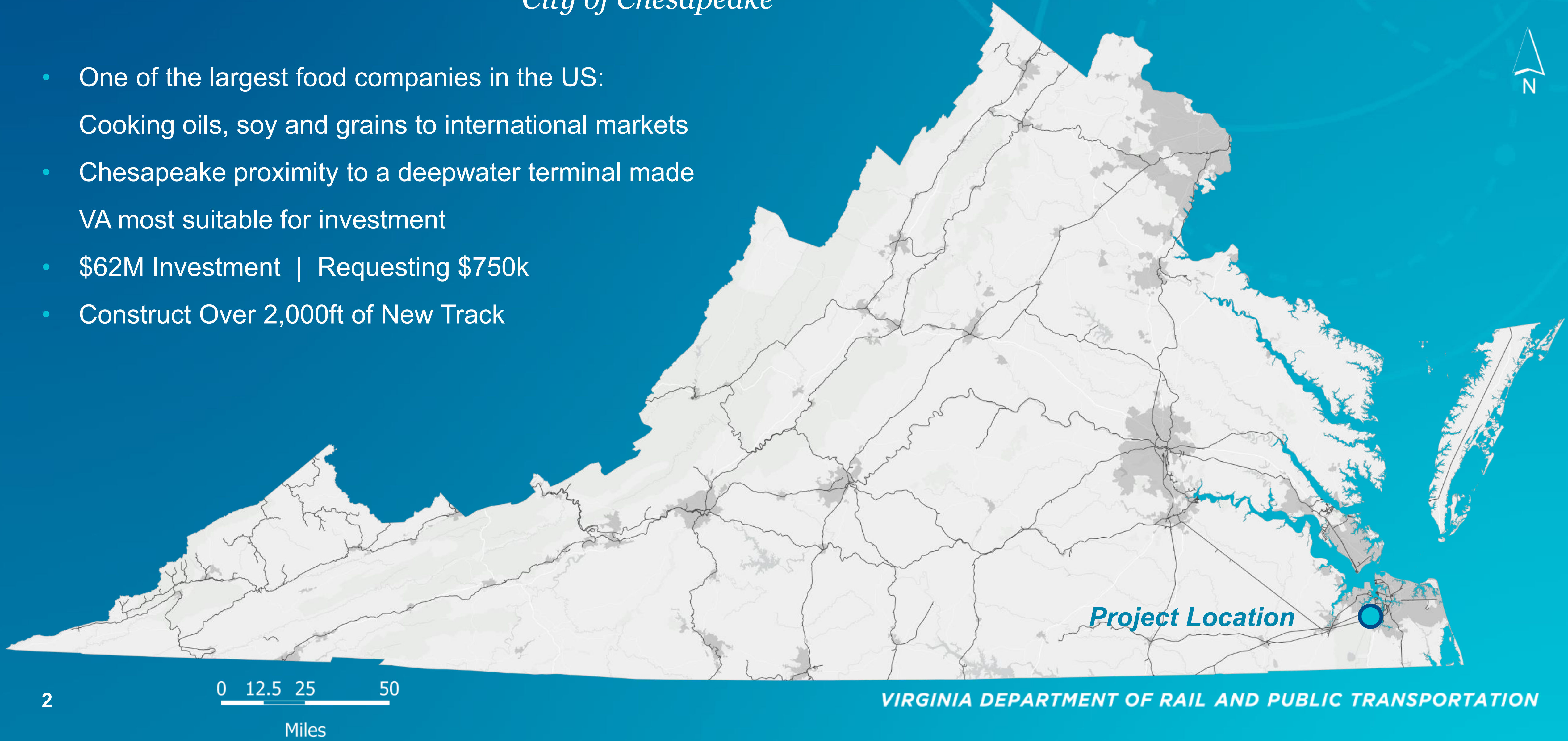
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Source: https://www.perdueagribusiness.com/

Perdue AgriBusiness LLC

City of Chesapeake

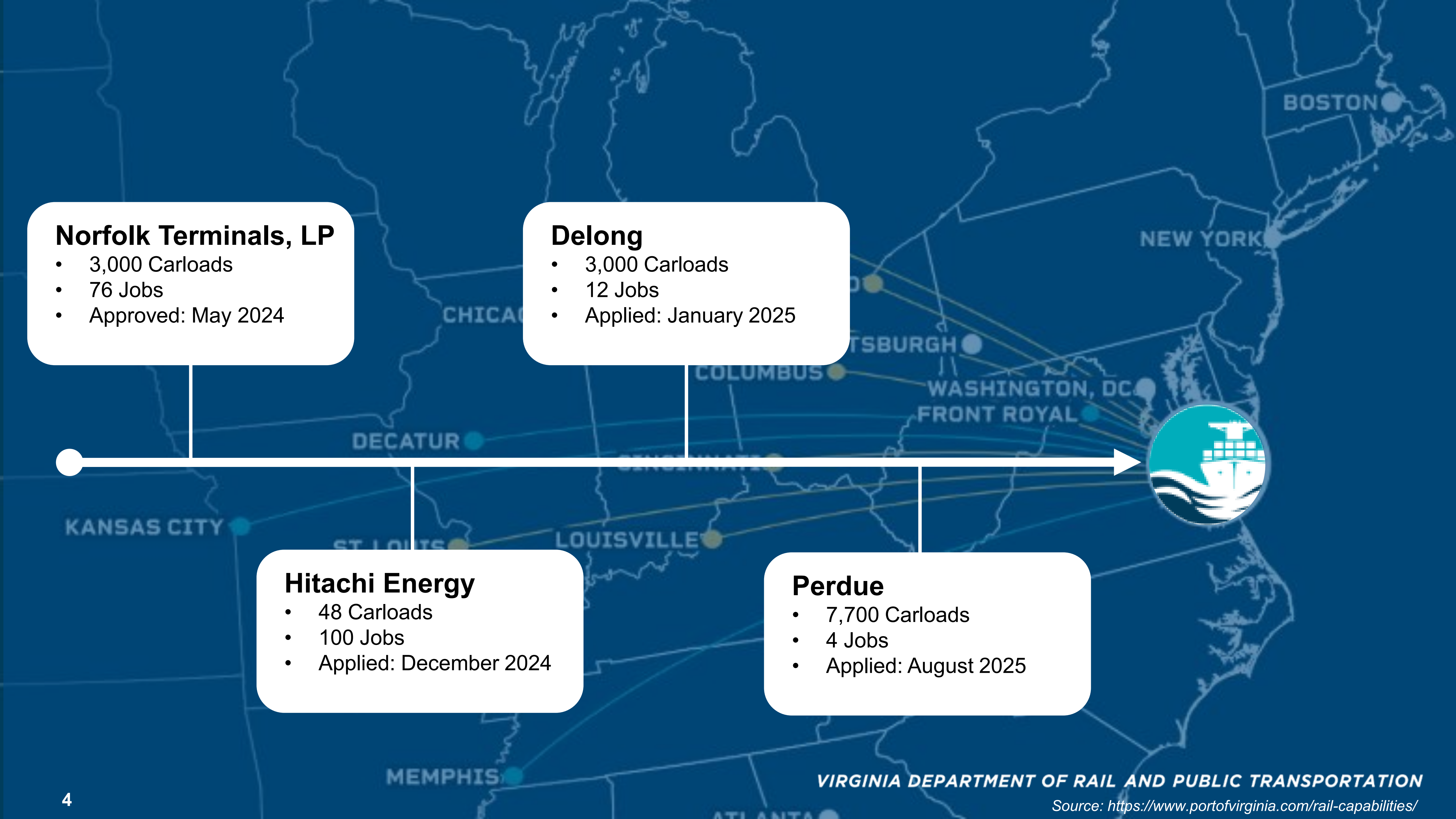
- One of the largest food companies in the US: Cooking oils, soy and grains to international markets
- Chesapeake proximity to a deepwater terminal made VA most suitable for investment
- $62M Investment | Requesting $750k
- Construct Over 2,000ft of New Track




Source: https://www.perdueagribusiness.com/

Rail Investment Decision…

- Soybean demand outpacing VA production
- Rail ideal for shipments from Midwest
- Dual Rail Access
- Water Access
  - Deepwater Terminal
  - Barge Service



Norfolk Terminals, LP
- 3,000 Carloads
- 76 Jobs
- Approved: May 2024

Hitachi Energy
- 48 Carloads
- 100 Jobs
- Applied: December 2024

Delong
- 3,000 Carloads
- 12 Jobs
- Applied: January 2025

Perdue
- 7,700 Carloads
- 4 Jobs
- Applied: August 2025

Source: https://www.portofvirginia.com/rail-capabilities/

Project Details

- $61.9M Total Investment
  - Crushing / Oil Processing
  - Second Storage Pit
  - More Efficient Loading / Unloading
  - Transload Facility
- Rail
  - $3.1M
  - Construct 2,085 ft of New Track
- Request
  - $750,000

Site Details

Project Score

Categories	Performance Data	Score	Max
Carloads	7,700	20	20
Jobs	4	8	20
Transportation % of Total Investment	< 3%	10	10
Private % of Rail Investment	76%	10	10
Local Unemployment	VA avg. + 0.9	8	20
Economic Development Area	Yes	10	10
Shortline	Yes	10	10
TOTAL*		**76**	**100**

*Minimum Total Score of 50 Points Required for Recommendation

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Recommendation

Today
- Recommend Project

Next Month
- Resolution of Approval

Next Step
- Execute Grant Agreement

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Overview: Development and Monitoring of the Long-term Risk & Opportunity Register, and VTrans Strategic Actions

Jitender Ramchandani
Office of Intermodal Planning and Investment (OIPI)

September 16, 2025

OVERVIEW: VTRANS FOCUS AREAS

	CTB Vision, Guiding Principles, Goals and Objectives	Mid-term Needs and Priority Locations (0 – 10 Years)	Long-term Risk & Opportunity Register (20+ Years)	Strategic Actions
			Today's Focus	
Presentation			Sept. 2025	Sept. 2025
Action	April 2025	April 2025	Dec. 2025*	Dec. 2025*

* If needed

CODE REQUIREMENT

- **Virginia Code § 33.2-353 and 23 CFR § 450.216 require the State's Transportation Plan, VTrans, to cover a 20-year planning horizon.**
  - This VTrans plan must be submitted to the GA and the Governor every four years.
  - The last submission was in December 2021.
- **CTB is meeting the Code requirements by maintaining and monitoring a Long-term Risk and Opportunity Register.**
  - This evaluates the impacts of relevant global macroeconomic factors that are projected to have a measurable effect on Virginia's transportation system.
- **CTB has also identified Strategic Actions to address the impacts of the identified risks and opportunities.**

- **This presentation provides an overview of the CTB Policy, Development and Monitoring of the Long-term Risk & Opportunity Register, and associated Strategic Actions.**
  - The original policy was adopted in December 2021.

- **The long-term risk and opportunity register policy is designed to be:**
  - Replicable, evidence-based, and non-speculative.
  - Measuring impacts over and above the business-as-usual scenario.
  - Reflects uncertainties by providing three scenarios of impacts.

IDENTIFYING TRENDS

- **The CTB policy identifies four megatrends and ten macrotrends that are likely to impact Virginia's transportation system in the coming decades.**
  - The focus is on "Known Unknowns" – trends that are known, can be measured.
  - The uncertainty around impacts is captured by developing scenarios.
  - Trends must have direct or indirect measurable impact on Virginia's transportation system.
  - Key terms:

MEGATREND

"A large, social, economic, political, environmental or technological change that is slow to form. Once in place, megatrends influence a wide range of activities, processes and perceptions, both in government and in society, **possibly for decades**. They are the underlying forces that drive trends." – European Foresight Forum

MACROTREND

An emerging pattern of change likely to impact state government and require a response.

More than one macrotrends can be associated with a megatrend.

RISK & OPPORTUNITY REGISTER

It "identifies and records the risks facing different areas of business. Identifying risk is a critical step in managing it and the risk and opportunity register allow our organization to **assess the risk in context with our overall strategy** and help record the controls and treatments of those risks." – ISO9001

IDENTIFIED TRENDS

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	Growth in E-commerce Greater Automation of Production and Services	Growth of the Professional Service Industry Increase in Workplace Flexibility Growth of the 65+ Cohort Population and Employment Shift

FORECASTED IMPACTS OF THE IDENTIFIED TRENDS

- The impacts shown on the right were calculated in 2021.
- Staff research and analysis indicate that trends continue to remain relevant to the transportation system; however, the impacts are projected to be different.
- Staff is currently calculating the revised impacts.

IMPACTS OF VTRANS MACROTRENDS
Over and above impacts due to economic growth

	Low	Medium	High	WHAT IT MEANS[1]
VEHICLE MILES TRAVELED (VMT) INDEX Estimated change in VMT	+4%	+8%	+17%	
SHARED MOBILITY INDEX Estimated switchable urban auto Single-Occupancy Vehicle VMT to micromobility + ridesourcing	+9%	+18%	+27%	
SAFETY INDEX Estimated change in number of crashes involving fatalities + serious injuries	-26%	-38%	-67%	
TAILPIPE EMISSIONS INDEX Estimated change in tailpipe emissions	-3%	-17%	-69%	
NUMBER OF AT RISK MILES FROM FLOODING — Sea Level Rise	900	1,100	1,400	
NUMBER OF AT RISK MILES FROM FLOODING — Storm Surge	7,700	13,100	17,100	
NUMBER OF AT RISK MILES FROM FLOODING — Inland/Riverine Flooding	17,500	17,900	18,200	

[1] Up logo: Desirable impact. Down logo: Undesirable impact.

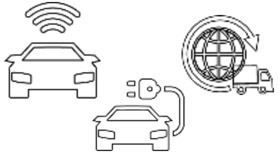
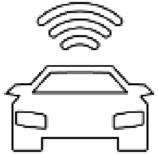
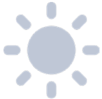
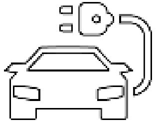
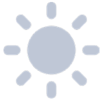
- **The Board's policy preferences regarding the trends and their impacts are captured in the Long-term Risk and Opportunity register. A total of nineteen risks and opportunities were documented in 2021.**

MACROTREND	NATURE	DESCRIPTION
		1. A large number of the state's roadways are at risk of flooding. 2. Several unknown and unquantified flooding risks are present. 3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations.
		4. Proactively eliminate or mitigate identified flooding risks. 5. Increase the state's preparedness to address other macrotrends associated with the climate change megatrend.

Uncertainty with negative impacts.

Uncertainty with a positive impact.

LONG-TERM RISK & OPPORTUNITY REGISTER (CONT.)

MACROTREND	NATURE	DESCRIPTION
		6. Greater wear-and-tear of the transportation system due to increased vehicle miles traveled (VMT) and increase in average vehicle weight.
		7. Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles. 8. Maximize safety benefits offered by highly autonomous vehicles, especially those with Automated Driving System.
		9. Higher vehicle miles traveled (VMT) for each unit of economic activity compared to the present fleet.
		10. Minimize environmental impacts of the transportation system development

 Uncertainty with negative impacts.

 Uncertainty with a positive impact.

LONG-TERM RISK & OPPORTUNITY REGISTER (CONT.)

MACROTREND	NATURE	DESCRIPTION
	⚠	11. Increased curb access conflicts in urbanized areas.
	☀	12. Projected growth in shared mobility (micromobility and TNC/ridesourcing) does not provide measurable transportation system benefits. 13. Benefits of growth in shared mobility are not equally accessible by 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.
	☀	16. Proactively eliminate or mitigate transportation impacts associated with e-commerce including those related to large warehouse and distribution centers.
	☀	17. Improve the state's ability to proactively manage transportation impacts associated with greater automation of production and services.
	☀	18. Maximize the utilization of workplace flexibility for telework-capable jobs.
	⚠	19. Transportation system and services are unable to meet mobility needs of Virginians age 65 and older.

⚠ Uncertainty with negative impacts.

☀ Uncertainty with a positive impact.

- **The Policy identifies trend trackers to monitor changes and fluctuations associated with the identified trends.**

MACROTREND	VTRANS TREND TRACKERS
	▪ Number of directional miles at risk from sea level rise ▪ Number of directional miles at risk from storm surge ▪ Number of directional miles at risk from inland/riverine flooding ▪ Annual cost of transportation repair due to flooding events
	▪ Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Attitude and Preferences for Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles ▪ Attitude and Preferences for Adoption of Highly Autonomous (Levels 3 and 4) Vehicles
	▪ Number of Electric Vehicles ▪ Market Penetration of Electric Vehicles ▪ Attitude and Preferences for Adoption of Electric Vehicles ▪ Transportation Funding by Funding Source

MONITORING TRENDS (CONT.)

MACROTREND	VTRANS TREND TRACKERS
	▪ Access to Shared Mobility Services ▪ Utilization of Shared Mobility Services by Type
	▪ Number of Warehouse 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
	▪ Number of short-range drone deliveries ▪ Number of long-range drone deliveries
	▪ Share of Professional Services Industry Jobs ▪ Number of Science, Technology, Engineering, and Mathematics (STEM) Jobs
	▪ Number of Workers with Workplace Flexibility ▪ Utilization of Workplace Flexibility
	▪ Number of Virginians Age 65 or higher ▪ Share of Age 65+ Cohort
	▪ VTrans Land Use Vitality Index ▪ Population ▪ Employment ▪ Income

*Based on the VTrans State of Transportation Biennial Survey

- **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.

STRATEGIC ACTIONS (CONT.)

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.
2. Develop policies, based on robust data collection and analysis, to ensure flooding risks are reflected in transportation asset life cycle and/or transportation project planning processes.
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.
4. Evaluate options to gather vehicle automation/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.
5. Develop a roadmap for implementing foundational digital practices such as digital-as-builts (DABs) and information management processes, etc., for capturing asset information from projects.

STRATEGIC ACTIONS (CONT.)

6. Evaluate and facilitate vehicle-to-infrastructure communications along limited-access highways by the private sector
7. Identify and 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 as needed to support autonomous vehicle deployment.
8. Identify and develop solutions to address barriers to the installation of electric vehicle charging infrastructure by the private sector.
9. Evaluate and establish sidewalk and curb management best practices for state-owned roadways and promote them for locality-owned roadways.
10. Formalize a process for 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.

STRATEGIC ACTIONS (CONT.)

11. Evaluate the performance of selected construction projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine if the selected projects are providing the anticipated benefits to support efforts to continue to improve project evaluation criteria and methods.
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 Priority 1 and 2 locations.
13. Evaluate the feasibility of and alternatives to a combined dashboard to monitor performance and delivery of projects and programs included in the Six-Year Improvement Program (SYIP).

STRATEGIC ACTIONS (CONT.)

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 SMART PORTAL to provide one-stop access to the state's funding programs.
15. Identify and clarify the roles and responsibilities of state transportation agencies in emerging areas, such as curb management, micromobility, and shared mobility, to ensure a greater focus.
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 the development of a comprehensive transportation policy.

NEXT STEPS

- **October: Review updated mega and macrotrends associated with the Long-term Risk & Opportunity Register and consider staff-recommended or other CTB-proposed updates.**
- **October: Review current Strategic Actions and consider staff-recommended updates or other CTB-proposed updates.**
- **December: If needed, request Board action on the policy updates and submit the plan to the General Assembly and the Office of the Governor.**

Attachment A: 2021 VTrans Strategic Actions[1]

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.*
    - Responsible entity(s): VDOT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item #2: Several unknown and unquantified flooding risks are present.

2. *Develop policies, based on robust data collection and analysis, to ensure flooding risks are reflected in transportation asset life cycle and/or transportation project planning processes.*
    - Responsible entity(s): VDOT, DRPT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item #4: Proactively eliminate or mitigate identified flooding risks.

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.*
    - Responsible entity(s): VDOT, DRPT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item #4: Proactively eliminate or mitigate identified flooding risks.

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.
    - Responsible entity(s): VDOT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item # 7: Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles.

5. Develop a roadmap for implementing foundational digital practices such as digital as-builts (DABs) and information management processes for capturing asset information for transportation infrastructure.
    - Responsible entity(s): VDOT, DRPT

---

[1] VTrans 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 other strategies.

- Intent: This action addresses VTrans Risk & Opportunity Register Item # 7: Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles, and VTrans Guiding Principle # 3: Efficient delivery of programs.

6. Evaluate and facilitate desirable deployment of vehicle-to-infrastructure communications along limited-access highways by the private sector.
    - Responsible entity(s): VDOT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item # 8: Maximize safety benefits offered by highly autonomous vehicles, especially those with Automated Driving Systems.

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.
    - Responsible entity(s): VDOT, DRPT
    - Intent: This action addresses VTrans Risk & Opportunity Register Item # 8: Maximize safety benefits offered by highly autonomous vehicles, especially those with Automated Driving Systems.

8. Identify and develop solutions to address barriers to the installation of electric vehicle charging infrastructure by the private sector.
    - Responsible entity(s): OIPI
    - Intent: Intent: This action addresses VTrans Risk & Opportunity Register Item # 10: Minimize environmental impacts of the transportation system development.

9. Evaluate and establish sidewalk and curb management best practices for state-owned roadways and promote them for locality-owned roadways.
    - Responsible entity(s): OIPI
    - This action addresses VTrans Risk & Opportunity Register Items: # 11: Increased curb access conflicts in urbanized areas due to shared mobility and e-commerce vehicles; #14: Utilize shared mobility services to improve accessibility; and # 15: Improve the state's ability to manage a transportation system with a high number of shared mobility vehicles.

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.

- Responsible entity(s): OIPI
- Intent: This action addresses: VTrans Mid-term Needs and Priority Locations; CTB Guiding Principle # 1: Optimize return on investment; and Guiding CTB Guiding Principle # 3: Efficiently deliver programs.

11. Evaluate the performance of selected construction projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine if the selected projects are providing the anticipated benefits and to support efforts to continue to improve project evaluation criteria and methods.
    - Responsible entity(s): OIPI
    - Intent: This action addresses: VTrans Mid-term Needs and Priority Locations; CTB Guiding Principle # 1: Optimize return on investment; and Guiding CTB Guiding Principle # 3: Efficiently deliver programs.

12. Establish a regular study cycle for Project Pipeline studies, as defined in the CTB Policy for the Prioritization of VTrans Mid-term Needs adopted in March 2021, to include solutions for the most up-to-date VTrans Priority 1 and 2 locations.
    - Responsible entity(s): OIPI
    - Intent: This action addresses: VTrans Mid-term Needs and Priority Locations; CTB Guiding Principle # 3: Efficiently deliver programs and Guiding; and CTB Guiding Principle # 5: Ensure Transparency and Accountability, and Promote Performance Management.

13. Evaluate the feasibility of and alternatives to a combined dashboard to monitor performance and delivery of projects and programs included in the Six-Year Improvement Program (SYIP).
    - Responsible entity(s): VDOT, DRPT
    - Intent: This action addresses CTB Guiding Principle # 3: Efficiently deliver programs and Guiding Principle # 5: Ensure Transparency and Accountability, and Promote Performance Management.

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 state's funding programs.
    - Responsible entity(s): VDOT, DRPT, OIPI

- Intent: This action addresses CTB Guiding Principle # 1: Optimize return on investment and Guiding Principle # 3: Efficiently deliver programs.

15. Identify and clarify 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
    - Intent: This overarching action addresses all items identified in the VTrans Risk & Opportunity Register.

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 developing a comprehensive transportation policy as required by 2.2-229.
    - Responsible entity(s): OIPI
    - Intent: This overarching action addresses all items identified in the VTrans Risk & Opportunity Register.

VDOT
Virginia Department of Transportation

AMENDMENT OF RULES, REGULATIONS, AND RATES CONCERNING TOLL AND BRIDGE FACILITIES

24VAC30-620

David Caudill, P.E.
Division Administrator
Tolling Operations Division

September 16, 2025

Coleman Bridge Tolls – Budget Language

- Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge.

Coleman Bridge – Toll Collection Ends

VDOT ended toll collection on the bridge on August 8, 2025.

24VAC30-620

- The Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620, establishes the rules for collecting tolls on non-P3, VDOT-owned toll facilities and the procedures for the suspension of toll collection during emergencies.
- Regulation promulgated pursuant to:
  - § 33.2-210: CTB's general authority to adopt regulations governing the use of highways.
  - § § 33.2-604, 33.2-613 and 33.2-1701: provide that toll rates may be charged as set by law or as fixed by the CTB and specify when tolls may not be charged.

Regulatory Amendments

- **24VAC30-620-30B captures the toll rate schedules for the Coleman Bridge.**
  - **Item 441 D.1 necessitates removal of the tolls for Coleman Bridge from the regulation.**
  - **Because the regulation sets rates, actions to amend 24VAC30-620 are exempt from the statutory requirements/process for amending regulations under the Administrative Process Act (APA).**

GEORGE P. COLEMAN BRIDGE TOLL RATE STRUCTURE

VEHICLE CLASS[1]	ONE-WAY RATE
Motorcycles, pedestrians and bicyclists[2]	$0.85
Commuter ETC cars, vans, pick-ups	$0.85
Commuter ETC two-axle commercial vans/trucks	$0.85
Cars, vans, pick-ups	$2.00
Two-axle, six-tire trucks and buses	$2.00
Three-axle vehicles and buses	$3.00
Four or more-axle vehicles	$4.00

Exempt Regulatory Action

- An exempt action may be published in its final form and does not require the standard three-step regulatory process (NOIRA, Proposed, Final).
- An exempt action must still undergo Executive Branch review by the OAG and the Governor’s Office.
- After approval by the Governor, the action will be filed with the Registrar, published in the Virginia Register of Regulations, and undergo a 30-day public comment period.

Next Steps

- Adopt regulatory amendments to 24VAC30-620.
  - If amendments are approved by the CTB, VDOT staff will file the exempt regulatory action on Town Hall.*
  - The amendments will then go through Executive Branch review, after which they will be published in the Virginia Register for the public to review.
  - The amendments become effective after the close of the public comment period.

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

Project 8420 - Final

Department of Transportation

Tolling amendments

24VAC30-620-30. Rates.

A. The following are the toll rate schedules for the Powhite Parkway Extension Toll Road.

POWHITE PARKWAY EXTENSION TOLL ROAD MAXIMUM RATE STRUCTURE				
VEHICLE CLASS	MAIN LINE PLAZA	MAIN LINE PLAZA - EAST & WEST RAMP	RAMP - ROUTE 60	RAMP - COURTHOUSE ROAD
Two axle vehicles[1]	$0.75	$0.25	$0.25	$0.50
Three axle vehicles	$1.00	$0.35	$0.35	$0.60
Four axle vehicles	$1.25	$0.45	$0.45	$0.70
Five axle vehicles	$1.50	$0.55	$0.55	$0.80
Six axle vehicles	$1.50	$0.55	$0.55	$0.80
[1]Includes passenger cars, motorcycles, motorcycles equipped with a sidecar, towing a trailer or equipped with a sidecar and towing a trailer, and 2-axle trucks (4 and 6 tires).				

B. ~~The following are the toll rate schedules for the George P. Coleman Bridge.~~

~~GEORGE P. COLEMAN BRIDGE TOLL RATE STRUCTURE~~	
~~VEHICLE CLASS~~[1]	~~ONE-WAY RATE~~
~~Motorcycles, pedestrians and bicyclists~~[2]	~~$0.85~~
~~Commuter ETC cars, vans, pick-ups~~	~~$0.85~~
~~Commuter ETC two-axle commercial vans/trucks~~	~~$0.85~~
~~Cars, vans, pick-ups~~	~~$2.00~~
~~Two-axle, six-tire trucks and buses~~	~~$2.00~~

	~~Three-axle vehicles and buses~~	~~$3.00~~
	~~Four or more-axle vehicles~~	~~$4.00~~
	~~[1]Commuter toll rates will be available only via the E-ZPass electronic toll collection (ETC) system to two-axle vehicles making northbound crossings on the George P. Coleman Bridge.~~	
	~~[2]Includes motorcycles equipped with a sidecar, towing a trailer, or equipped with a sidecar and towing a trailer. Motorcyclists requesting this rate must use the manual toll collection lanes because the Automatic Vehicle Identification system cannot accommodate the $0.85 rate.~~	

~~C.~~ For all designated high-occupancy toll facilities, the toll rates shall vary as necessary to manage the demand to use the facility in accordance with 23 USC § 166.

Exempt Action: Final Regulation Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-620
VAC Chapter title(s)	Rules, Regulations, and Rates Concerning Toll and Bridge Facilities
Action title	Repealing Toll Rate Schedules for the George P. Coleman Bridge
Final agency action date	____, 2025
Date this document prepared	____, 2025

This information is required for executive branch review pursuant to Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19. In addition, this information is required by the Virginia Registrar of Regulations pursuant to the Virginia Register Act (§ 2.2-4100 et seq. of the Code of Virginia). Regulations must conform to the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code.*

Brief Summary

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

The Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620, establishes the rules for collecting tolls on non-Public-Private Partnership, VDOT-owned toll facilities and the procedures for the suspension of toll collection during emergencies. Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. VDOT ended toll collection on the bridge on August 8, 2025. Now, 24VAC30-620 must be amended to remove subsection B of section 30 pertaining to the toll rate schedules for the Coleman Bridge.

Mandate and Impetus

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

Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires the elimination of tolls on the Coleman Bridge.

Statement of Final Agency Action

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

On ___, 2025, the Commonwealth Transportation Board adopted final amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620.

I-81 2025 CORRIDOR IMPROVEMENT PLAN

Solutions Development and Evaluation

Rob Williams, AICP

September 16, 2025

CIP Background
Enabling Legislation

2019: I-81 Program Improvement Fund (§ 33.2-3601) created by the General Assembly

§ 33.2-3604: Established requirements for I-81 Corridor Improvement Plan

- Analyze existing conditions and identify needs related to safety, congestion, and incident-delay
- Identify potential roadway improvements, operations strategies and upgrades to parallel facilities to address the needs
- Prioritize the solutions in a manner consistent with § 33.2-214.1

Source: Virginia Department of Transportation

CIP Background
Interstate Operations and Enhancement Program Policy

CTB adopted IOEP policy on June 23, 2021

- Requires identification of top 25% performance measure locations for:
  - Person hours of delay,
  - Person hours of incident delay,
  - Crash severity, and
  - Crash frequency
- Prioritize using SMART SCALE-like evaluation of improvements using the following weights:
  - **40%** for person hours of delay reduction
  - **40%** for reduction in fatal and severe injury crashes
  - **20%** for accessibility to jobs
- Measures correlate with IOEP goals in § 33.2-372

CIP Background
2018 I-81 Corridor Improvement Plan

Identified and funded operational improvements

- Cameras
- Dynamic signs
- Safety service patrol
- Towing and recovery program
- Improvements to parallel arterials (signal upgrades)

$39M funded

- **Identified <u>104</u> capital improvement projects**
  - Curve improvements
  - Acceleration and deceleration lane extensions
  - Realignment
  - Truck climbing lanes
  - Auxiliary lanes
  - Widening

$4B for <u>65</u> projects funded

2025 I-81 Corridor Improvement Plan Update

- **65 capital projects in the 81 Program are complete or are advancing to construction by 2035**
- Next tranche of projects need to be identified
  - Projects are complex and need to be identified early
  - Allows advanced activities- resulting in refined construction costs and shovel-ready projects
- Project identification is performance driven
- Solutions will be prioritized using the same SMART SCALE-like process

I-81 Corridor Improvement Plan Update Process

Steps completed for the 2025 I-81 CIP Update

January-March

Identified and analyzed the top 25% worst performing one-mile segments

April

Engaged the public to validate performance issues and gather feedback on potential solutions

May-June

Developed potential solutions to address the performance issues

July

Conducted public engagement to present and receive feedback on the potential solutions

Continued on Next Slide

✓ Step is complete

I-81 Corridor Improvement Plan Update Process

Steps remaining for the 2025 I-81 CIP Update

October
Prioritize potential solutions using SMART SCALE-like process and share results

November
Share shortlist of solutions and cost estimates with CTB and I-81 Advisory Committee

er
I-81 Advisory Committee submits recommended projects to the CTB

December
CTB considers I-81 Advisory Committee recommendations

January
CTB adopts the I-81 Plan

Step is incomplete

Round 1 Public Outreach (Virtual)- April

Performance Issue Identification Takeaways

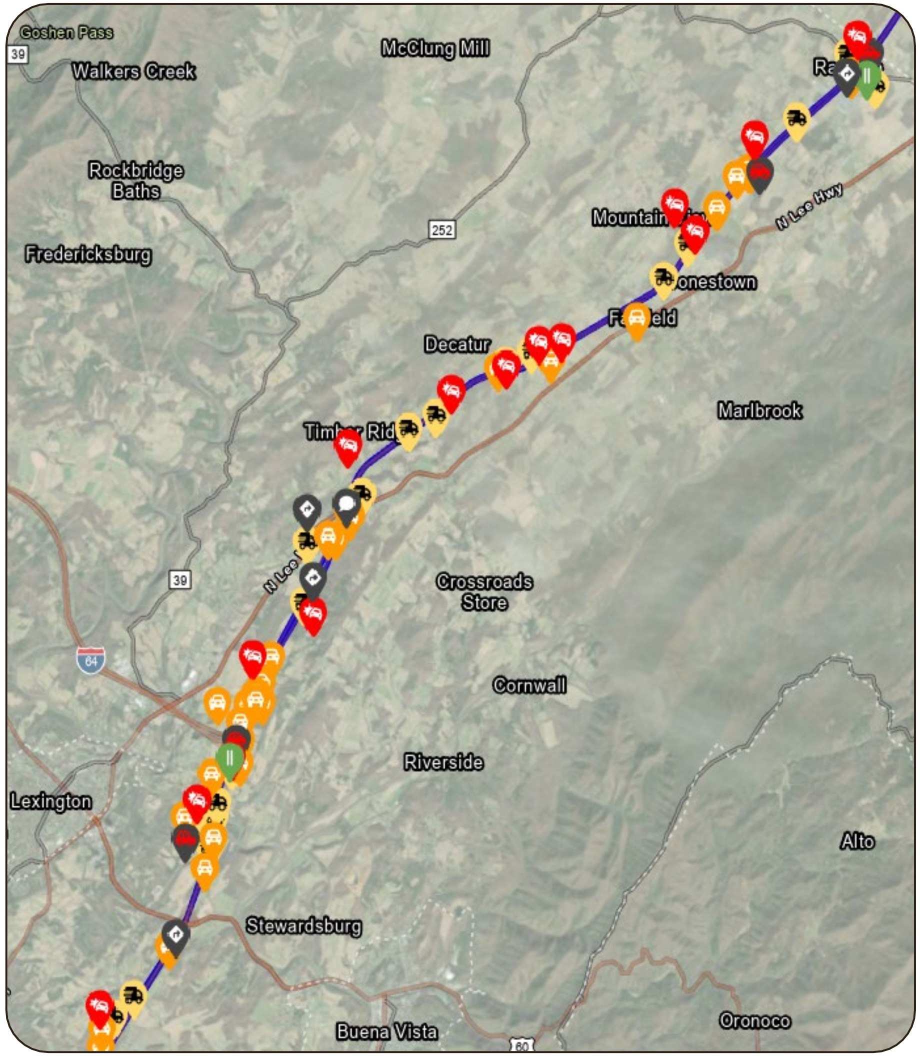
- **Open April 1-15, 2025**

VIRTUAL ENGAGEMENT

4,000 COMMENTS

4,700 PARTICIPANTS

Issue Type	Bristol	Salem	Staunton	Total
1. Congestion	36%	31%	42%	39%
2. Truck Operations	25%	26%	20%	22%
3. Safety	18%	16%	23%	21%
4. Speeding and Aggressive Driving	10%	16%	9%	10%
5. Other	11%	11%	6%	8%



Solutions Development- July

Operational Improvements

Incident Signal Timing Plans

traffic signals along detour routes are optimized to handle extra traffic during I-81 incidents.

- Expands upon signal upgrades funded in 2018 CIP
- Coordination with municipal systems along the corridor
- Focused on areas with incident related delay in top 25%

Solutions Development- July

Capital Improvements

Widening	Adds new lane, typically within the existing median
Acceleration/ Deceleration Extension	Extends ramps to allow for more distance to merge or exit
Curve Improvements	Addresses superelevation in curves to reduce the potential for run-off-the-road crashes
Auxiliary Lane	Connects interchange on- and off-ramps for additional distance to merge or exit
Realignment	Addresses roadway curvature by improving geometrics
Truck Climbing Lane	Adds lane on steep grades for trucks allowing cars to pass

Round 2 Public Outreach- July
Potential Solutions Takeaways

- **Open July 14-31, 2025**

IN-PERSON MEETINGS

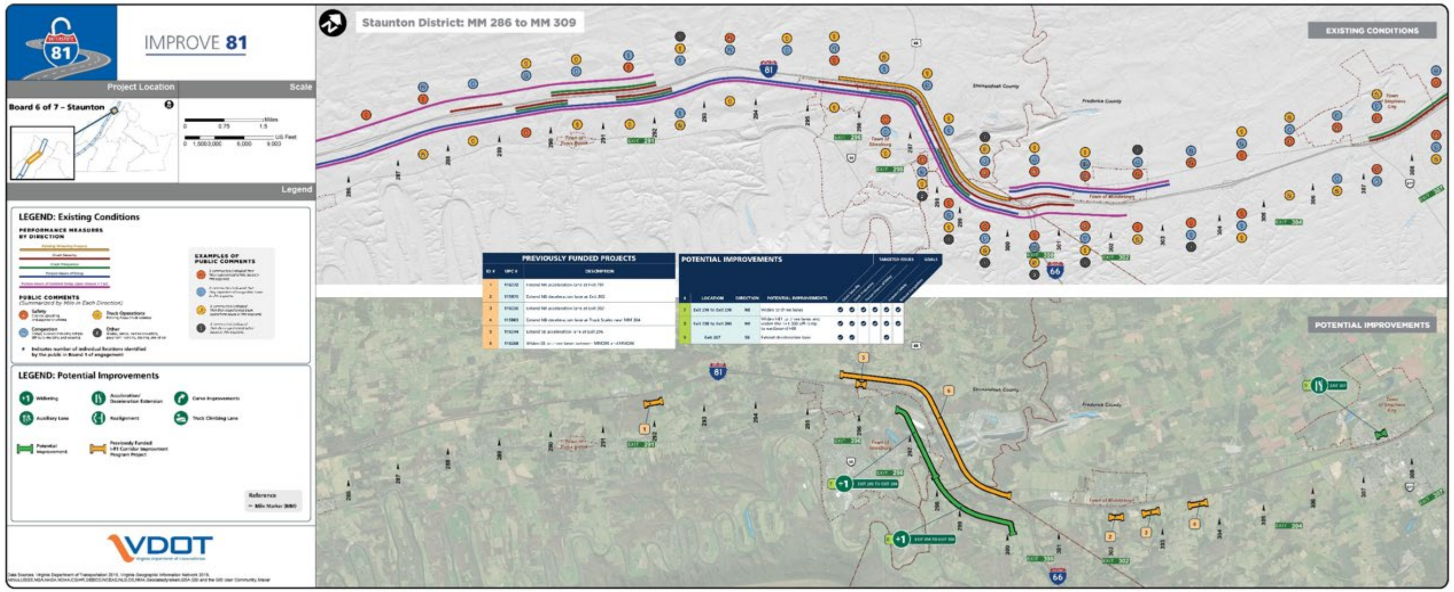
4
MEETINGS

~100
PARTICIPANTS

VIRTUAL ENGAGEMENT

1,136
COMMENTS

1,674
PARTICIPANTS



Round 2 Public Outreach- July

Potential Solutions Takeaways

- **87% of respondents "Agree" with the overall list of potential solutions that was presented at the July public meetings**
- **General corridor-wide comments**
  - Speed and enforcement (100+ mentions)
  - Widening to three lanes (90+ mentions)
  - Truck management (30+ mentions)

Financial Constraints

Next Steps- October Deliverable

Prioritized Solutions

Operational Prioritization

- District input and analysis
  - Safety (secondary crash reductions)
  - Mobility (reduced delay and improved incident response times)
  - Environmental (fuel savings and emission reductions)

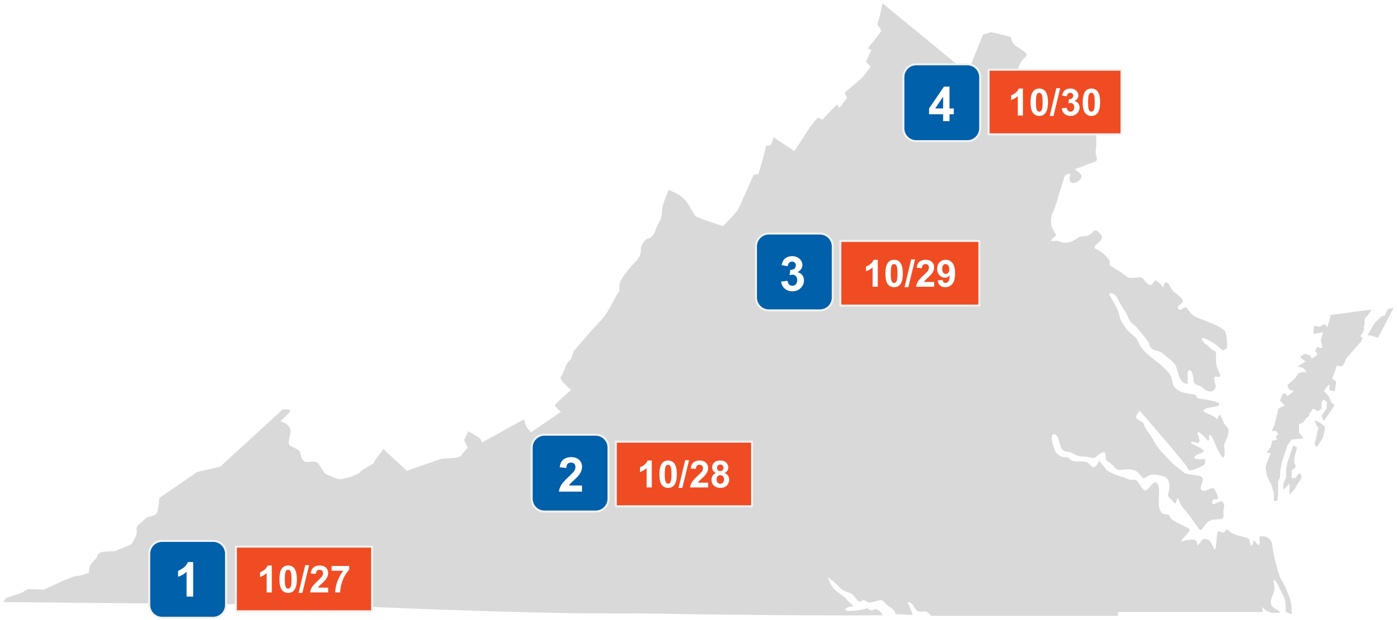
Capital Prioritization

- Apply SMART SCALE ‘like’ scoring
  - 40%: person hours of delay reduction
  - 40%: fatal and severe injury crashes reduction
  - 20%: accessibility to jobs increase

Present Staff-Recommended Funding Scenario

Next Steps- Round 3 Public Outreach
Prioritized Solutions

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



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

All meetings 5-7pm

Next Steps- November 2025—January 2026

- Finalize funding scenario
- Share funding scenario with the CTB and I-81 Advisory Committee
- Receive I-81 Advisory Committee recommendation on funding scenario
- CTB considers funding scenario
- CTB adopts final funding scenario and update to the I-81 CIP

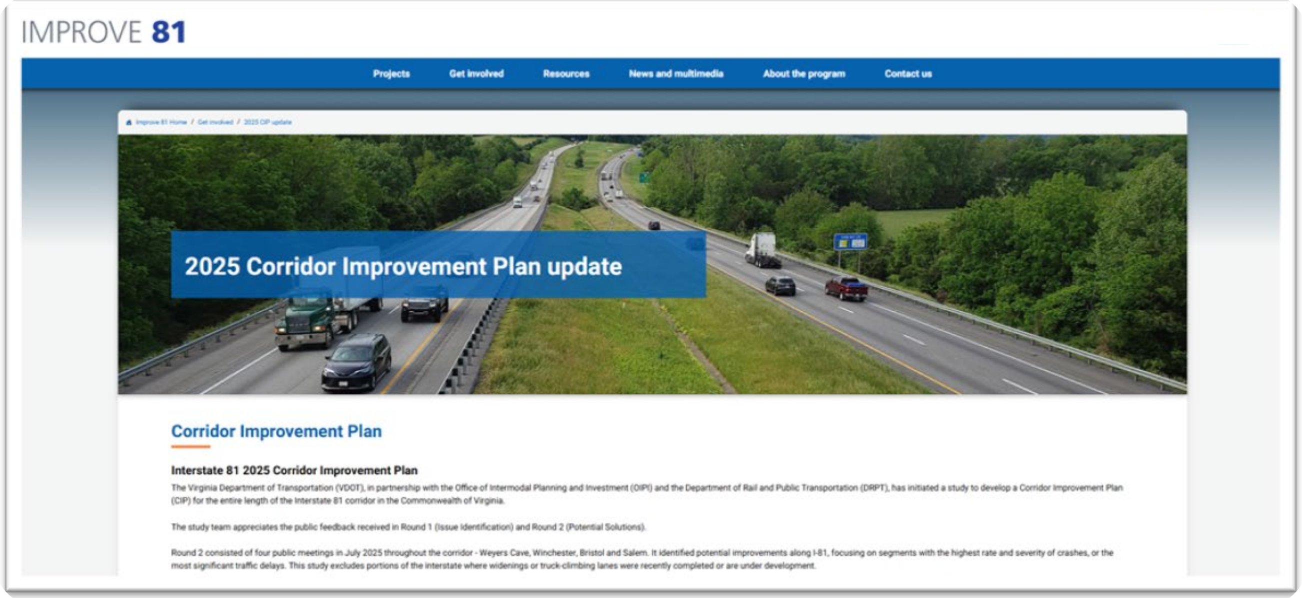
Questions

Study Manager: Rob Williams, AICP

Email: va81corridorplan@vdot.virginia.gov

Phone: 804-371-4868

Project Website: www.improve81.org



VDOT
Virginia Department of Transportation

SMART SCALE PROPOSED PROJECT CANCELLATION

Country Club Commons Connector Trail (UPC 119479)
Northern Virginia District

Kimberly Pryor, IID Director

September 16, 2025

SMART SCALE Proposed Project Cancellations

SMART SCALE Policy on Project Cancellation, December 2023

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

Project Information

Country Club Commons Connector Trail (UPC 119479)

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

Project Snapshot

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

Change Since Project Selection

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

Recommendation for Action

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

VDOT

Virginia Department of Transportation

SMART SCALE BUDGET INCREASE REQUEST – BRISTOL

ROUTE 52 SAFETY ENHANCEMENTS (UPC 115470)

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment Division

September 2025

SMART SCALE Policy

SMART SCALE Policy on Scope Changes and/or Budget Increases, December 2023

- Significant changes to the scope or cost of a SMART SCALE project require a re-evaluation
- Board action is required to approve a SMART SCALE budget increase:
  - » i. Total Cost Estimate <\$5 million: 20% increase in funding requested
  - » ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
  - » iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

Project Information

Route 52 Safety Enhancements (UPC 115470)

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

Factors Contributing to the Shortfall

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

Proposed Project Budget Increase

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

Recommendation for Action

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

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

VDOT

Virginia Department of Transportation

VDOT

Virginia Department of Transportation

NEXT GENERATION TRAFFIC OPERATIONS DATA SERVICE

Cathy McGhee | Chief Deputy Commissioner

September 16, 2025

Project Need

VDOT sees a need to leverage transportation technology advancements and increases in road user data to improve corridor safety and mobility.

The future of CAV (Connected & Autonomous Vehicles) and V2X (Vehicles to Everything) technologies will depend on these elements.

While technologies continue to develop, VDOT is seeking to leverage data and technology integration to improve operations **now** and to be prepared for the future.

Project Purpose & Goals

Purpose:

- Enhance road safety through real-time monitoring and predictive analytics based on various data sources
- Make data-driven decisions through high-fidelity, low-latency data

Goals:

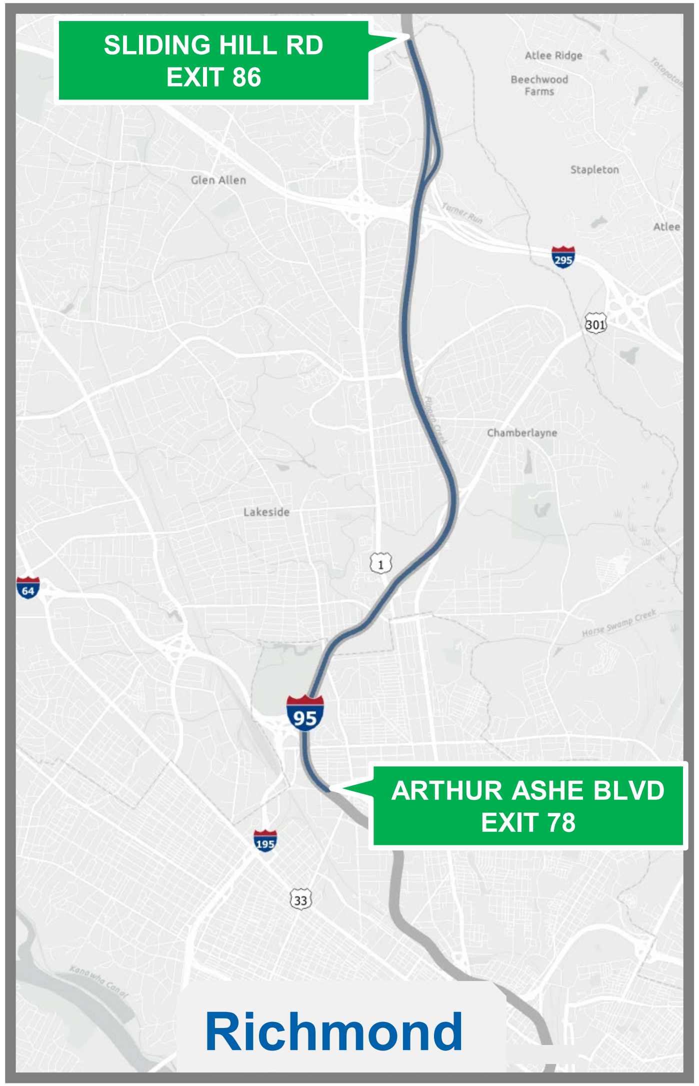
- Increase awareness of corridor risks
- Promote safety
- Support more efficient incident response
- Enable proactive traffic management
- Prepare corridor for future CAV
- Evaluate solution viability for other critical corridors

Project Corridor

Segment of the I-95 corridor from **Sliding Hill Rd (Exit 86)** to **Arthur Ashe Blvd (Exit 78)** in Richmond, Virginia.

This segment of I-95 experiences high volumes of both commuter and recreational travel with higher-than-average crash rates.

Corridor has diversity in roadway geometrics, vehicle speeds, traffic patterns and congestion, lack of existing CCTV coverage, contains multiple complex interchanges and experiences high alternate route usage during incidents.



Approach

Data as a Service Model

- Contractor will collect data via contractor-owned and maintained devices – VDOT will have exclusive rights to the data
- Leverage other data sources
- Provide real-time and predictive analytics based on data
- Provide alerts and reports to Richmond TOC for active management
- Provide incident alerts to drivers through mobile apps (partnerships with existing providers)
- Contract Term: Implementation period + 2 years of production and 2 optional 1-year renewals

VDOT will use the data for Traffic Operations incident response, planning and decision making.

Next Steps

- ✓ **Project funded by Innovation & Technology Transportation Fund (ITTF) - UPC 127235**
- ✓ **Request for Proposal in Procurement (Closes 10/6/25)**
- o Select Offeror
- o Return to CTB for approval
- o Goal to have an executed contract by January 2026

VDOT

Virginia Department of Transportation

DIRECT AGREEMENT TO SUPPORT TIFIA FINANCING FOR CERTAIN ASPECTS OF THE HAMPTON ROADS EXPRESS LANES NETWORK

Laura Farmer, Chief Financial Officer

September 16, 2025

Direct Agreement: Why Needed

- HRTAC is pursuing a TIFIA loan to support the Hampton Roads Express Lanes Network (HRELN)
  - The HRELN segments financed by the 2025 Toll Loan – Segment 1A, Segment 1B, Segment 4A/4B, the I-64/I-464 Exit 291 Interchange Improvements, and Tolling Integration, are collectively defined as the "Project"
- Direct Agreement is a tri-party agreement among VDOT, HRTAC and USDOT (acting through Build America Bureau)
  - VDOT provides certain customary representations and warranties to USDOT relating to the HRELN
- Per Section 3.06 of the Master Agreement for Development and Tolling of the Express Lanes (MTA), VDOT committed to negotiate and enter into the Direct Agreement to support HRTAC's pursuit of TIFIA financing

Direct Agreement: Key Terms

- HRTAC is the borrower under the TIFIA Loan; the Direct Agreement does not make VDOT liable to repay the TIFIA Loan
- VDOT to make a series of usual and customary representations and warranties relating to the status of the agreements to which VDOT is a party that support construction of the Project, including:
  - Agreements remain in effect; no default(s)
  - VDOT is in compliance with applicable federal law (including environmental laws)
  - VDOT has and otherwise is in compliance with governmental approvals required to construct and operate the HRELN project

Direct Agreement: Key Terms (cont.)

- VDOT to make a series of covenants relating to the Project, including:
  - Provide advance notice to USDOT before executing additional contracts relating to the Project
  - Carry out construction work in accordance with construction schedule
  - Perform roadway O&M work in accordance with its obligations under MTA
  - Maintain insurance relating to the Project pursuant to the terms of VDOT's existing contracts
  - Notify USDOT of the occurrence of specified events that could adversely impact delivery of the Project
- Covenants generally confirm VDOT's existing contractual and legal obligations

Direct Agreement: Key Terms (cont.)

- VDOT agrees to refrain from taking certain actions without USDOT's consent that could adversely impact USDOT, including:
  - Modifying or waiving provisions of Project-related contracts if such modifications or waivers could adversely impact USDOT
  - Creating liens (other than permitted liens) on the Project or HRELN
  - Entering into any additional Project-related contracts that commit HRTAC to expend additional funds in excess of specified thresholds
  - Selling or leasing the Project or HRELN
- These so-called negative covenants typically relate to legal or commercial matters that VDOT is unlikely to undertake in the ordinary course of administering its Project-related contracts

Direct Agreement: Key Terms (cont.)

- VDOT agrees to undertake certain administrative tasks, including:
  - Maintaining files relating to the Project and HRELN
  - Carrying out audits in accordance with applicable federal law
  - Providing information to HRTAC to assist with HRTAC's preparation of its financial plan and reports (required under the TIFIA Loan Agreement)
- Tasks are typical for a project receiving federal-aid funds and/or federal credit support

Direct Agreement: Key Terms (cont.)

- Related to Project-related covenants, Direct Agreement requires VDOT to make certain acknowledgments, including:
    - VDOT acknowledges the license to use the tolling infrastructure and to access the roadway to perform tolling O&M granted to HRTAC under the MTA is irrevocable during the terms of MTA
    - HRTAC is entitled to 100% of delay liquidated damages payable under the Toll System Contract
- Acknowledgements do not require amendments to other VDOT agreements

Next Steps

VDOT will seek CTB delegation of authority to the Commissioner to enter into the TIFIA Direct Agreement for the Project in the September 2025 Action Meeting

VDOT

Virginia Department of Transportation

RECOMMENDED ADVANCE FROM TOLL FACILITY REVOLVING ACCOUNT TO THE HAMPTON ROADS EXPRESS LANES NETWORK

Laura Farmer

September 16, 2025

Outline

- Overview of the Toll Facilities Revolving Account
- Financial Assumptions related to the Hampton Roads Express Lanes Network (HRELN) under the Master Tolling Agreement (MTA)
- Recommend formally allocating funds from Toll Facility Revolving Account for the HRELN

Toll Facility Revolving Account (TFRA)

Established and governed by § 33.2-1529 of the Code of Virginia.

- The 1986 Special Session II of the General Assembly, the Commission on Transportation in the 21st Century, recommended the establishment of a Toll Facilities Revolving Account for a method to finance or refinance existing and potential toll facilities.
- On July 1, 1987, the Toll Facilities Revolving Account was created under § 33.1-23.03:4 of the Code of Virginia to pay or finance all or a part of the costs of toll facilities constructed under the provisions of Title 33.1 (Title 33.2 today).
- Funds residing in the TFRA have been utilized to provide operational support for the Powhite Parkway Extension Toll Road, the George P. Coleman Bridge, the Pocahontas Parkway Toll Road in addition to advanced funding for projects such as the Route 168 Chesapeake Expressway, Pinner's Point Interchange and others.
- Repayment arrangements are in place for the remaining outstanding loans for Coleman Bridge and the Chesapeake Expressway.
    - 2025 Appropriation Act required that all rates, fees, tolls and other charges cease to be collected for the use of the George P. Coleman Bridge no later than January 1, 2026. Tolling ended on August 8, 2025. Any remaining amount due to Toll Facility Revolving Account will not be reimbursed

TFRA Information

Prior to House Bill 1887 (2015), all interest earnings from the Highway Maintenance and Operating Fund and the TTF Construction fund were dedicated to the TFRA.

These interest earnings are now dedicated to the Virginia Transportation Infrastructure Bank (VTIB) and the Transportation Partnership Opportunity Fund (TPOF).

No dedicated revenue source beyond repayments since FY 2016

Available balance of $103.7 million

Other Subfunds of TFRA

- Includes the Federal and State components of the State Infrastructure Bank (SIB)
- Current Balance of $15.5 million Federal and $3.6 million State
- Created to support P3s

- Supports the operating activity for E-ZPass Operations and Violation Enforcement Services

TFRA Portfolio

Fund/Facility	Amount (in millions)	Anticipated Repayment Date
E-ZPass Toll Collection Support (Working Capital)	$17.9	On-going
Highway Construction Fund Legacy Projects	$23.1	Addressing through project closeout process
I-64 Hampton Roads Express Lanes Network	$60.3	2036 – 2039
Coleman Bridge Toll Facility	$29.6	FY 2026 (Partial Repayment)*
I-66 Inside the Beltway Express Lanes Toll Facility	$68.9	Annual Payments: 2023 – 2047
TOTAL	**$199.7**	*Note: Category totals do not add up to grand total due to rounding.*

** 2025 Appropriation Act required that all rates, fees, tolls and other charges cease to be collected for the use of the George P. Coleman Bridge no later than January 1, 2026. Tolling ended on August 8, 2025. Any remaining amount due to Toll Facility Revolving Account will not be reimbursed (estimated at $25 – 28 million)*

Financing the Hampton Roads Express Lanes Network (HRELN)

- **The Master Tolling Agreement (MTA) was executed in August 2020 among HRTAC, the CTB and VDOT to govern the financing, construction and operations of the HRELN**
  - The MTA recognized the need for non-recurring costs that VDOT has advanced or will advance out of the Toll Facilities Revolving Account to support the HRELN. These funds would be repaid in accordance with the Proceeds Waterfall of toll revenue.
  - In 2021, VDOT and HRTAC acknowledged and agreed that additional tolling integration costs for the network could be funded with TFRA allocations.
  - To date, coverage of the tolling integration costs has been assumed to be an advance from TFRA.

Estimated need for current and future integration costs

Segment	Estimated Costs in millions (Contract Components and Oversight)
Remainder of Traffic and Revenue Study Work and Segment 2 Expenditures (Chesapeake)	$5.0
Segment 1 (Norfolk)	3.4
Segment 3 (HRBT)	3.8
Segment 4A (Newport News)	5.6
Segment 4B (Newport News)	3.5
Segment 4C (Hampton)	4.7
Contingency	2.1
Total	**$28.0**

Next Steps

- VDOT recommends allocation of up to $28,010,440 in TFRA allocations to support tolling integration costs for the HRELN segments.

- Resolution will be advanced in October 2025 for CTB consideration

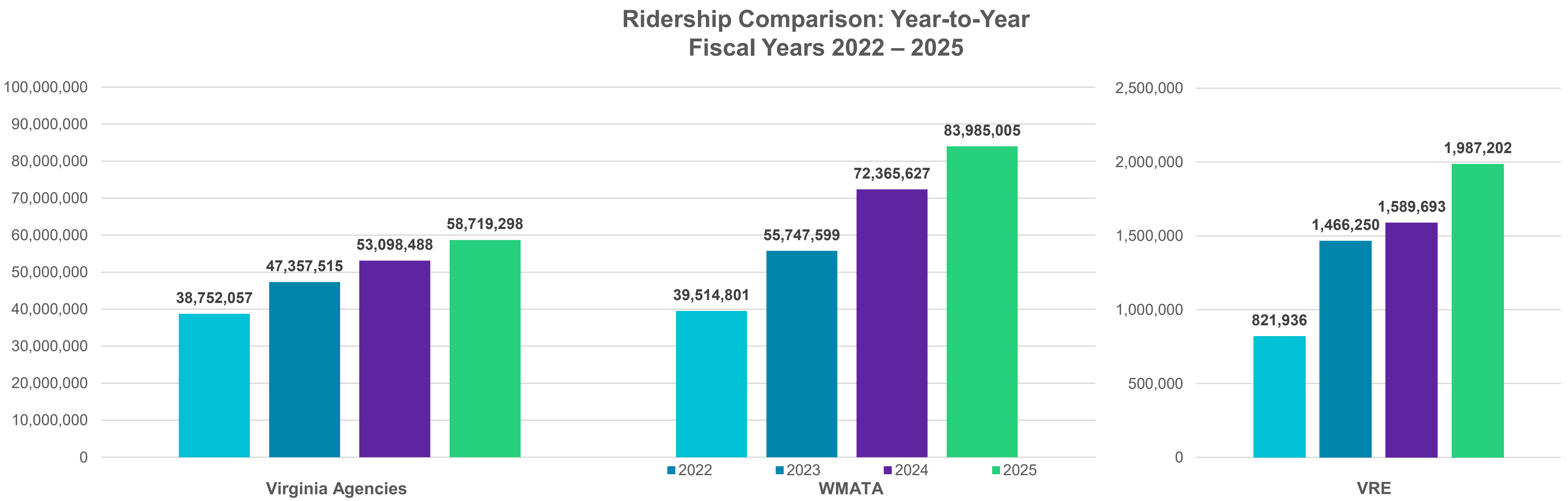
Director’s Report

September 2025

DRPT

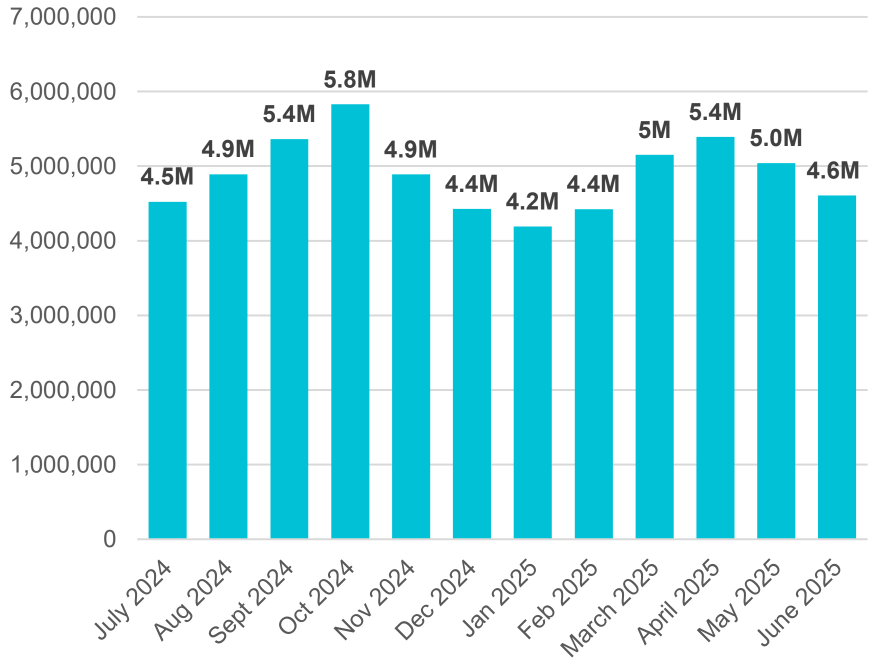
VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

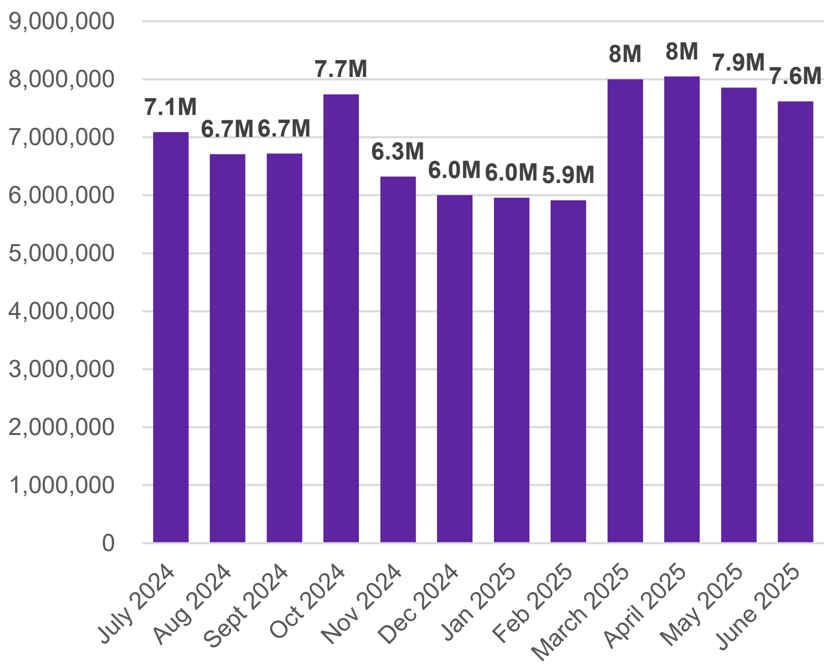
Statewide Ridership
Year-to-Year Comparison

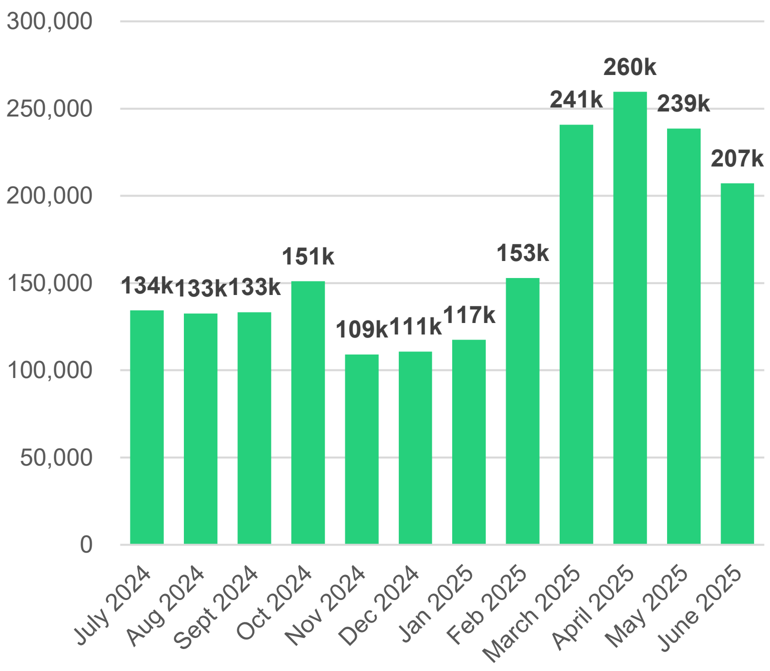


Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	38,752,057	47,357,515	53,098,488	58,719,298	52%	24%	11%
VRE	821,936	1,466,250	1,589,693	1,987,202	142%	36%	25%
WMATA	39,514,801	55,747,599	72,365,627	83,985,005	113%	51%	16%
All Agencies + VRE + WMATA	**79,088,794**	**104,571,364**	**127,053,808**	**144,691,505**	**83%**	**38%**	**14%**

Statewide Transit Ridership
Fiscal Year 2025

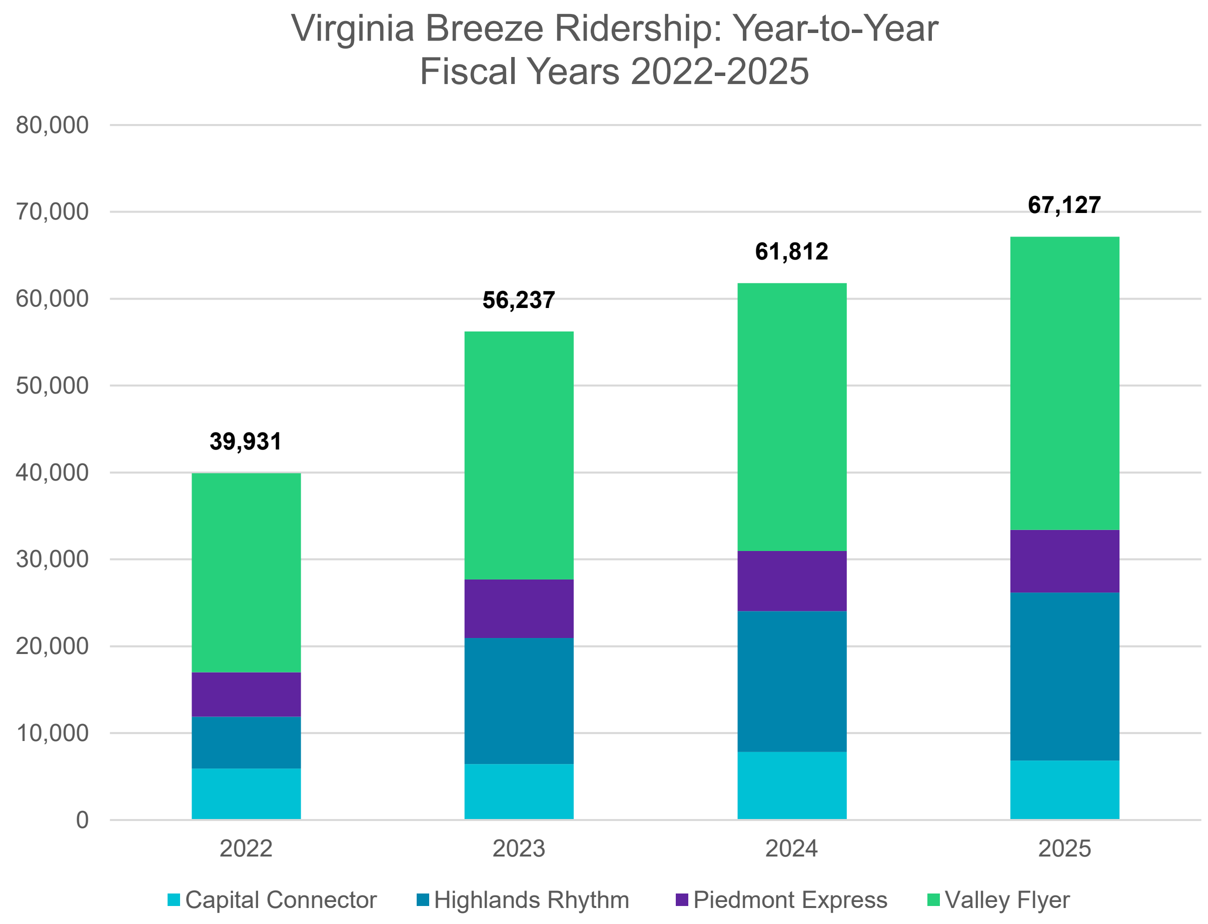






Agencies	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	FY25 Total
Virginia Agencies	4,522,860	4,891,914	5,360,434	5,828,176	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	58,719,298
VRE	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	1,987,202
WMATA	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	83,985,005
All Agencies + VRE + WMATA	**11,746,661**	**11,734,722**	**12,211,235**	**13,721,520**	**11,319,600**	**10,542,940**	**10,264,948**	**10,490,656**	**13,392,042**	**13,699,332**	**13,133,458**	**12,434,391**	**144,691,505**

Virginia Breeze Ridership
Year-to-Year Comparison



Virginia Breeze Route	2022	2023	2024	2025
Capital Connector	5,930	6,444	7,823	6,846
Highlands Rhythm	5,960	14,523	16,237	19,330
Piedmont Express	5,129	6,740	6,926	7,210
Valley Flyer	22,912	28,530	30,826	33,741
Total	**39,931**	**56,237**	**61,812**	**67,127**

Virginia Breeze Ridership Fiscal Year 2025

In June 2025, ridership on VA Breeze routes totaled 3,542 which was:

- 124% higher than original estimates, and
- 9% lower than June 2025

For the month of June 2025, the VA Breeze contributed to a reduction of 97 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 4% lower than June 2024
- Farebox Rev. – 5% lower than June 2024

Piedmont Express:

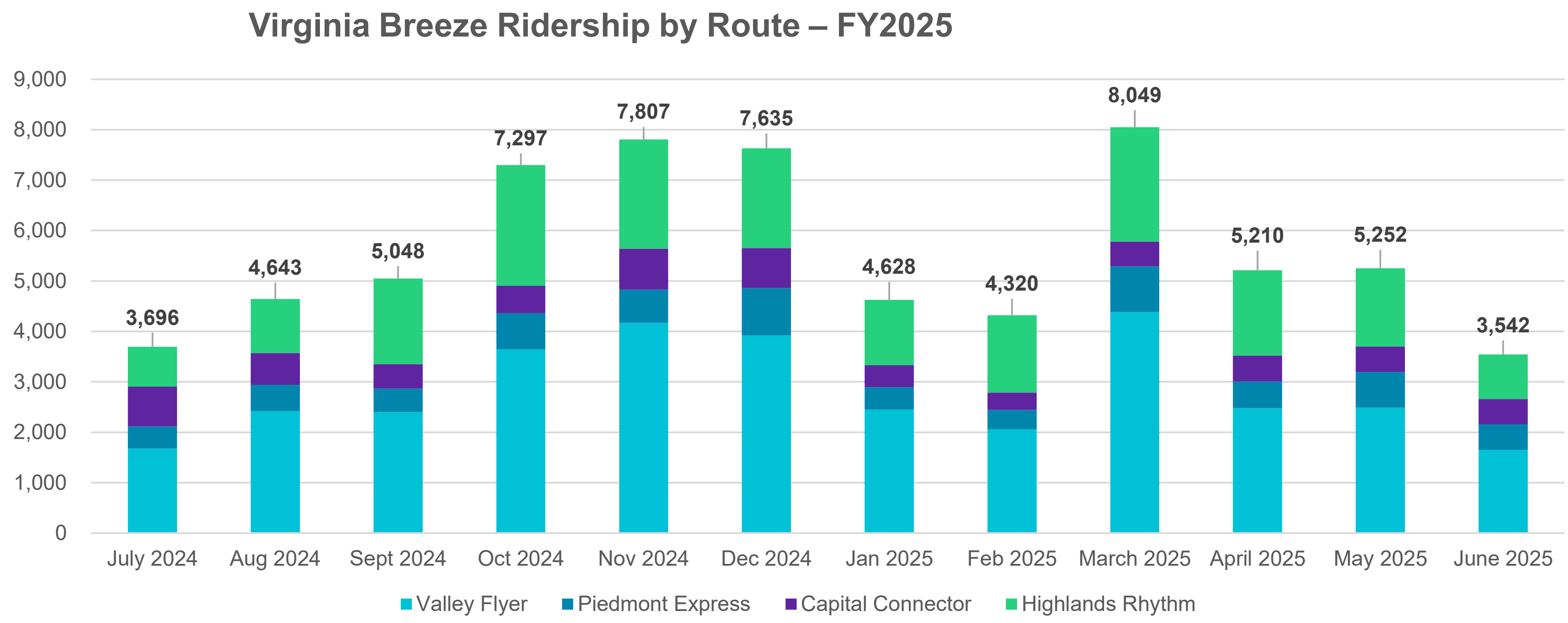
- Ridership – 0% change from June 2024
- Farebox Rev. – 2% higher than June 2024

Capital Connector:

- Ridership – 35% lower than June 2024
- Farebox Rev. – 31% lower than June 2024

Highlands Rhythm:

- Ridership – 2% higher than June 2024
- Farebox Rev – 0% change from June 2024



Route	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	Total
Valley Flyer	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	33,741
Piedmont Express	440	518	467	717	656	940	448	384	908	531	702	499	7,210
Capital Connector	789	631	483	545	816	790	432	345	490	513	508	504	6,846
Highlands Rhythm	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	19,330
All Routes	**3,696**	**4,643**	**5,048**	**7,297**	**7,807**	**7,635**	**4,628**	**4,320**	**8,049**	**5,210**	**5,252**	**3,542**	**67,127**

Summer 2025 Highlights

Create a positive impact on the Commonwealth

- On June 30, DRPT staff met with the Board Chair of the Franklin County Non-Emergency Transportation Services. This newly formed nonprofit is interested in exploring the feasibility of bringing public transportation to Franklin County for the first time.
- DRPT has reviewed final FY 2025 ridership numbers. Statewide ridership was 144.7 million for FY 2025, a 14% increase year-over-year.
  - WMATA transported 84 million people in Virginia in FY 2025, a 16% increase year-over-year.
  - VRE transported 2 million people in FY 2025, a 45% increase year-over-year.
  - Virginia Agencies (non-WMATA or VRE) transported over 58 million people in FY 2025, a 12% increase year-over-year.
- The Virginia Breeze transported 67,000 people in FY 2025, a 9% increase year-over-year.
  - Three of the four Virginia Breeze routes saw year-over-year increases and subsequently route ridership records.

Foster innovative practical solutions

- On July 21, DRPT Rail Division delivered two presentations at the American Planning Association – Virginia Chapter Conference in Portsmouth. Rail Planning and Data Manager Taylor Holden presented Next Stop: The 2026 Virginia Statewide Rail Plan, and Rail Programs Director Mike Todd presented Making Memorable PowerPoints.
- On August 13, DRPT hosted a compliance webinar, *Closing the Gaps in Compliance*, to provide an overview of nine recurring compliance issues identified during DRPT's recent reviews. Staff outlined targeted corrective actions to help improve our transit partners' audit readiness and strengthen overall program compliance
- DRPT Rail Programs division was recognized in the Office of Regulatory Management's July 2025 issue of *Regulatory Modernization Highlights* for consolidating three separate rail grant guidance documents into a single manual. This change allowed DRPT to cut the overall length of documents by 73% or 56 pages.
- On July 23, DRPT staff attended HRT's unveiling of their new "Smart Stop" bus signs that have been installed at more than 2,600 bus stops in the Hampton Roads region. The new signs include a QR code which, after scanning, displays real-time bus arrival information.

Summer 2025 Highlights

Convene with partners and stakeholders

- On July 23, Director Robinson presented a transit update to the Virginia Municipal League's Infrastructure Committee.
- From August 18 to 21, DRPT staff attended the Community Transportation Association of Virginia Annual Conference. Staff gave presentations on the underway Coordinated Human Services Mobility Plan update, the Rural Transit Program Strategy and addressing Section 5311 funding for rural transit providers, and updates for the Virginia Breeze intercity bus service.
- In July, the PRTC (July 10) and NVTC (July 17) boards approved the VRE 2050 System Plan, allowing VRE to officially adopt its vision and strategy for the next 25 years.
- On July 29 and August 27, DRPT hosted meetings of the Transit Service Delivery Advisory Committee to review findings from the agency's MERIT analysis.

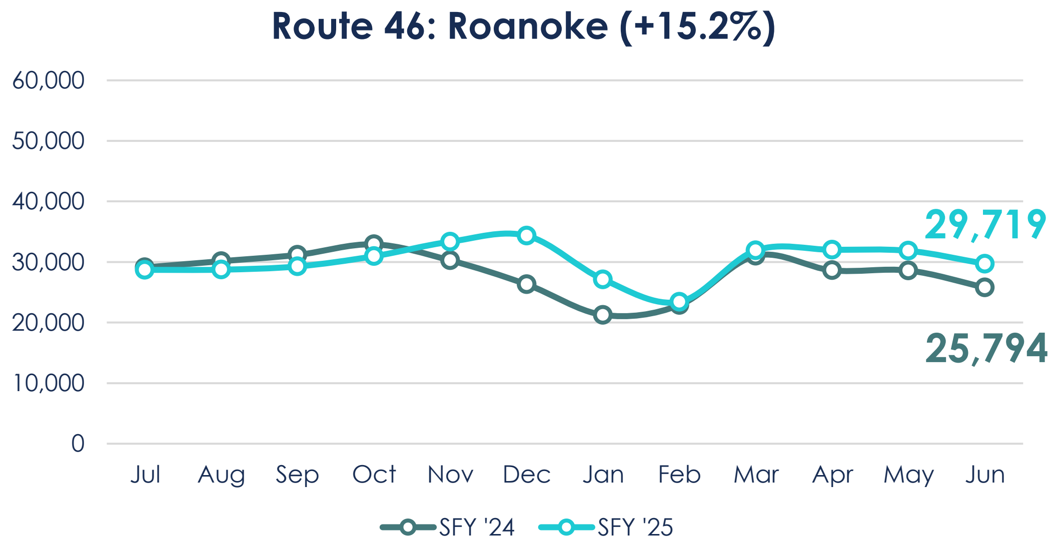
Cultivate a sustainable well-managed organization

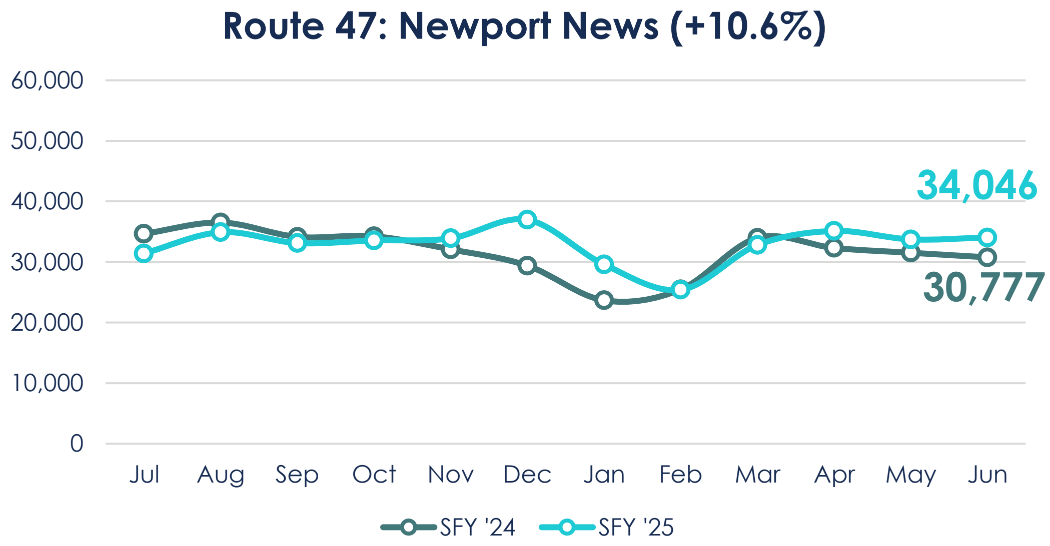
- On July 8, DRPT joined GRTC and others at Richmond Main Street Station for a ribbon cutting for the new articulated buses and the debut of the Transit Access Partnership. Director Robinson provided remarks during the ribbon cutting.
- DRPT's Rail Capital Programs Manager completed site visits and inspections for RIA grantee(s) Smyth County Economic Development Authority, Queen City Logistics Center in Staunton, and Hershey Chocolate of Virginia in Augusta County.

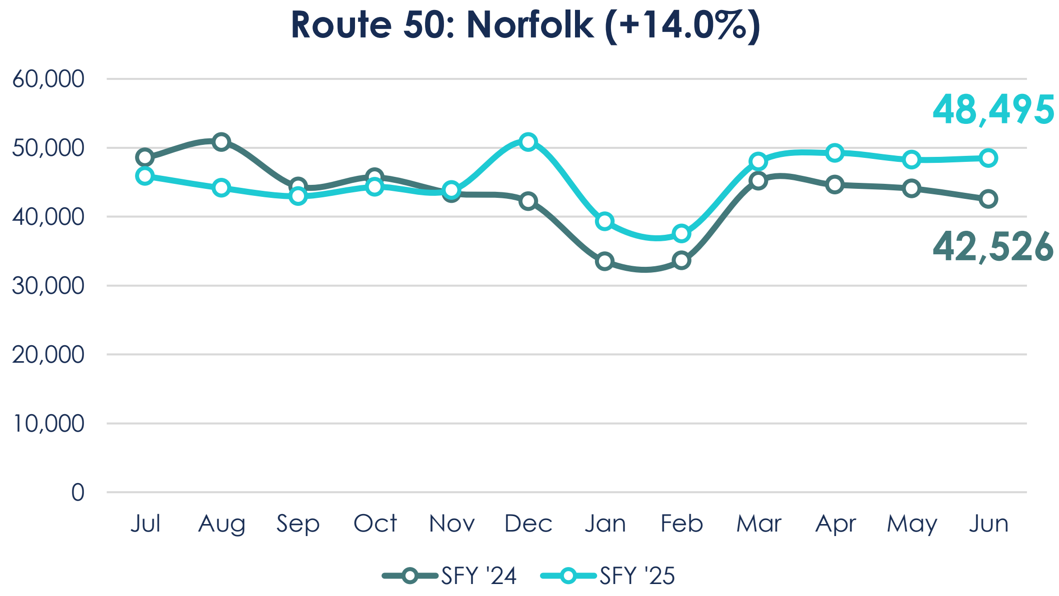
Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

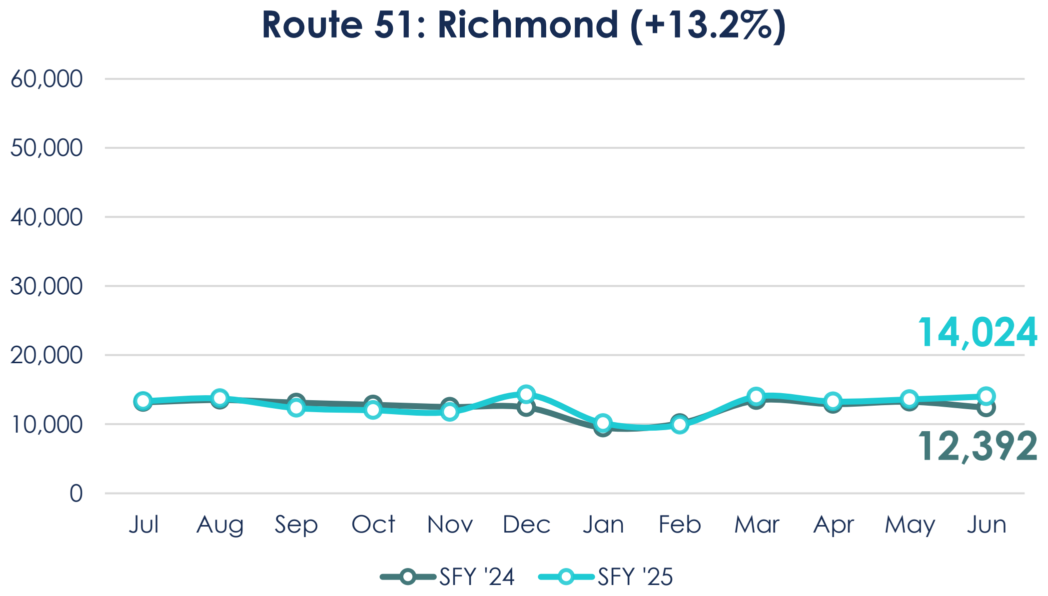
Eight trains were canceled due to track & infrastructure replacement in SW VA.

Two trains were canceled due to diesel engine shortages. Buses were secured to transport passengers on northbound train.









Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains