



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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MINUTES

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD WORKSHOP MEETING

University of Mary Washington
Jepson Alumni Executive Center
1119 Hanover Street
Fredericksburg, VA 22401
April 21, 2026
9:00 a.m.

The workshop meeting of the Commonwealth Transportation Board was held at the Jepson Alumni Executive Center of the University of Mary Washington located at 1119 Hanover Street, Fredericksburg, VA 22401 on April 21, 2026. The Chairman, Nicholas Donohue, presided and called the meeting to order at 9:00 a.m. beginning with the Pledge of Allegiance.

Present: Messrs. Byers, Coleman, Davis, Fowlkes, Good, Gribbin, Lawson, Laird, Minchew, Smoot, Stant, Ms. Green, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. Maria Zimmerman, ex officio, Director of the Department of Rail and Public Transportation

Absent: Ms. Dunlop

Prior to hearing presentations, the Secretary indicated that out of consideration of the presenters' schedules, agenda items would be taken out of order to curtail the need for presenters to travel to the off-site meeting on two subsequent days. Specifically, agenda items 1, 2, 3, 5, 7, 8 and 11 would be presented first. The remaining items would then be presented as time allowed, noting the tour schedule of the afternoon.

1. Fredericksburg Area Metropolitan Planning Organization Local Updates
Referenced by attachment of presentation.
2. Revenue Sharing Program Allocations
*Terry R. Short Jr., Virginia Department of Transportation
Referenced by attachment of presentation.*
3. OmniRide IOEP-Funded Service Extension Recommendation
*Zach Trogdon, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.*

4. Draft Fiscal Year 2026 Commonwealth Transportation Fund and Virginia Department of Transportation Budgets.
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.
 5. Draft Fiscal Year 2026 Six Year Improvement Program and Agency Budget
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
Deanna Oware, Virginia Department of Rail and Public Transportation
Zack Trogdon, Virginia Department of Rail and Public Transportation
Emily Stock, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.
 6. Draft Fiscal Year 2027-2032 Six Year Improvement
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.
 7. Virginia Highway Safety Programs Investment Progress Update
Mark Cole, Virginia Department of Transportation
Referenced by attachment of presentation.
 8. Highway Safety Fund Investments Recap
Brandy Brubaker, Virginia Department of Motor Vehicles
Referenced by attachment of presentation.
- The Chair suspended the meeting at 12:37 p.m. on April 21, 2026, indicating that he convene the Action meeting at 9:00 a.m. on April 22, 2026, to take public comment. At the conclusion of the public comment period of the Action meeting, he would suspend the Action meeting and then reconvene the April 21, 2026, Workshop session to take up the remaining items.*
- The Chair called the suspended meeting to order at 9:09 a.m. on April 22, 2026*
9. Draft Overview of 2019 Maintenance and Operations Comprehensive Review
Stephen Brich, Virginia Department of Transportation
Referenced by attachment of presentation.
 10. Assessing Performance of Completed SMART SCALE Projects
Laura Schewel, Deputy Secretary of Transportation
Margit Ray, Office of Intermodal Planning and Investment
Referenced by attachment of presentation.
 11. SMARTSCALE Update
Laura Schewel, Deputy Secretary of Transportation
Referenced by attachment of presentation.

12. Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
13. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
14. Secretary's Items
Nicholas Donohue, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 12:17 p.m. on April 22, 2026.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

University of Mary Washington
Jepson Alumni Executive Center
1119 Hanover Street
Fredericksburg, VA 22401
April 21, 2026
9:00 a.m.

1. Fredericksburg Area Metropolitan Planning Organization Local Updates
Will Mackintosh, Chair
2. Revenue Sharing Program Allocations
Terry R. Short Jr., Virginia Department of Transportation
3. Draft Fiscal Year 2026 Commonwealth Transportation Fund and Virginia Department of Transportation Budgets.
Kimberly Pryor, Virginia Department of Transportation
4. Draft Fiscal Year 2026 Six Year Improvement Program and Agency Budget
Deanna Oware, Virginia Department of Rail and Public Transportation
Zack Trogdon, Virginia Department of Rail and Public Transportation
Emily Stock, Virginia Department of Rail and Public Transportation
5. Draft Fiscal Year 2027-2032 Six Year Improvement
Kimberly Pryor, Virginia Department of Transportation
6. Pedestrian and Bicyclist Crash Factors
Mark Cole, Virginia Department of Transportation
7. Virginia Highway Safety Programs Investment Progress Update
Stephen Read, Virginia Department of Transportation
8. Highway Safety Fund Investments Recap
Brandy Brubaker, Virginia Department of Motor Vehicles

9. Draft Overview of 2019 Maintenance and Operations Comprehensive Review
Stephen Brich, Virginia Department of Transportation
10. Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
11. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
12. Secretary's Items
Nicholas Donohue, Secretary of Transportation
###



REVENUE SHARING PROGRAM ALLOCATIONS

FY29 and FY30 Revenue Sharing Funding Cycle

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

April 21, 2026

FY29 and FY30 Revenue Sharing Funding Cycle

- **50% Match; Biennial application cycle**
- **Locality applications limited to \$5M per fiscal year**
- **Projects are limited to a maximum total allocation of \$10M**
- **Priority tiers:**
 - Priority 1 is provided to projects which have previously received Revenue Sharing funding
 - Priority 2 is provided to construction projects which meet a transportation need identified in the Statewide Transportation Plan need or projects which will be accelerated in a locality's capital plan
 - Priority 3 is provided to projects which address deficient pavement resurfacing or bridge rehabilitation
 - Priority 4 is provided to all other eligible projects

FY29 and FY30 Revenue Sharing Funding Cycle

- **Application timeline**
 - Pre-applications accepted in Smart Portal: April 1 – May 30, 2025
 - Full applications accepted in Smart Portal: August 15 – September 15, 2025
- **148 applications were screened-in as eligible and evaluated**
- **54 localities submitted applications**
- **Total screened in application requests**
 - Priority 1: \$108,506,160 (61 projects)
 - Priority 2: \$148,261,018 (82 projects)
 - Priority 3: \$4,390,152 (4 projects)
 - Priority 4: \$741,581 (1 project)

FY29 and FY30 Revenue Sharing Funding Cycle

FY29 and FY30 Revenue Sharing Screened In Applications			
District	# of localities	# of projects	Total Requested (State allocations)
Bristol	3	3	\$1,927,398
Culpeper	5	9	\$20,622,379
Fredericksburg	3	14	\$19,882,401
Hampton Roads	6	27	\$47,064,981
Lynchburg	3	9	\$9,682,298
NOVA	10	22	\$59,459,773
Richmond	7	18	\$43,913,904
Salem	8	22	\$23,973,539
Staunton	9	24	\$35,372,241
Total	54	148	\$261,898,911

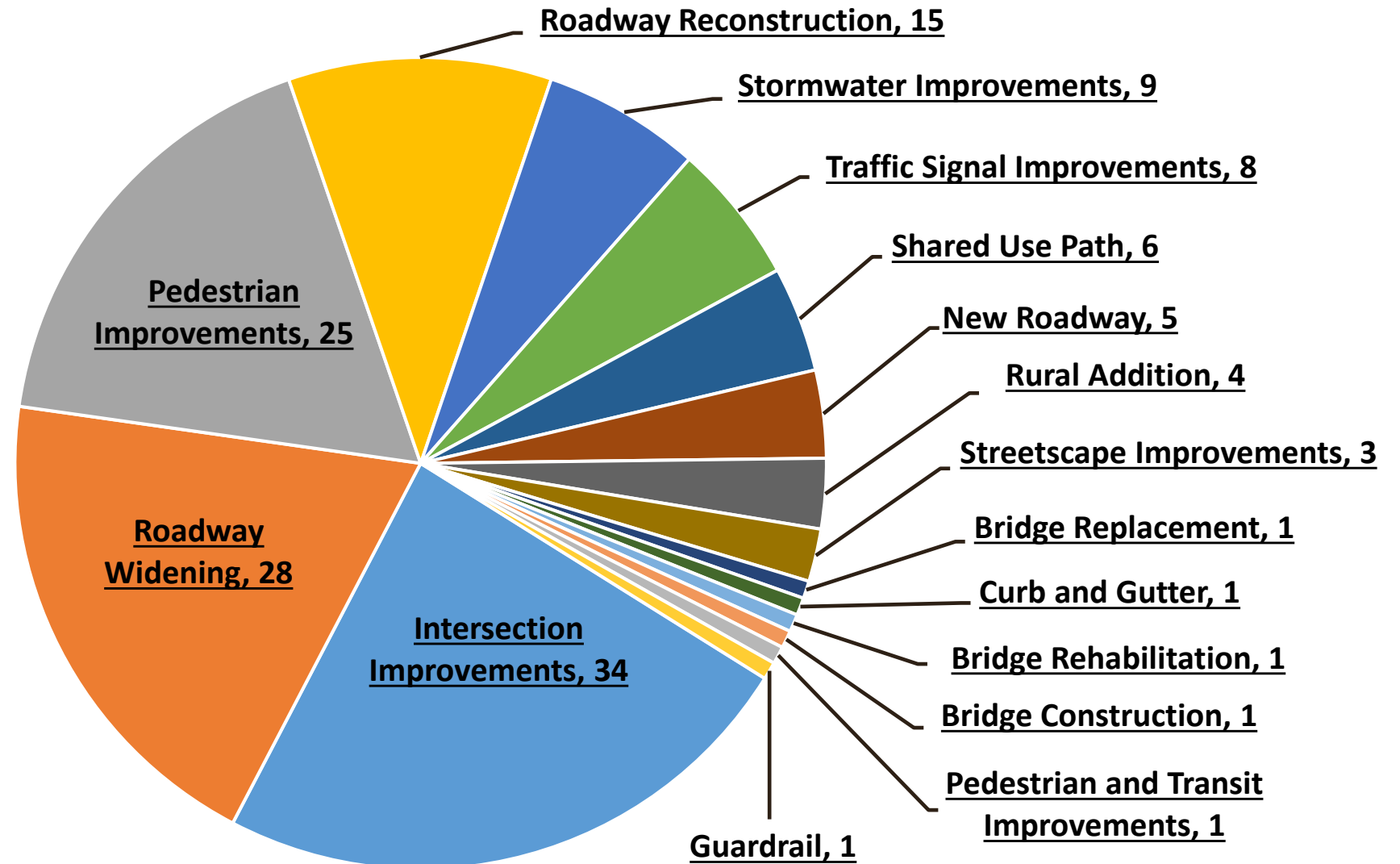
FY29 and FY30 Revenue Sharing Funding Cycle

- **Total requested: \$261,898,911**
- **Allocations available: \$239,386,644**
- **Summary of application funding:**
 - Priority 1 projects: \$108,506,160 → Funded at 100% (61 projects)
 - Priority 2 projects: \$148,261,018 → Funded at 100% (33 projects)
 - 49 additional projects funded at a prorated amount of 83.77%
 - Priority 3 projects: \$4,390,152 → 0% (4 projects)
 - Priority 4 projects: \$741,581 → 0% (1 project)
- **Allocations are programmed for FY29/30**

FY29 and FY30 Revenue Sharing Funding Cycle

FY29 and FY30 Revenue Sharing Proposed Funding			
District	# of localities	# of projects	Total Funding (State allocations)
Bristol	3	3	\$1,803,921
Culpeper	5	9	\$19,088,472
Fredericksburg	3	14	\$18,926,545
Hampton Roads	6	25	\$42,102,663
Lynchburg	3	9	\$9,010,752
NOVA	9	20	\$52,608,283
Richmond	7	18	\$39,869,339
Salem	8	21	\$22,523,685
Staunton	9	24	\$33,452,984
Total	53	143	\$239,386,644

FY29 and FY30 Funded Applications Scopes of Work



Next Steps

**Selections will be included in the draft SYIP
Projects Added to SYIP for CTB approval - June**



Draft FY29-30 RS Selections

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
	Application ID	Application Name	Locality Ranking	Funding Priority	District	Locality	Total Estimate	Selected for Funding?	Requested Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (Local Match)	Additional Local Commitment	New SYIP Local Commitment (Columns K+L)	Existing SYIP Local Commitment Replaced With RS State Allocations
1														
2	12825	UPC 125088 4th Lane Paving	1	2-CIP	Bristol	Buchanan County	\$14,277,764	Y	\$1,760,817	\$1,637,340	\$1,637,340	\$9,253,084	\$10,890,424	\$0
3	12916	Amonate Drainage	1	2-CIP	Bristol	Tazewell County	\$74,803	Y	\$74,902	\$74,902	\$74,902	\$0	\$74,902	\$0
4	12987	Wye Road	1	2-CIP	Bristol	Wythe County	\$183,358	Y	\$91,679	\$91,679	\$91,679	\$0	\$91,679	\$0
5	12766	Berkmar Drive Bicycle and Pedestrian Improvements	1	1	Culpeper	Albemarle County	\$9,799,097	Y	\$679,242	\$679,242	\$679,242	\$0	\$679,242	\$0
6	12818	Hydraulic Road Bicycle and Pedestrian Improvements	2	2-VTRANS	Culpeper	Albemarle County	\$5,846,148	Y	\$2,923,074	\$2,610,968	\$2,610,968	\$624,212	\$3,235,180	\$0
7	12988	Cedar Hill Road Sidewalk	1	2-CIP	Culpeper	Charlottesville City	\$4,571,902	Y	\$2,285,951	\$2,077,247	\$2,077,247	\$417,408	\$2,494,655	\$0
8	12852	Rt. 644 Reva Rd. Collector Road Improvements	1	1	Culpeper	Culpeper County	\$16,210,490	Y	\$4,350,392	\$4,350,392	\$4,350,392	\$0	\$4,350,392	\$4,350,392
9	12923	Rt. 603 - White Shop Rd. Improvements	2	1	Culpeper	Culpeper County	\$5,963,743	Y	\$1,903,119	\$1,903,119	\$1,903,119	\$0	\$1,903,119	\$1,824,611
10	12967	Stevensburg Road Widening	3	2-CIP	Culpeper	Culpeper County	\$29,540,356	Y	\$3,746,490	\$3,300,747	\$3,300,747	\$22,938,862	\$26,239,609	\$0
11	12831	Route 20 / Porter Rd turn lanes	1	2-CIP	Culpeper	Orange County	\$8,991,645	Y	\$4,495,823	\$3,928,467	\$3,928,467	\$1,134,711	\$5,063,178	\$0
12	12866	East Main Street - From Selma Rd to May Fray/Byrd St	1	2-CIP	Culpeper	Orange Town	\$353,601	Y	\$176,801	\$176,801	\$176,801	\$0	\$176,801	\$0
13	12882	MONROVIA ROAD - RT 20 TO TOWN LIMITS	2	2-CIP	Culpeper	Orange Town	\$122,978	Y	\$61,489	\$61,489	\$61,489	\$0	\$61,489	\$0
14	13011	Cowan Blvd. Reconstruction	1	2-CIP	Fredericksburg	Fredericksburg City	\$1,078,346	Y	\$539,173	\$539,173	\$539,173	\$0	\$539,173	\$0
15	12787	Harrison Rd Widening Phase 1	1	1	Fredericksburg	Spotsylvania County	\$34,782,274	Y	\$6,620,514	\$6,620,514	\$6,620,514	\$14,782,274	\$21,402,788	\$0
16	12788	Harrison Road Widening Phase 2	2	1	Fredericksburg	Spotsylvania County	\$19,148,179	Y	\$2,179,486	\$2,179,486	\$2,179,486	\$14,362,797	\$16,542,283	\$0
17	12789	Route 17 Widening: Cosner Drive to Massaponax Church Road	3	1	Fredericksburg	Spotsylvania County	\$55,481,537	Y	\$300,000	\$300,000	\$300,000	\$54,455,127	\$54,755,127	\$0
18	12790	Route 208/Leavells Road Intersection Improvements	4	2-CIP	Fredericksburg	Spotsylvania County	\$28,307,624	Y	\$300,000	\$300,000	\$300,000	\$27,107,624	\$27,407,624	\$0
19	12791	Orange Plank Road Trench Widening	5	2-CIP	Fredericksburg	Spotsylvania County	\$1,128,300	Y	\$300,000	\$300,000	\$300,000	\$528,300	\$828,300	\$0
20	12792	Brock Road Trench Widening	6	2-CIP	Fredericksburg	Spotsylvania County	\$1,190,754	Y	\$100,000	\$100,000	\$100,000	\$990,754	\$1,090,754	\$0
21	12793	River Road Trench Widening	7	2-CIP	Fredericksburg	Spotsylvania County	\$2,254,883	Y	\$100,000	\$100,000	\$100,000	\$2,054,883	\$2,154,883	\$0
22	12794	Stubbs Bridge/Monrovia Road Trench Widening	8	2-CIP	Fredericksburg	Spotsylvania County	\$3,482,820	Y	\$100,000	\$100,000	\$100,000	\$3,382,820	\$3,382,820	\$0
23	12691	Route 1 and Foreston Woods Drive	3	2-CIP	Fredericksburg	Stafford County	\$19,569,597	Y	\$2,662,676	\$2,330,536	\$2,330,536	\$15,108,525	\$17,339,061	\$0
24	12692	Warrenton Road Widening	4	2-CIP	Fredericksburg	Stafford County	\$27,580,413	Y	\$2,662,676	\$2,330,536	\$2,330,536	\$23,119,341	\$25,349,877	\$0
25	12693	Orville Road Widening	1	1	Fredericksburg	Stafford County	\$30,534,153	Y	\$2,453,618	\$2,453,618	\$2,453,618	\$0	\$2,453,618	\$1,804,003
26	12695	Kings Hwy and Chatham Heights Road Multimodal Improvements	2	2-CIP	Fredericksburg	Stafford County	\$4,398,841	Y	\$1,229,399	\$1,229,399	\$1,229,399	\$1,940,043	\$3,169,442	\$0
27	12696	Barrett Heights Road Sidewalk	6	2-CIP	Fredericksburg	Stafford County	\$3,415,416	Y	\$290,416	\$243,283	\$243,283	\$2,928,550	\$3,172,133	\$0
28	12786	Freeman Avenue Railroad Overpass Bridge	1	2-CIP	Hampton Roads	Chesapeake City	\$54,104,343	Y	\$10,000,000	\$8,539,343	\$8,539,343	\$37,025,657	\$45,565,000	\$0
29	12739	Jamestown Rd and Greensprings Rd Intersection Improvements	4	2-VTRANS	Hampton Roads	James City County	\$1,978,027	Y	\$989,014	\$989,014	\$989,014	\$0	\$989,014	\$0
30	12806	UPC 121185 Jolly Pond Road Traffic Signal	2	1	Hampton Roads	James City County	\$1,112,428	Y	\$256,368	\$256,368	\$256,368	\$0	\$256,368	\$256,368
31	12738	Skiffes Creek Industrial Park	3	3	Hampton Roads	James City County	\$1,639,440	N	\$793,720	\$0	\$0	\$0	\$0	\$0
32	12740	Longhill Road Access Improvements	1	4	Hampton Roads	James City County	\$1,483,161	N	\$741,581	\$0	\$0	\$0	\$0	\$0
33	12744	Jefferson Ave Reconstruction & MAC	11	2-CIP	Hampton Roads	Newport News City	\$18,910,000	Y	\$1,178,600	\$987,319	\$987,319	\$16,935,362	\$17,922,681	\$0
34	12745	Jefferson & Bellwood Signal Mast Arm Conversion	6	1	Hampton Roads	Newport News City	\$1,200,000	Y	\$150,000	\$150,000	\$150,000	\$0	\$150,000	\$0
35	12752	Jefferson & McLawhorne Signal Mast Arm Conversion	7	1	Hampton Roads	Newport News City	\$1,200,000	Y	\$297,077	\$297,077	\$297,077	\$0	\$297,077	\$172,077
36	12756	Jefferson & Mercury Intersection Improvements	5	1	Hampton Roads	Newport News City	\$1,200,000	Y	\$225,000	\$225,000	\$225,000	\$0	\$225,000	\$0
37	12758	Traffic Signal Display Upgrades	8	1	Hampton Roads	Newport News City	\$6,366,000	Y	\$3,042,285	\$3,042,285	\$3,042,285	\$0	\$3,042,285	\$3,042,285
38	12802	Downtown Pedestrian Improvements	2	1	Hampton Roads	Newport News City	\$2,456,000	Y	\$1,129,436	\$1,129,436	\$1,129,436	\$0	\$1,129,436	\$1,129,436
39	12803	Nettles & Warwick Ped Improvements	4	1	Hampton Roads	Newport News City	\$500,000	Y	\$151,436	\$151,436	\$151,436	\$0	\$151,436	\$31,350
40	12911	Trail757 @ End View	1	2-CIP	Hampton Roads	Newport News City	\$9,026,000	Y	\$1,450,500	\$1,377,386	\$1,377,386	\$105,228	\$1,482,614	\$0
41	12935	Jefferson & Wilcox Traffic Signal Mast Arm Conversion	3	1	Hampton Roads	Newport News City	\$1,200,000	Y	\$175,000	\$175,000	\$175,000	\$0	\$175,000	\$0
42	12937	16th St Complete Streets - Phase II	9	1	Hampton Roads	Newport News City	\$12,870,000	Y	\$1,447,666	\$1,447,666	\$1,447,666	\$0	\$1,447,666	\$1,447,666
43	13014	Marshall Ave Ped Improvements	10	2-CIP	Hampton Roads	Newport News City	\$4,631,000	Y	\$753,000	\$630,792	\$630,792	\$3,369,416	\$4,000,208	\$0
44	12832	Ocean View Ave and 21st Bay St Intersection Improvements	4	2-CIP	Hampton Roads	Norfolk City	\$3,069,862	Y	\$1,534,931	\$1,285,819	\$1,285,819	\$498,224	\$1,784,043	\$0
45	12833	Ballentine Boulevard Intersection Safety Improvements	3	2-CIP	Hampton Roads	Norfolk City	\$3,266,367	Y	\$1,633,184	\$1,412,656	\$1,412,656	\$441,055	\$1,853,711	\$0
46	12853	Virginia Beach Blvd and Park Ave Intersection Improvements	6	2-CIP	Hampton Roads	Norfolk City	\$3,854,844	Y	\$1,927,422	\$1,614,611	\$1,614,611	\$625,622	\$2,240,233	\$0
47	12859	Berkley Avenue Ext and Wilson Road Intersection Improvements	5	2-CIP	Hampton Roads	Norfolk City	\$3,243,086	Y	\$1,621,543	\$1,358,374	\$1,358,374	\$526,338	\$1,884,712	\$0
48	12929	Westminster Avenue Reconstruction	1	1	Hampton Roads	Norfolk City	\$10,707,200	Y	\$2,550,448	\$2,550,448	\$2,550,448	\$0	\$2,550,448	\$921,754
49	12958	ADA Ramp - Phase 7	2	2-CIP	Hampton Roads	Norfolk City	\$1,451,239	Y	\$725,620	\$725,620	\$725,620	\$0	\$725,620	\$0
50	12716	Godwin Boulevard Improvements	1	2-CIP	Hampton Roads	Suffolk City	\$16,130,330	Y	\$2,534,788	\$2,285,699	\$2,285,699	\$0	\$2,285,699	\$2,285,699
51	12765	Route 17 (Bridge Road) Roadway Widening	2	2-CIP	Hampton Roads	Suffolk City	\$16,309,458	Y	\$1,756,364	\$1,471,314	\$1,471,314	\$570,099	\$2,041,413	\$0
52	12719	Holland Road Phase I	4	2-CIP	Hampton Roads	Virginia Beach City	\$34,038,125	Y	\$500,000	\$500,000	\$500,000	\$8,527,640	\$9,027,640	\$0
53	12727	Cleveland Street Phase IV	1	1	Hampton Roads	Virginia Beach City	\$57,155,311	Y	\$9,000,000	\$9,000,000	\$9,000,000	\$13,808,311	\$22,808,311	\$0
54	12762	Independence Blvd/Edwin Drive Intersection Improvements	5	2-CIP	Hampton Roads	Virginia Beach City	\$25,960,196	Y	\$500,000	\$500,000	\$500,000	\$10,368,170	\$10,868,170	\$0
55	12777	Victoria Drive Rural Addition	1	2-CIP	Lynchburg	Amherst County	\$523,365	Y	\$261,683	\$261,683	\$261,683	\$0	\$261,683	\$0
56	12812	Broadnax Street / Betts Street Improvements	1	1	Lynchburg	Danville City	\$4,799,205	Y	\$667,540	\$667,540	\$667,540	\$0	\$667,540	\$667,540
57	12910	REVSH21 S MAIN ST - INTERSECTION IMPROVEMENTS AT RTE 86	2	1	Lynchburg	Danville City	\$3,314,516	Y	\$1,342,885	\$1,342,885	\$1,342,885	\$0	\$1,342,885	\$160,014
58	12926	Memorial Drive Improvements - Goode to Poplar	3	2-CIP	Lynchburg	Danville City	\$6,274,459	Y	\$3,137,230	\$2,790,367	\$2,790,367	\$693,725	\$3,484,092	\$0
59	12947	Memorial / Craghead Improvements	4	2-CIP	Lynchburg	Danville City	\$4,001,168	Y	\$2,000,584	\$1,675,899	\$1,675,899	\$649,370	\$2,325,269	\$0
60	12886	Hollins Mill Bridge Replacement with Pedestrian Features	4	1	Lynchburg	Lynchburg City	\$20,086,478	Y	\$1,807,671	\$1,807,671	\$1,807,671	\$0	\$1,807,671	\$1,290,489
61	12968	US 501 Bus - Langhorne and Vassar Improvements	1	2-CIP	Lynchburg	Lynchburg City	\$10,712,003	Y	\$439,068	\$439,068	\$439,068	\$0	\$439,068	\$0
62	12984	Breezewood Drive Reconstruction Inflationary Funds	3	1	Lynchburg	Lynchburg City	\$9,763,240	Y	\$4,708	\$4,708	\$4,708	\$0	\$4,708	\$0
63	12990	Link Road Intersection Improvements Inflationary Funds	2	1	Lynchburg	Lynchburg City	\$3,075,655	Y	\$20,931	\$20,931	\$20,931	\$0	\$20,931	\$0
64	12796	Eisenhower Avenue over Cameron Run Bridge Maintenance	1	3	NOVA	Alexandria City	\$1,450,165	N	\$725,083	\$0	\$0	\$0	\$0	\$0
65	12924	FY28 Street Maintenance Resurfacing - Citywide	1	3	NOVA	Alexandria City	\$4,442,698	N	\$2,221,349	\$0	\$0	\$0	\$0	\$0
66	12880	Langston Blvd at Washington Blvd Intersection Improvements	2	2-VTRANS	NOVA	Arlington County	\$998,981	Y	\$499,491	\$499,491	\$499,491	\$0	\$499,491	\$0
67	12884	Arlington Blvd Trail South Side: George Mason Dr to Giebe Rd	1	1	NOVA	Arlington County	\$8,480,772	Y	\$1,735,300	\$1,735,300	\$1,735,300	\$0	\$1,735,300	\$1,146,404
68	12827	1st and 2nd Street Sidewalks	1	1	NOVA	Fairfax City	\$5,566,871	Y	\$921,464	\$921,464	\$921,464	\$0	\$921,464	\$921,464
69	12828	Dwight Ave Improvements (Intersection + Sidewalk)	2	1	NOVA	Fairfax City	\$3,670,421	Y	\$1,038,308	\$1,038,308	\$1,038,308	\$0	\$1,038,308	\$1,038,308
70	12829	Northfax East-West Roadway	3	2-CIP	NOVA	Fairfax City	\$19,718,861	Y	\$6,786,107	\$5,847,049	\$5,847,049	\$8,024,763	\$13,871,812	\$0
71	12895	Shirley Gate Extension	2	1	NOVA	Fairfax County	\$36,449,953	Y	\$6,537,000	\$6,537,000	\$6,537,000	\$0	\$6,537,000	\$3,813,051
72	12900	Soapstone Road Extension/Dulles Toll Road Overpass	1	1	NOVA	Fairfax County	\$244,275,942	Y	\$3,463,000	\$3,463,000	\$3,463,000	\$5,223,279	\$8,686,279	\$0
73	12878	Locust Street ADA Sidewalk Improvements	3	1	NOVA	Herdon Town	\$7,714,746	Y	\$2,541,350	\$2,541,350	\$2,541,350	\$0	\$2,541,350	\$0
74	12881	Herdon Parkway at Sunset Park Drive Intersection	2	1	NOVA	Herdon Town	\$6,996,106	Y	\$2,071,644	\$2,071,644	\$2,071,644	\$0	\$2,071,644	\$0
75	12897	South Elden Street Corridor Improvements	1	2-CIP	NOVA	Herdon Town	\$23,785,157	Y	\$3,892,579	\$3,423,127	\$3,423,127	\$0	\$3,423,127	\$3,403,454
76	12912	Royal Street Improvements - Church Street to Liberty Street	1	1	NOVA	Leesburg Town	\$7,498,999	Y	\$1,925,565	\$1,925,565	\$1,925,565	\$0	\$1,925,565	\$0
77	12914	Church Street Missing Link Sidewalk	2	1	NOVA	Leesburg Town	\$1,841,476	Y	\$414,680	\$414,680	\$414,680	\$0	\$414,680	\$0

Draft FY29-30 RS Selections

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Application ID	Application Name	Locality Ranking	Funding Priority	District	Locality	Total Estimate	Selected for Funding?	Requested Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (Local Match)	Additional Local Commitment	New SYIP Local Commitment (Columns K+L)	Existing SYIP Local Commitment Replaced With RS State Allocations
78	12969	Battlefield Pkwy Bridges 253-8014/8015 Bearing Deficiencies*	1	2-CIP	NOVA	Leesburg Town	\$2,244,233	Y	\$1,092,666	\$1,077,627	\$1,077,627	\$88,979	\$1,166,606	\$0
79	12711	Bull Run Post Office Road Realignment	2	2-CIP	NOVA	Loudoun County	\$31,500,127	Y	\$4,900,064	\$4,267,102	\$4,267,102	\$22,965,923	\$27,233,025	\$0
80	12842	Jackson Avenue Sidewalk	1	2-CIP	NOVA	Manassas City	\$2,041,215	Y	\$1,020,608	\$1,017,263	\$1,017,263	\$6,689	\$1,023,952	\$0
81	12844	Centreville Road Sidewalk	2	2-CIP	NOVA	Manassas City	\$9,015,754	Y	\$4,782,580	\$4,006,389	\$4,006,389	\$0	\$4,006,389	\$1,061,012
82	12996	Dean Drive	3	2-CIP	NOVA	Manassas City	\$10,042,715	Y	\$2,586,858	\$2,167,023	\$2,167,023	\$2,239,689	\$4,406,712	\$0
83	12979	Euclid Ave and Owens Dr Intersection Concrete Reconstruction	1	1	NOVA	Manassas Park City	\$3,259,911	Y	\$3,259,911	\$3,04,082	\$3,04,082	\$0	\$3,04,082	\$0
84	12705	Devlin Road Widening- Linton Hall Rd to University Blvd	1	1	NOVA	Prince William County	\$43,127,269	Y	\$5,000,000	\$5,000,000	\$5,000,000	\$19,797,695	\$24,797,695	\$0
85	12807	Van Buren Road North Extension	2	2-CIP	NOVA	Prince William County	\$179,231,483	Y	\$5,000,000	\$4,350,819	\$4,350,819	\$170,529,845	\$174,880,664	\$0
86	12830	Salem Church Road at Kingsland Road Roundabout	5	2-CIP	Richmond	Chesterfield County	\$8,812,149	Y	\$4,406,075	\$3,853,285	\$3,853,285	\$1,105,579	\$4,958,864	\$0
87	12919	Alverser /Old Buckingham Roundabout	2	1	Richmond	Chesterfield County	\$8,350,892	Y	\$1,450,270	\$1,450,270	\$1,450,270	\$0	\$1,450,270	\$1,450,270
88	12920	Route 360/Courthouse Road Intersection Improvement	4	1	Richmond	Chesterfield County	\$8,324,231	Y	\$577,279	\$577,279	\$577,279	\$0	\$577,279	\$0
89	12921	Turner Road/Iessup Road Roundabout	3	1	Richmond	Chesterfield County	\$7,601,436	Y	\$882,636	\$882,636	\$882,636	\$0	\$882,636	\$0
90	12922	Dundas Road (Rt. 1 - Wentworth St) Bike & Ped Improvement	1	1	Richmond	Chesterfield County	\$5,150,754	Y	\$776,984	\$776,984	\$776,984	\$0	\$776,984	\$0
91	12934	Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Improvement	6	2-CIP	Richmond	Chesterfield County	\$12,954,402	Y	\$1,185,684	\$993,253	\$993,253	\$10,967,896	\$11,961,149	\$0
92	12948	Old Hundred Road Reconstruction	7	2-CIP	Richmond	Chesterfield County	\$11,229,971	Y	\$721,074	\$604,047	\$604,047	\$10,021,877	\$10,625,924	\$0
93	12759	Ridge Road	1	1	Richmond	Colonial Heights City	\$2,734,979	Y	\$1,037,137	\$1,037,137	\$1,037,137	\$0	\$1,037,137	\$0
94	12816	Roanoke Avenue Reconstruction	2	2-CIP	Richmond	Colonial Heights City	\$6,268,567	Y	\$3,083,134	\$2,745,051	\$2,745,051	\$778,465	\$3,523,516	\$0
95	12768	Pouncey Tract Rd & Ashland Rd Intersection Improvements	2	2-CIP	Richmond	Hanover County	\$10,283,171	Y	\$4,000,000	\$3,513,114	\$3,513,114	\$3,256,943	\$6,770,057	\$0
96	12808	Atlee Road & Barnfield Lane Roundabout	2	2-CIP	Richmond	Hanover County	\$15,508,176	Y	\$4,858,414	\$4,069,916	\$4,069,916	\$7,368,344	\$11,438,260	\$0
97	12774	Route 5 & Doran Road Roundabout & Realign Buffin Road	1	2-VTRANS	Richmond	Henrico County	\$15,256,804	Y	\$7,628,402	\$6,552,644	\$6,552,644	\$2,151,156	\$8,704,160	\$0
98	12971	Paving of Greenwood Road - Route 823	1	2-CIP	Richmond	Mecklenburg County	\$2,004,823	Y	\$1,002,412	\$1,002,020	\$1,002,020	\$783	\$1,002,803	\$0
99	12814	Route 249/Dispatch Road Roundabout	1	2-CIP	Richmond	New Kent County	\$8,071,698	Y	\$4,035,849	\$3,543,145	\$3,543,145	\$985,408	\$4,528,553	\$0
100	12751	A. Brookland Park Boulevard Streetscape Improvements	3	2-CIP	Richmond	Richmond City	\$3,657,271	Y	\$778,636	\$778,636	\$778,636	\$2,099,999	\$2,878,635	\$0
101	12753	Jefferson Avenue Improvements -Phase IV	1	1	Richmond	Richmond City	\$5,648,418	Y	\$1,200,000	\$1,200,000	\$1,200,000	\$1,080,720	\$2,280,720	\$0
102	12754	C Hey Road Improvements	1	1	Richmond	Richmond City	\$16,579,844	Y	\$4,989,922	\$4,989,922	\$4,989,922	\$0	\$4,989,922	\$4,989,922
103	12800	D Shockoe Valley Streets Improvements Project	1	1	Richmond	Richmond City	\$54,365,553	Y	\$1,300,000	\$1,300,000	\$1,300,000	\$2,855,909	\$4,155,909	\$0
104	12981	Waterside Neighborhood Rural Additions	1	2-CIP	Salem	Bedford County	\$405,742	Y	\$202,871	\$202,871	\$202,871	\$0	\$202,871	\$0
105	12943	Draper Road Streetscape	6	1	Salem	Blacksburg Town	\$11,487,915	Y	\$3,204,831	\$3,204,831	\$3,204,831	\$0	\$3,204,831	\$3,204,831
106	12944	Clay Street Sidewalk	7	2-CIP	Salem	Blacksburg Town	\$7,988,289	Y	\$3,994,145	\$3,424,627	\$3,424,627	\$1,139,035	\$4,563,662	\$0
107	12949	Curb and Gutter Rebuild	1	2-CIP	Salem	Blacksburg Town	\$132,216	Y	\$60,000	\$60,000	\$60,000	\$12,216	\$72,216	\$0
108	12950	Guardrail Installation	4	2-CIP	Salem	Blacksburg Town	\$66,654	Y	\$30,000	\$30,000	\$30,000	\$6,654	\$36,654	\$0
109	12956	Full Depth Reclamation	2	2-CIP	Salem	Blacksburg Town	\$875,252	Y	\$400,000	\$400,000	\$400,000	\$75,252	\$475,252	\$0
110	12959	Sidewalk Trip Hazard	3	2-CIP	Salem	Blacksburg Town	\$55,727	Y	\$25,000	\$25,000	\$25,000	\$5,727	\$30,727	\$0
111	12951	Paving	5	3	Salem	Blacksburg Town	\$1,421,602	N	\$650,000	\$0	\$0	\$0	\$0	\$0
112	12993	Eagle Rock Greenway	1	2-CIP	Salem	Botetourt County	\$4,838,495	Y	\$2,419,248	\$2,188,910	\$2,188,910	\$460,675	\$2,649,585	\$0
113	12742	Cambria Trail	1	1	Salem	Christiansburg Town	\$6,205,663	Y	\$1,502,604	\$1,502,604	\$1,502,604	\$0	\$1,502,604	\$0
114	12977	Rural Addition - Lakewatch Plantation Roads	1	2-CIP	Salem	Franklin County	\$1,879,237	Y	\$875,525	\$875,525	\$875,525	\$483,556	\$1,359,081	\$0
115	12801	Grayson Street Parking, Transit Stop, and Park and Ride Lot	1	2-CIP	Salem	Galax City	\$1,822,412	Y	\$911,206	\$911,206	\$911,206	\$0	\$911,206	\$0
116	12850	Tyree and Tennessee	3	1	Salem	Roanoke City	\$2,536,609	Y	\$932,331	\$932,331	\$932,331	\$0	\$932,331	\$0
117	12851	4000 Blk Virginia Av, NW	6	1	Salem	Roanoke City	\$1,954,652	Y	\$624,072	\$624,072	\$624,072	\$0	\$624,072	\$93,226
118	12854	1400-1500 Blk Main Street	7	1	Salem	Roanoke City	\$3,047,906	Y	\$745,017	\$745,017	\$745,017	\$0	\$745,017	\$0
119	12855	Churchill and Grandview	8	1	Salem	Roanoke City	\$1,290,966	Y	\$313,848	\$313,848	\$313,848	\$0	\$313,848	\$0
120	12856	West End Drainage Project-Phase 1	2	1	Salem	Roanoke City	\$2,816,290	Y	\$945,945	\$945,945	\$945,945	\$0	\$945,945	\$0
121	12857	Jefferson St Drainage Improvements	4	1	Salem	Roanoke City	\$3,927,244	Y	\$1,131,260	\$1,131,260	\$1,131,260	\$0	\$1,131,260	\$477,423
122	12861	Campbell Ave 2 Drainage Improvements	5	1	Salem	Roanoke City	\$1,368,898	Y	\$269,044	\$269,044	\$269,044	\$0	\$269,044	\$84,959
123	12865	Cove / Peters Creek Intersection Improvements	1	1	Salem	Roanoke City	\$9,627,134	Y	\$3,651,388	\$3,651,388	\$3,651,388	\$0	\$3,651,388	\$0
124	12879	West End Drainage - Phase 2	9	2-CIP	Salem	Roanoke City	\$2,773,673	Y	\$353,000	\$353,000	\$353,000	\$2,067,673	\$2,420,673	\$0
125	13016	Mill Lane Intersection Improvements	1	2-CIP	Salem	Salem City	\$1,464,412	Y	\$732,206	\$732,206	\$732,206	\$0	\$732,206	\$0
126	12717	Route 256 at Triangle Drive Improvements	2	2-CIP	Staunton	Augusta County	\$11,025,058	Y	\$5,512,529	\$4,780,167	\$4,780,167	\$1,464,724	\$6,244,891	\$0
127	12840	Dick Huff Lane Improvements	1	1	Staunton	Augusta County	\$3,107,318	Y	\$391,906	\$391,906	\$391,906	\$0	\$391,906	\$217,584
128	12986	Smart 20 Hot Springs 220-615	1	2-VTRANS	Staunton	Bath County	\$851,017	Y	\$145,124	\$145,124	\$145,124	\$0	\$145,124	\$0
129	12868	Route 11 at Shawnee Drive	1	1	Staunton	Frederick County	\$9,948,868	Y	\$3,394,868	\$3,394,868	\$3,394,868	\$0	\$3,394,868	\$779,496
130	12869	Warrior Drive Extension with Brandy Lane upgrade	2	1	Staunton	Frederick County	\$7,097,334	Y	\$2,159,527	\$2,159,527	\$2,159,527	\$0	\$2,159,527	\$1,868,623
131	12871	Route 50 at Back Mountain Road - RCI	4	2-CIP	Staunton	Frederick County	\$6,870,937	Y	\$449,985	\$376,955	\$376,955	\$6,117,027	\$6,493,982	\$0
132	12872	Bruceton Rd, Hopewell Rd, Route 11 Intersection Alignment	3	2-CIP	Staunton	Frederick County	\$14,792,172	Y	\$3,995,000	\$3,508,926	\$3,508,926	\$7,774,320	\$11,283,246	\$0
133	12783	S. Main and I-81 Exit 243 Interchange Improvements	1	2-VTRANS	Staunton	Harrisonburg City	\$9,620,000	Y	\$580,230	\$580,230	\$580,230	\$0	\$580,230	\$580,230
134	12847	Traffic Signal Upgrade - E. Nelson St. / Walker St.	1	2-CIP	Staunton	Lexington City	\$1,110,373	Y	\$555,187	\$555,187	\$555,187	\$0	\$555,187	\$0
135	12848	Traffic Signal Upgrade - E. Nelson St. / Lewis St.	2	2-CIP	Staunton	Lexington City	\$1,087,830	Y	\$543,915	\$527,831	\$527,831	\$32,168	\$559,999	\$0
136	12888	VA 276 Left Turn Lanes @ VA 253	1	1	Staunton	Rockingham County	\$4,453,564	Y	\$813,848	\$813,848	\$813,848	\$0	\$813,848	\$0
137	12928	Airport Road shoulder installation	3	2-CIP	Staunton	Rockingham County	\$500,000	Y	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$0
138	12933	Friedens Church Road vertical curve flattening	2	2-CIP	Staunton	Rockingham County	\$613,500	Y	\$306,775	\$306,775	\$306,775	\$0	\$306,775	\$0
139	12946	North Augusta Sidewalk - Lambert St to Terry Court	1	2-CIP	Staunton	Staunton City	\$5,811,830	Y	\$2,905,838	\$2,596,529	\$2,596,529	\$618,772	\$3,215,301	\$0
140	12989	Edgewood Road Sidewalk Improvements	2	2-CIP	Staunton	Staunton City	\$4,946,463	Y	\$656,405	\$549,874	\$549,874	\$213,062	\$762,936	\$0
141	12730	East Main St - Delphine Ave Signal Replacement	1	1	Staunton	Waynesboro City	\$2,923,648	Y	\$895,324	\$895,324	\$895,324	\$0	\$895,324	\$354,157
142	12894	Rosser Ave-13th St Roundabout - Additional Funding	1	2-CIP	Staunton	Waynesboro City	\$918,870	Y	\$169,967	\$142,382	\$142,382	\$55,169	\$197,551	\$0
143	12955	East Main Streetscape	1	2-CIP	Staunton	Waynesboro City	\$5,693,863	Y	\$1,721,938	\$1,604,771	\$1,604,771	\$234,334	\$1,839,105	\$0
144	12834	Millwood Avenue Traffic Improvements	1	1	Staunton	Winchester City	\$11,406,984	Y	\$2,454,279	\$2,454,279	\$2,454,279	\$0	\$2,454,279	\$2,454,279
145	12835	Green Circle Trail - Final Phase	2	1	Staunton	Winchester City	\$11,324,203	Y	\$1,857,377	\$1,857,377	\$1,857,377	\$0	\$1,857,377	\$1,360,876
146	12836	Green Circle Trail Extension and Pedestrian Bridge	4	1	Staunton	Winchester City	\$15,428,560	Y	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000
147	12837	Cedar Creek Grade Traffic Improvements	5	2-CIP	Staunton	Winchester City	\$8,916,041	Y	\$700,000	\$700,000	\$700,000	\$7,516,041	\$8,216,041	\$0
148	12838	Neighborhood Traffic improvements	6	2-CIP	Staunton	Winchester City	\$3,900,349	Y	\$614,966	\$563,849	\$563,849	\$2,772,651	\$3,336,500	\$0
149	12978	Middle Road Sidewalks and Bike Lanes	3	1	Staunton	Winchester City	\$10,494,690	Y	\$2,297,255	\$2,297,255	\$2,297,255	\$0	\$2,297,255	\$0
150														
151	Totals								\$261,898,911	\$239,386,644	\$239,386,644			





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Draft FY 2027 – 2032 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

Draft Fiscal Year 2027 CTF and VDOT Budgets

Kimberly Pryor, Chief Financial Officer

April 21, 2026

Outline

- **Revenue and Allocations available in the Draft Six-Year Financial Plan**
- **Draft Fiscal Year 2027 Budgets for the Commonwealth Transportation Fund and for VDOT**

Commonwealth Transportation Fund (CTF)

Preliminary Fiscal Years 2027 – 2032 Six-Year Financial Plan Overview

- **The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight**
- **The Preliminary SYFP for Fiscal Years 2027 – 2032 allocates \$59.6 billion from all revenue sources**
- **Includes the use of \$1.5 billion of Route 58 Corridor Bonds, I-81 Financing, GARVEE Bonds and Special Structures Debt**
- **Transfers \$6.6 billion to the three regional entities for transportation improvements and \$1.1 billion in dedicated revenue for WMATA Capital Fund**
- **Includes \$607.1 million of dedicated fuel tax revenue for the I-81 Corridor Improvements**
- **Dedicates \$18.6 billion for Maintenance and Operations**
- **Provides \$17.2 billion for Construction**
 - **Approximately \$2.6 billion of Construction Funding represents Local and Regional Funding for Projects**



Commonwealth Transportation Fund (CTF) December Revenue Estimate (in millions)

State Revenue Forecast (in millions)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2027 - FY 2032 Total
Sources of Funds							
Retail Sales and Use Tax	\$ 1,490.1	\$ 1,528.3	\$ 1,572.3	\$ 1,620.8	\$ 1,675.5	\$ 1,723.1	\$ 9,610.1
Motor Vehicle Sales and Use Tax	1,361.2	1,377.4	1,368.9	1,360.3	1,369.4	1,377.0	8,214.2
Statewide Motor Fuels Tax	1,639.4	1,703.8	1,758.1	1,809.8	1,855.0	1,884.3	10,650.4
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	12.0
Road Tax	84.5	84.4	84.3	84.3	84.3	84.3	506.1
International Registration Plan	117.8	119.2	120.1	121.1	121.1	121.1	720.4
Registration Fees	232.5	234.0	233.1	236.4	239.1	242.0	1,417.1
State Insurance Premium Tax	264.5	271.2	280.7	292.3	305.5	319.8	1,734.0
Recordation Tax	67.1	77.4	87.2	95.3	102.5	109.2	538.7
Vehicle Rental Tax	43.9	44.6	45.4	46.4	47.4	48.5	276.2
Highway Use Fee	103.4	119.3	137.6	158.5	186.7	222.2	927.7
Total Commonwealth Transportation Fund	\$ 5,406.4	\$ 5,561.6	\$ 5,689.7	\$ 5,827.2	\$ 5,988.5	\$ 6,133.5	\$ 34,606.9

December 2025 Forecast; Rental Tax excludes share dedicated to WMATA



Commonwealth Transportation Fund Draft Fiscal Years 2027 – 2032

Six-Year Financial Plan Estimated Revenues (in millions)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2027 - FY 2032 Total	Previous FY 2026 - FY 2031	Difference
State Transportation Revenues									
Commonwealth Transportation Fund	\$ 5,492.4	\$ 5,561.6	\$ 5,689.7	\$ 5,827.2	\$ 5,988.5	\$ 6,133.5	\$ 34,692.9	\$ 33,227.9	\$ 1,465.0
General Fund	—	—	—	—	—	—	—	275.7	(275.7)
Prior year funding	—	—	—	—	—	—	—	103.5	(103.5)
Local & Regional Project Participation/Revenue	807.8	316.1	758.1	304.7	218.1	191.7	2,596.4	2,932.2	(335.8)
Other Fund Revenue	612.6	580.8	588.2	596.6	603.1	611.9	3,593.3	3,492.1	101.2
Total	6,912.75	6,458.51	7,036.03	6,728.55	6,809.64	6,937.05	40,882.52	40,031.33	851.19
Federal Revenues	1,543.3	1,561.8	1,591.6	1,622.1	1,653.2	1,684.9	9,656.9	9,455.4	201.6
Total Revenues	8,456.0	8,020.3	8,627.7	8,350.7	8,462.9	8,622.0	50,539.5	49,486.7	1,052.8
Other Financing Sources									
Interstate 81 Financing	334.2	—	266.9	—	—	—	601.2	601.2	—
GARVEE Bonds	100.0	—	100.0	—	100.0	—	300.0	300.0	—
Special Structures Bonds	—	66.7	148.9	180.8	141.8	98.6	636.8	538.2	98.6
Route 58	—	—	—	—	—	—	—	74.2	(74.2)
Total	434.2	66.7	515.8	180.8	241.8	98.6	1,538.0	1,513.6	24.4
Total Operating Revenues and Other Financing Sources	8,890.3	8,087.0	9,143.5	8,531.5	8,704.7	8,720.6	52,077.4	51,000.3	1,077.1
Revenue Supporting Transfer Payments									
Regional Transportation Funds	990.1	1,029.1	1,067.0	1,104.3	1,143.1	1,179.8	6,513.4	6,407.9	105.5
WMATA Capital Fund Revenue	148.9	155.4	161.7	167.3	172.5	177.7	983.6	1,018.1	(34.5)
Grand Total	\$ 10,029.2	\$ 9,271.5	\$ 10,372.2	\$ 9,803.1	\$ 10,020.3	\$ 10,078.1	\$ 59,574.4	\$ 58,426.3	\$ 1,148.1

Commonwealth Transportation Fund Draft Fiscal Years 2027 – 2032

Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2027 - FY 2032 Total	Previous FY 2026 - FY 2031	Difference
Debt Service	\$ 415.8	\$ 437.6	\$ 433.7	\$ 469.1	\$ 524.3	\$ 566.6	\$ 2,847.0	\$ 2,653.8	\$ 193.2
Other Agencies & Transfers	61.1	54.8	54.8	54.8	54.8	54.8	335.1	324.6	10.4
Maintenance & Operations	2,909.4	2,983.6	3,058.3	3,135.1	3,213.5	3,295.2	18,595.1	18,122.1	473.0
Administration & Other Programs	660.9	671.4	684.2	697.3	710.7	719.5	4,144.2	3,942.4	201.8
Toll Programs	123.7	113.1	114.3	115.5	116.8	118.1	701.3	732.8	(31.5)
Special Structures	92.7	162.2	242.5	266.7	218.0	167.8	1,149.8	1,066.1	83.7
Public Transportation	680.7	690.9	707.0	726.8	745.5	760.5	4,311.4	4,396.0	(84.6)
Virginia Passenger Rail Authority	238.6	234.3	238.0	226.9	198.1	203.0	1,338.9	1,403.6	(64.7)
DRPT Rail Assistance	17.2	17.3	17.5	17.9	18.3	18.6	106.7	102.9	3.8
DRPT Administration	19.9	20.1	20.6	21.2	21.8	22.4	126.0	127.0	(1.0)
Commonwealth Port Fund	66.5	67.3	68.8	70.7	72.6	74.3	420.3	406.6	13.6
Commonwealth Aviation Fund	40.5	41.0	41.9	43.0	44.2	45.2	256.0	245.3	10.7
Commonwealth Space Flight Fund	26.0	26.3	26.9	27.6	28.4	29.1	164.4	157.3	7.1
Department of Motor Vehicles	26.0	26.3	26.9	27.6	28.4	29.1	164.3	157.1	7.1
Construction	3,471.9	2,500.8	3,368.0	2,591.1	2,669.3	2,576.3	17,177.4	16,842.6	334.8
Total Operating Programs	\$ 8,850.8	\$ 8,047.0	\$ 9,103.4	\$ 8,491.5	\$ 8,664.6	\$ 8,680.6	\$ 51,837.7	\$ 50,680.2	\$ 1,157.6
Pass Through Programs									
WMATA Capital Fund/General Fund	168.9	175.4	181.7	187.3	192.5	197.7	1,103.6	1,214.8	(111.2)
Central Virginia Transportation Fund	248.4	254.6	263.8	273.2	282.7	292.0	1,614.7	1,543.2	71.5
Northern Virginia Transportation Authority Fund	436.8	461.7	479.6	496.2	513.5	530.2	2,918.0	2,953.0	(35.0)
Hampton Roads Regional Transit Fund	37.1	38.4	39.6	40.7	41.7	42.7	240.2	219.5	20.7
Hampton Roads Transportation Fund	287.4	294.4	304.0	314.2	325.2	334.9	1,860.1	1,815.5	44.6
Subtotal	1,178.6	1,224.5	1,268.7	1,311.6	1,355.6	1,397.5	7,736.6	7,746.0	(9.4)
Total	\$ 10,029.4	\$ 9,271.5	\$ 10,372.1	\$ 9,803.1	\$ 10,020.2	\$ 10,078.1	\$ 59,574.3	\$ 58,426.2	\$ 1,148.2

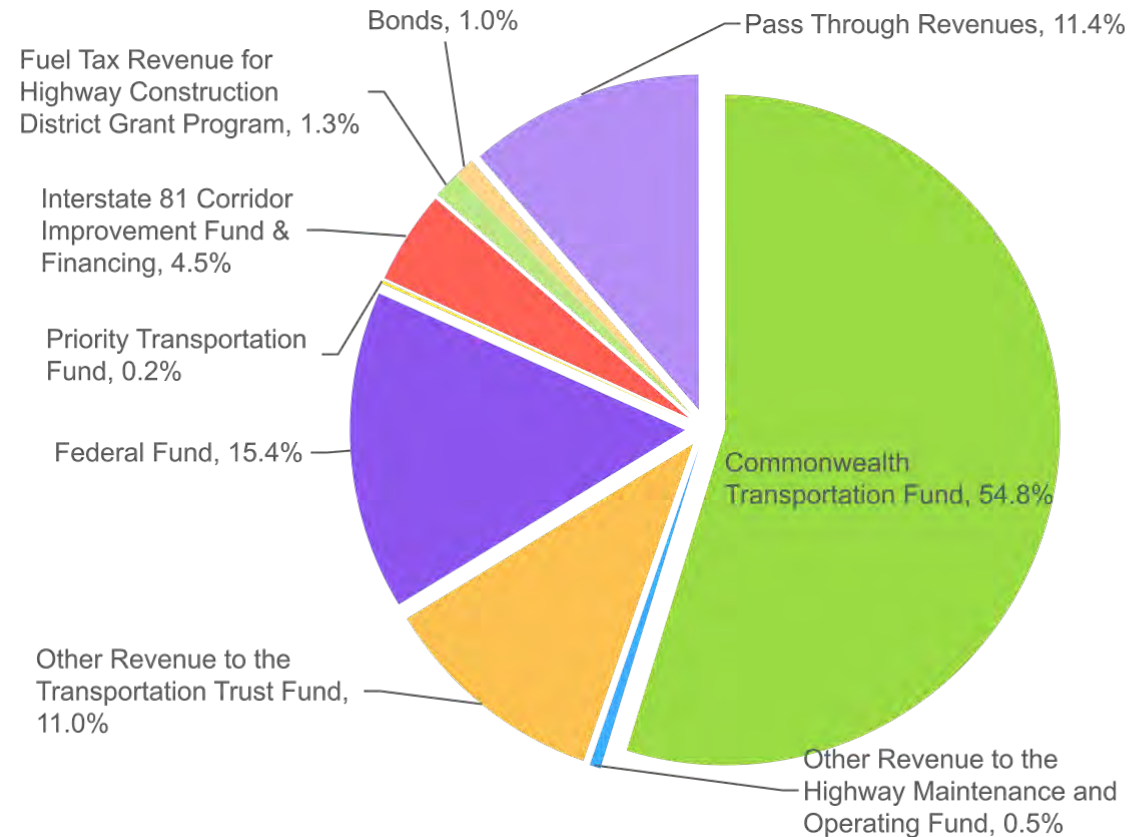


MPO Programmed Funding (RSTP/CMAQ) reflected in Construction in Draft 2027-2032 Allocations; Distribution reflected in Final SYIP

Commonwealth Transportation Fund FY 2027 Draft Budget

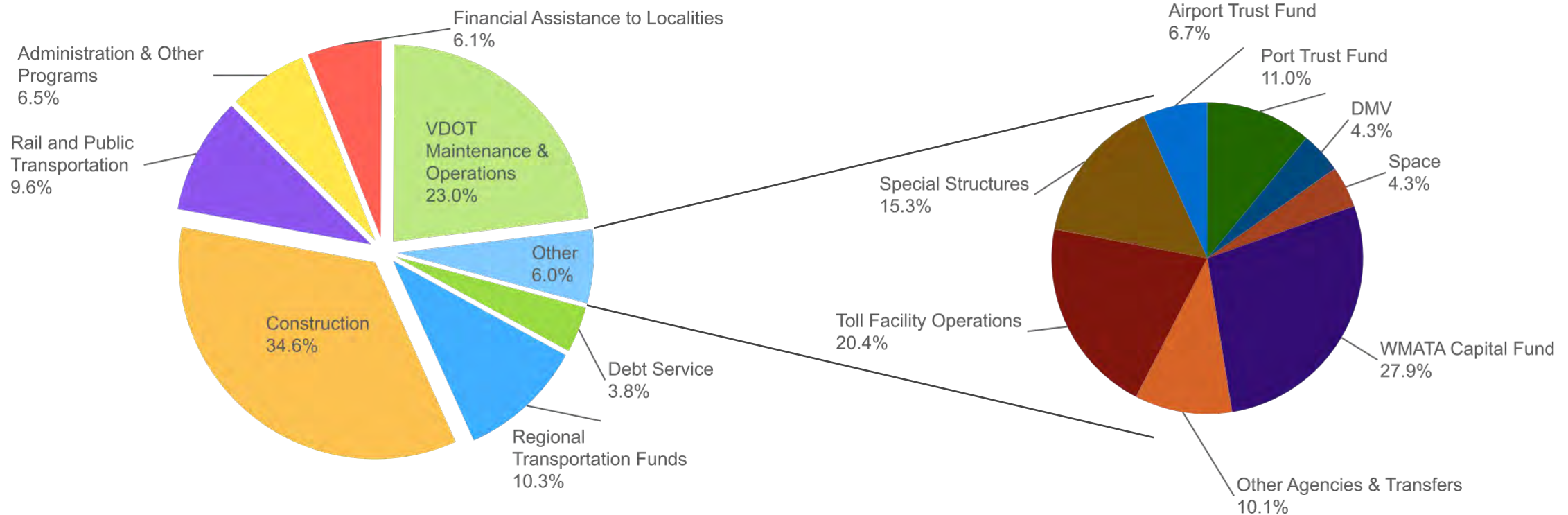
Revenue (in millions)	Total Estimate
Commonwealth Transportation Fund	\$ 5,492.4
Other Revenue to the Highway Maintenance and Operating Fund	53.9
Other Revenue to the Transportation Trust Fund	1,103.5
Federal Fund	1,543.3
Priority Transportation Fund	15.6
Interstate 81 Corridor Improvement Fund & Financing	452.1
Fuel Tax Revenue for Highway Construction District Grant Program	129.9
General Fund	—
Bonds	100.0
Total Operating Revenues	\$ 8,890.7
Pass Through Revenues	
WMATA Capital Fund	148.9
Central Virginia Transportation Fund	248.4
Northern Virginia Transportation Authority Fund	416.8
Hampton Roads Transportation Fund	287.4
Hampton Roads Regional Transit Fund	37.1
Subtotal	\$ 1,138.6
TOTAL	\$ 10,029.2

CTF Revenues total \$10.0 billion, an increase of 4.3% from the FY 2026 CTF Budget



FY 2027 Draft CTF Recommended Allocations

- Highway Maintenance, including VDOT and locality-maintained assets, represents 29.1 percent of budget
- Highway Construction, including regional/local funding, represents 34.6 percent of budget
- Funding for Rail and Public Transportation is 9.6 percent of budget



FY 2027 Draft VDOT Budget Highlights

- **Continued planned support for operational needs of the Hampton Roads Bridge-Tunnel Expansion with additional funding for VDOT Operations**
- **Continued approved infusion beginning in FY2026 through FY2032 to support paving contracts and increased costs for maintenance activities, including on-going base adjustments beginning in FY 2027 and beyond for VDOT and Financial Assistance to Localities**
- **The Highway Maintenance and Operating Fund (HMOF) has an expected deficit of \$633.7 million which will be filled with \$287.2 million of federal funds and the crossover of \$346.6 million of state funds from the Construction Fund.**

FY 2027 Draft VDOT Recommended Allocations

	(in millions)		
	FY 2026 Revised	Recommended FY 2027	INCREASE (DECREASE)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	\$ 32.0	\$ 22.6	\$ (9.4)
Ground Transportation Planning and Research (602)	108.6	118.2	\$ 9.6
Highway Construction Programs (603)	2,963.1	3,510.8	\$ 547.7
Highway System Maintenance (604)	2,398.3	2,304.1	\$ (94.3)
Commonwealth Toll Facilities (606)	157.0	123.7	\$ (33.3)
Financial Assistance to Localities (607)			
VDOT Programs	656.6	632.1	\$ (24.5)
Regional Program	1,025.7	1,032.8	\$ 7.0
Non-Toll Supported Transportation Debt Service (612)	405.8	379.2	\$ (26.6)
Special Structures (614)	90.0	92.7	\$ 2.7
Administrative and Support Services (699)	383.7	400.9	\$ 17.2
VDOT Capital Outlay (998)	40.0	42.5	\$ 2.5
Total VDOT Programs	\$ 8,260.8	\$ 8,659.4	\$ 398.6
Support to Other State Agencies	54.1	61.1	\$ 7.0
Support to DRPT/VPRA Programs	116.2	81.5	\$ (34.7)
Total	\$8,431.0	\$8,802.0	\$371.0
Total Operating Budget (Net Regional Programs)	\$7,405.3	\$7,769.2	\$364.0

Next Steps

- **Monitor actions by 2026 General Assembly and impact to transportation funding and spending**
- **Note potential for federal funding updates**
- **Final Recommended Budgets and SYIP presented to CTB in June 2026**





Draft FY27-32 Six Year Improvement Program & FY27 Budget

Commonwealth Transportation Board
Deanna Oware, Chief Financial Officer
Zach Trogon, Chief of Public Transportation
Emily Stock, Chief of Rail Transportation

April 21, 2026



FY27-32 Six Year Improvement Plan Goals & Priorities

Maintain a state of good repair and preserve critical infrastructure for both public transportation and freight rail to ensure safe, reliable, and affordable service to all parts of the Commonwealth

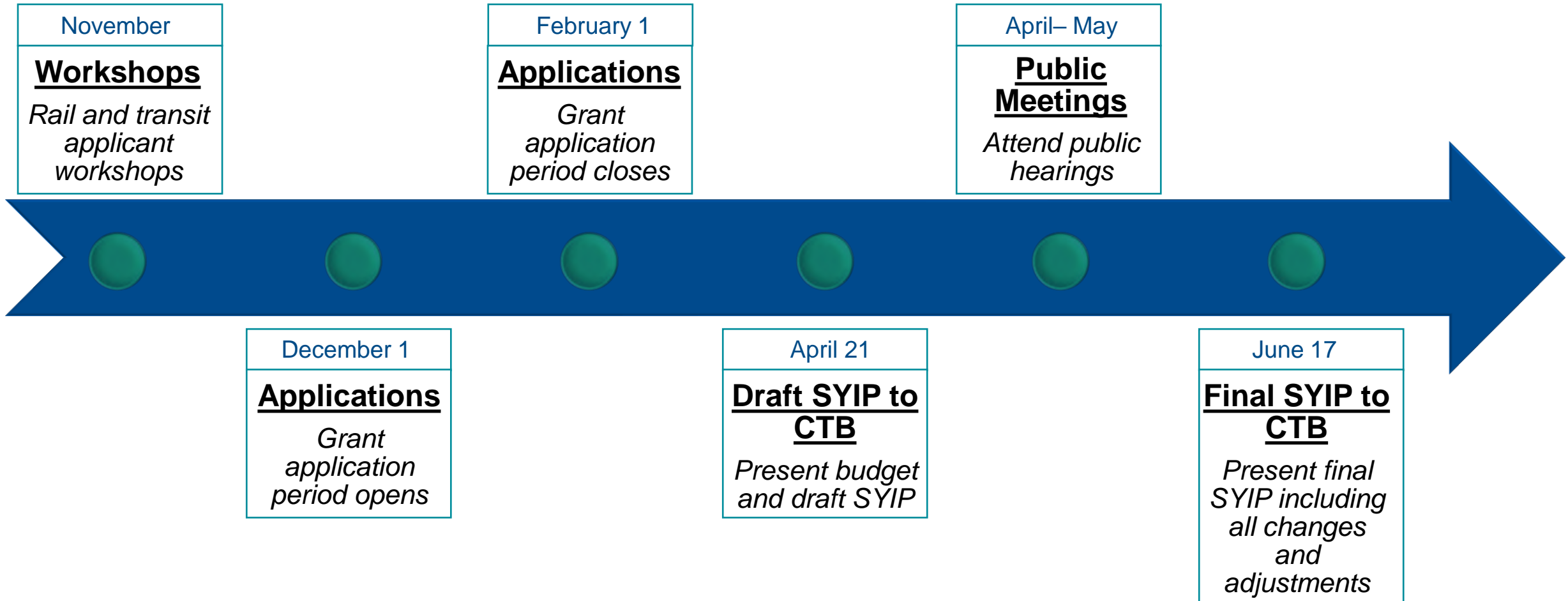
Build transit ridership and revenues through minor enhancement and major expansion projects that improve equitable access to reliable transportation

Provide a roadmap for the future with funding investments in long-term planning, including the Statewide Strategic Transit Plan (coordinated with OIPI) and the Virginia Statewide Rail Plan

Foster innovative solutions via demonstration and ridership incentive programs that contribute to better transportation outcomes

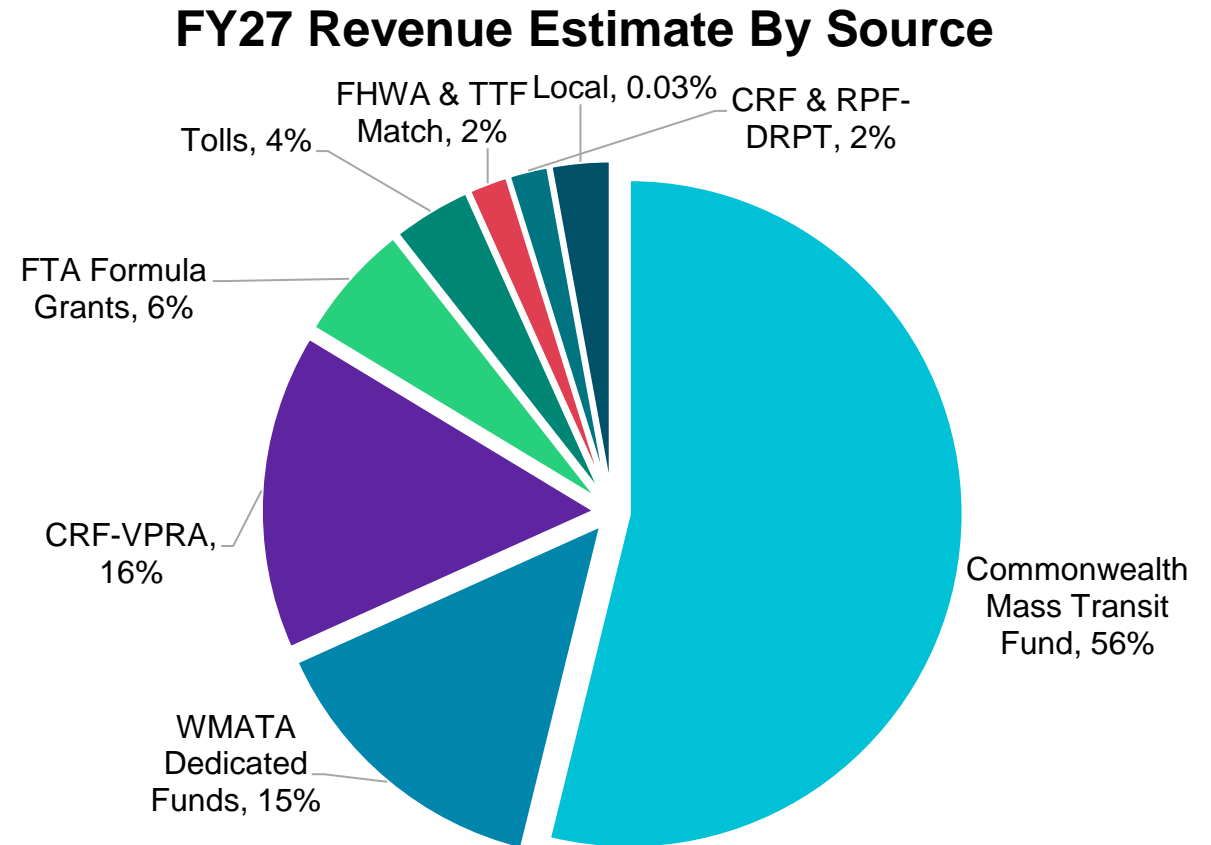
Cultivate a sustainable well-managed organization that delivers exceptional service and that effectively manages public assets and promotes transparency

Preparing & Receiving Feedback on the FY27-32 SYIP



What are the FY27-32 Revenue Estimates?

- FY27-32 SYIP vs. FY26-31 SYIP growth projected in most sources over the six years
 - Commonwealth Mass Transit Fund revenue estimates increased by \$204.8M
 - DRPT Rail revenues increased by \$0.8M
- Federal revenues include full apportionment numbers
- Possible changes for the Final SYIP
 - FHWA-transit related projects
 - Impacts of legislative changes at federal and state level
 - Individual project adjustments for Transit/Rail if Department of Taxation produces a revised Revenue forecast



FY27-32 Revenue Estimates (\$ in millions)

	FY27-32	Previous FY26-31	Difference
Commonwealth Mass Transit Revenues			
Statewide Operating Assistance (MERIT)*	822.8	772.6	50.2
Statewide Capital Assistance (MERIT)	575.6	536.0	39.6
Special Programs (MERIT)	89.7	78.9	10.8
Transit Ridership Incentive Program (TRIP)	200.4	189.2	11.2
WMATA Assistance	1,557.1	1,466.4	90.7
WMATA PRIIA	300.0	300.0	-
Virginia Railway Express	117.4	110.4	7.0
Other-Off The Top	166.3	171.1	-4.8
Total Commonwealth Mass Transit Fund	3,829.4	3,624.6	204.8

*MERIT: Making Efficient & Responsible Investments in Transit

FY27-32 Revenue Estimates

(\$ in millions)

	FY27-32	Previous FY26-31	Difference
Other Public Transit Revenues			
I-395 Tolls	113.9	111.1	2.8
I-66 Outside the Beltway	133.7	108.7	25.0
WMATA Dedicated Capital Fund	1,103.5	1,138.1	-34.6
State Match (TTF for FHWA Transit Projects)	35.9	30.1	5.8
Local Funds	5.6	5.5	0.1
Federal Revenues for Transit			
FTA Formula Grants	413.4	402.0	11.4
CMAQ/RSTP/CRP (FHWA Transit Projects)	144.1	120.4	23.7
Total Public Transit Revenues	5,779.1	5,540.5	238.6

FY27-32 Revenue Estimates

(\$ in millions)

	FY27-32	Previous FY26-31	Difference
Commonwealth Rail Fund Revenues			
FREIGHT Program and Rail Planning	86.3	85.5	0.8
VPRA-Passthrough	1,145.8	1,096.1	49.7
Other Rail Fund Revenues			
Rail Preservation Fund	25.2	25.2	-
Total Rail Program Revenues	1,257.3	1,206.8	50.5
Grand Total Revenues	7,036.4	6,747.3	289.1

For more details, please see Appendix.

FY27 Preliminary Allocations

Compared to prior year allocations (\$ in millions)

	FY27	FY26	Difference	Y-O-Y Change
Public Transportation (MERIT & TRIP)	292.8	282.8	10.0	3.5%
Other Public Transportation	174.8	123.6	51.2	141.4%
Washington Metropolitan Area Transit Authority	463.1	519.1	-56.1	-12.0%
Virginia Railway Express (VRE)	19.7	17.4	2.3	13.2%
DRPT Rail	25.4	20.3	5.1	25.1%
Transforming Rail in Virginia (VPRA)	101.0	245.3	-144.3	-58.8%
TOTAL	1,076.8	1,208.5	-131.8	-10.9%

- Preliminary FY27 allocations will decline by 10.9% over FY26. Primarily due to no General Fund for WMATA in FY27, and reduction for VPRA I-66 Inside the Beltway facility to more closely align with securing debt and project spending in FY28.
 - Public Transportation MERIT and TRIP allocations will increase 3.5%, driven by carry forward balances and growth in revenue forecast
 - FY27 Other Public Transportation includes most of the I-66 Outside the Beltway carry forward balance.
 - DRPT Rail growth due to carry forward balances and growth in revenue forecast

Public Transportation Overview

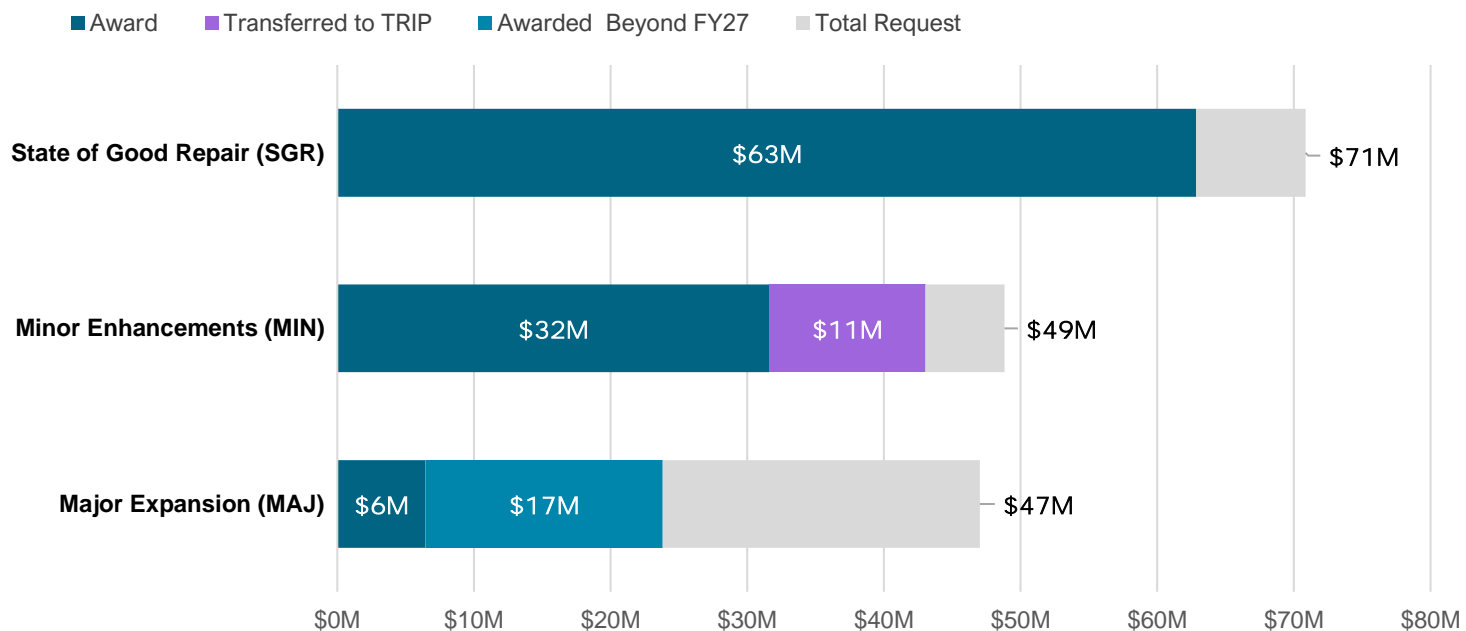
Preserving Affordable Transit for All Virginians

- **FY27 Statewide Operating Assistance Recommended Award: \$138.8M** – all available revenues
- 39 Eligible Transit Service Operators
- Eligible service providers receive MERIT – Operating Assistance funding through a formula that considers:
 - **Sizing Metrics (FY25 Data)**
 - Costs, Ridership, Revenue Hours, Revenue Miles
 - **Performance Metrics (FY22 – FY25 Data):**
 - Passengers/Hour, Passengers/Mile, Cost/Hour, Cost/Mile, Cost/Passenger
- The average operating allocation for this SYIP is 23.2% of operating expenses
 - Allocations are capped at 30% of the most recently audited operating expenses (FY25 Data)

For more details, please see Appendix.

Providing Reliable, Safe, and Accessible Transit

FY27 MERIT - Capital Assistance Program State Funding Requested and Awarded

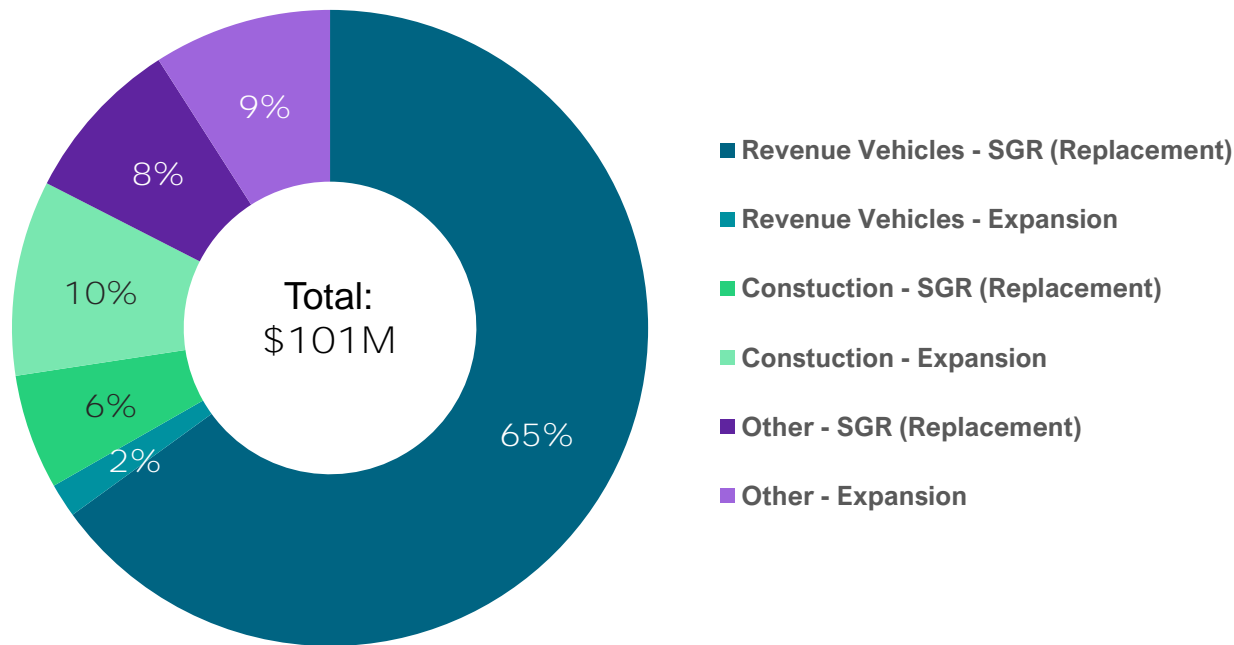


- **FY27 Request: \$166M**
- **FY27 Recommended Award: \$101M**
 - State of Good Repair: \$63M
 - Minor Enhancements: \$32M
 - Major Expansions: \$6M
- **Recommended Award Beyond FY27:**
 - Major Expansions: \$17M
- **Transferred to Transit Ridership Incentive Program:**
 - 19 Projects submitted in the Minor Enhancement program have dual eligibility with TRIP
 - Projects transferred total \$11M in state funds that will be funded out of TRIP

*Major Expansion Includes Multi-Year Funded Projects Beyond FY27

MERIT – Capital Assistance: Project Highlights

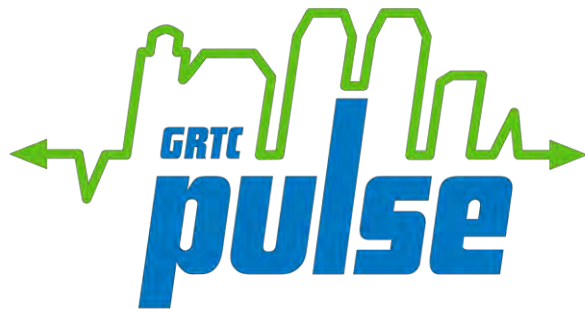
FY27 DRPT MERIT - Capital Assistance Program
State Funding Awarded by Project Type



- The FY27 program remains focused on maintaining a State of Good Repair (SGR):
 - 65% of recommended allocations are for revenue vehicle replacement
 - Approx. 15% is recommended for SGR projects involving facilities, technology, and maintenance equipment
- Remaining funds are for projects to expand capacity, to include:
 - Additional Revenue Vehicles
 - Technology/Equipment
 - Maintenance Equipment and Parts
 - Facilities

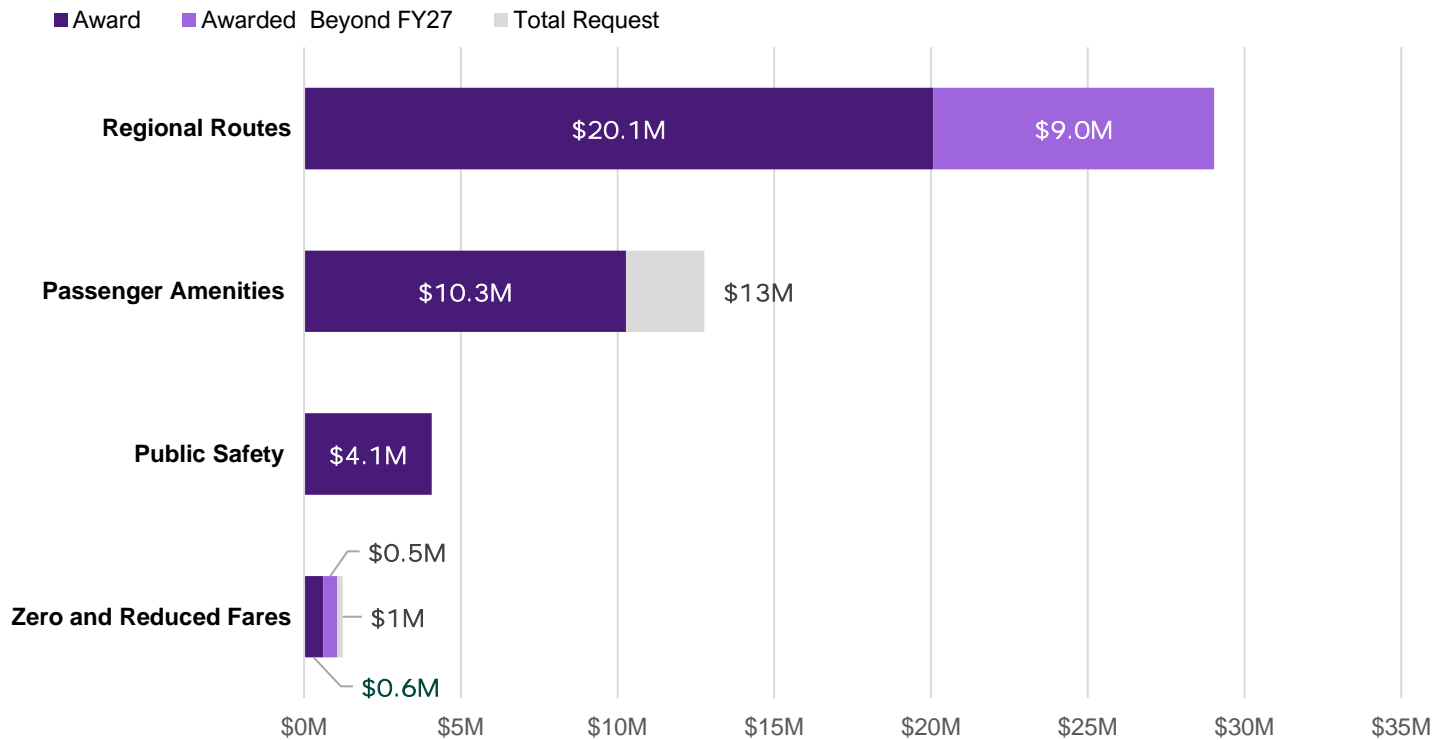
MERIT – Major Expansion Capital Assistance

- Greater Richmond Transit Company (GRTC): Construction of the Pulse Western Extension
 - **Total Project Cost:** \$62.0M
 - **State Contribution:** \$23.1M (37% of Total)
 - \$5.78M annually over four fiscal years (FY27-30)



Growing Ridership Through Innovation & Safety

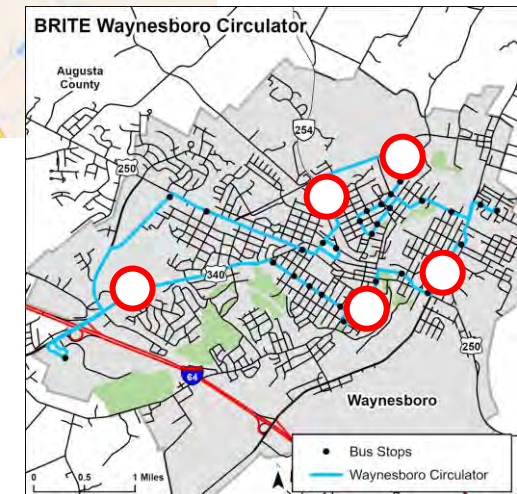
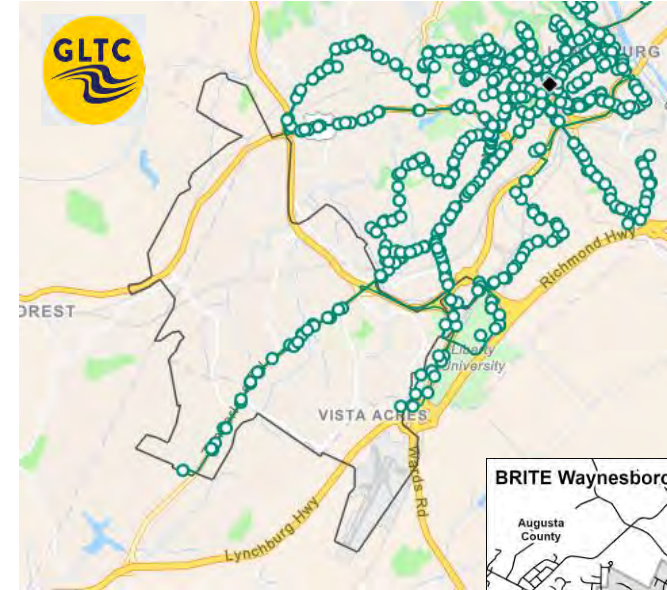
FY27 Transit Ridership Incentive Program (TRIP)
State Funding Requested and Awarded



- **FY27 Request: \$47M**
- **FY27 Recommended Award: \$35M**
 - Regional Routes: \$20.1M
 - Passenger Amenities: \$10.3M
 - Public Safety: \$4.1M
 - Zero and Reduced Fares: \$600k
- **Recommended Award Beyond FY27:**
 - Regional Routes: \$9M
 - Zero and Reduced Fares: \$500k
- **Transferred from MERIT Capital:**
 - 19 Projects submitted in the MERIT Capital program have dual eligibility with TRIP
 - Projects transferred total \$11M in state funds that will be funded out of TRIP instead of MERIT Capital

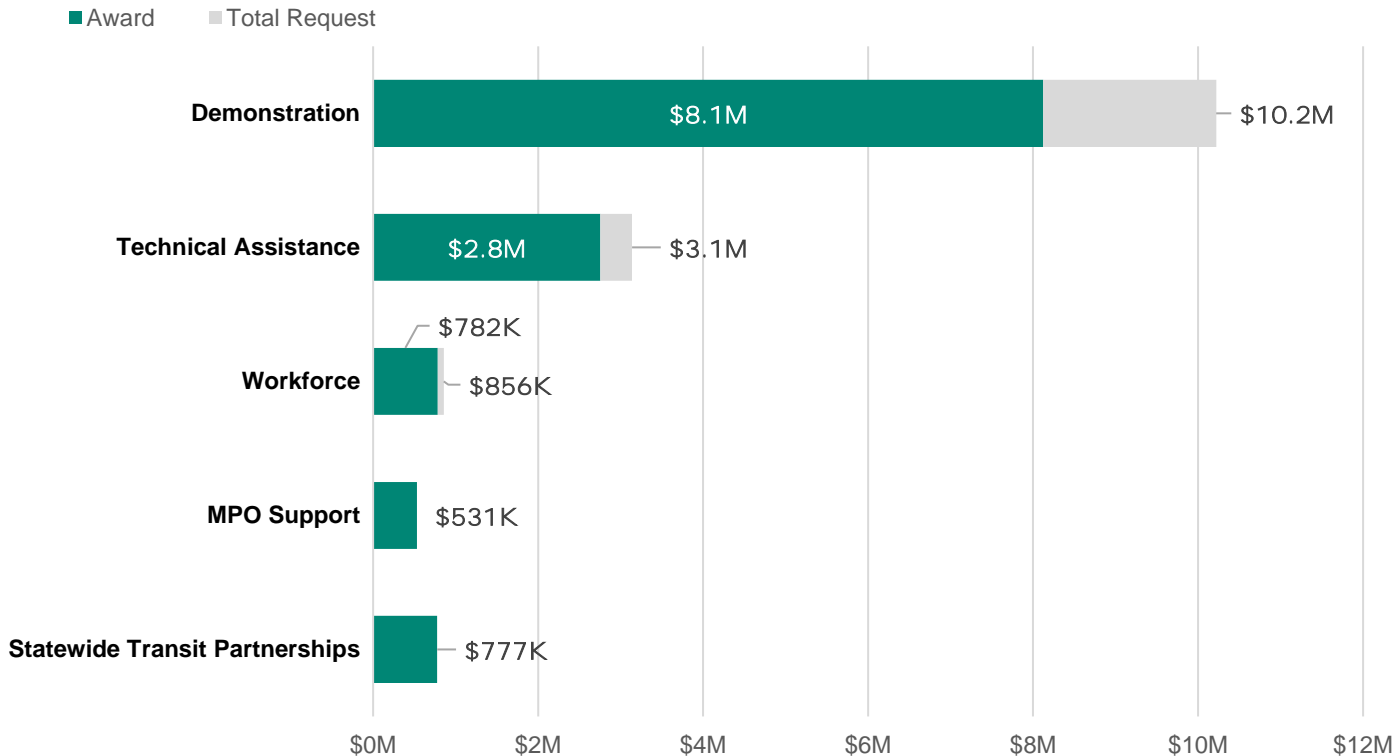
TRIP Project Highlights

- GLTC (Lynchburg) – Timberlake Microtransit Zone
 - Connects growing parts of Bedford County and Lynchburg to the GLTC fixed-route network
- City of Alexandria – Free Metro passes for public middle and high school students
 - Provides an additional travel option to complement school buses and DASH
- City of Waynesboro – Improvements at five BRITE stops
 - Will connect bus stops to sidewalk network
- OmniRide and Suffolk – Onboard security cameras



Growing Ridership & Building Relationships

FY27 MERIT - Special Program State Funding Requested and Awarded

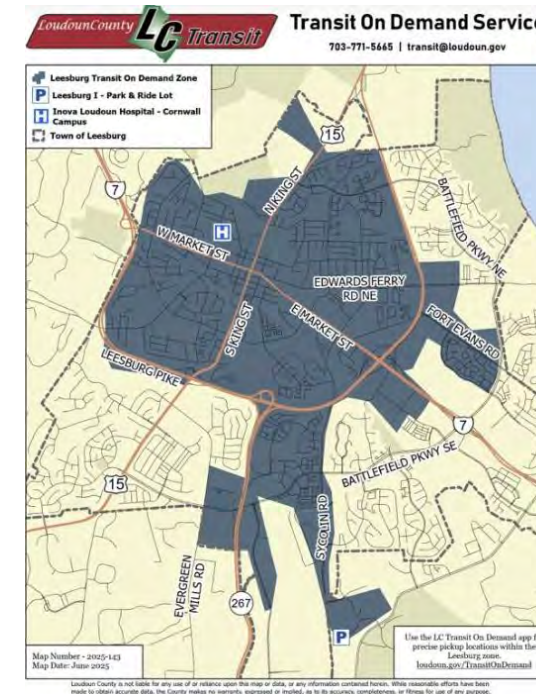


- **FY27 Request: \$21.5M**
- **FY27 Recommended Award: \$19.6M**
 - Demonstration Assistance: \$8.1M
 - Technical Assistance: \$2.8M
 - Workforce Development: \$782k
 - MPO Support: \$531k
 - Statewide Transit Partnerships: \$777k
- **FY27 Transferred to Commuter Assistance Program: \$6.6M**
- Special Programs funds are used to match FTA Section 5303 funding, which support MPO planning activities (\$531K)

MERIT – Special Programs' Projects Highlights

- **Demonstration**

- Loudoun County - Leesburg (Year 2) and Sterling Microtransit Zones
- Virginia Regional Transit – Page County New Transit Service
- Jaunt – New Fixed-Route Service for Greene County and New Midday Loop for Fluvanna and Louisa Counties
- Giles Health and Family – New Transit Service
- Arlington County – AI Enabled Customer Service and Comment Resolution Pilot
- WATA – Spirit of '76 Regional Seasonal Attractions Route



Loudoun County Leesburg Microtransit Service

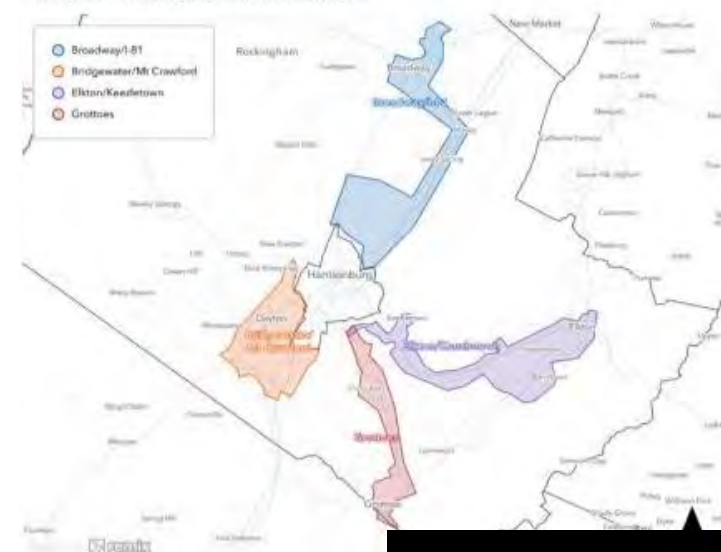
VRT Page County New Transit Service



MERIT – Special Programs’ Projects Highlights

- Technical Assistance
 - CSPDC/Rockingham County Microtransit Development Plan
 - Transit Feasibility Studies – Suffolk, Bristol, Alleghany County, Tysons Shuttle Consolidation
 - HRT Ferry Feasibility Study for Dock Infrastructure Improvements
 - NVTC Strategic Plan
 - Fairfax CUE Service Change Implementation Plan
- Workforce Development
 - Internships or Fellowships – PRTC (OmniRide), GRTC, Arlington County (ART), GLTC, NVTC, DASH (Alexandria)
 - Apprenticeship – DASH (Alexandria)
 - Professional Development - RideFinders

Figure 1: Proposed Microtransit Zones



CSPDC/Rockingham County Microtransit Development Plan

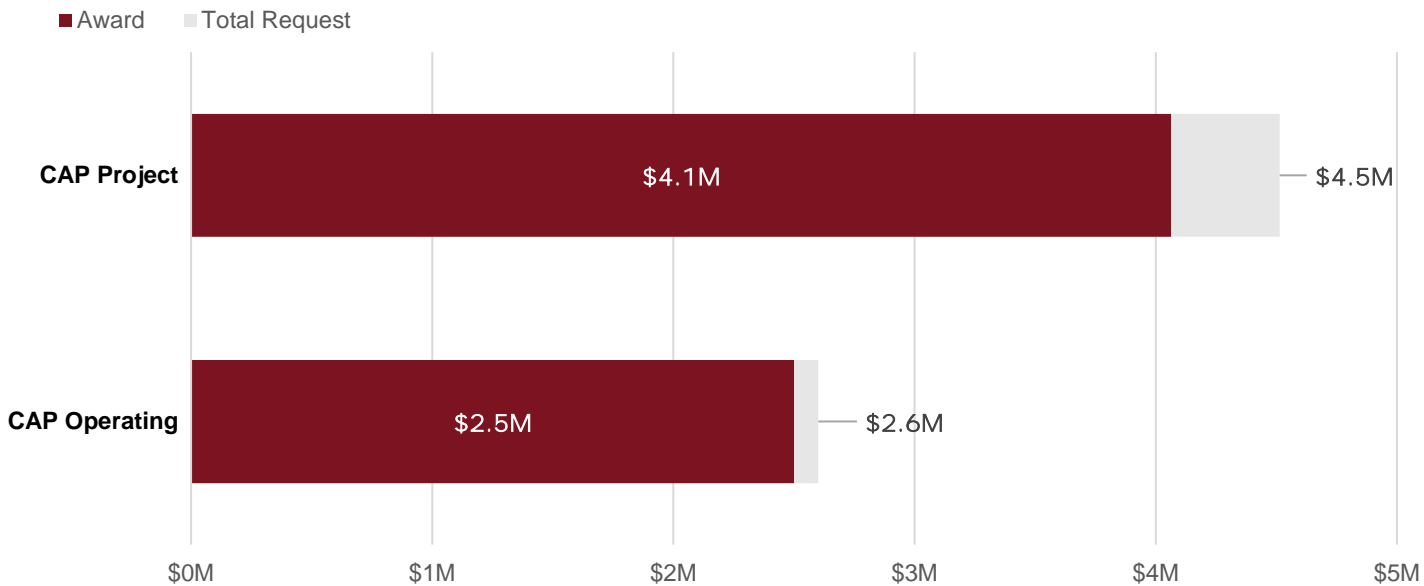
NVTC Transit Fellow Program

NVTC
Transit
Fellows
2022



Reducing Single Occupant Vehicle Travel

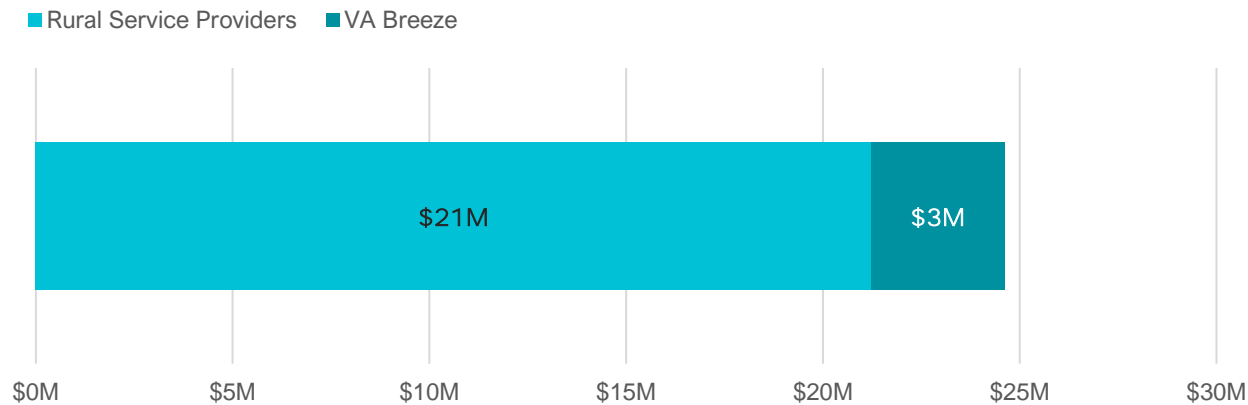
FY27 Commuter Assistance Program (CAP) State Funding Requested and Awarded



- CAP Operating and Project are funded with DRPT Special Programs Revenues
- **FY27 Request: \$7.1M**
- **FY27 Recommended Award: \$6.6M**
 - CAP Project: \$4.1M, 20 projects
 - 5 Transit Marketing
 - 6 Carpool/Vanpool/Bike to Work/SOV Trip Reduction Marketing
 - 4 Employer Trip Reduction
 - 5 Vanpool Assistance
 - CAP Operating: \$2.5M, 15 projects
 - Supports local program staff, ridematching services, and advertising

Growing Needs for Transit in Rural Communities

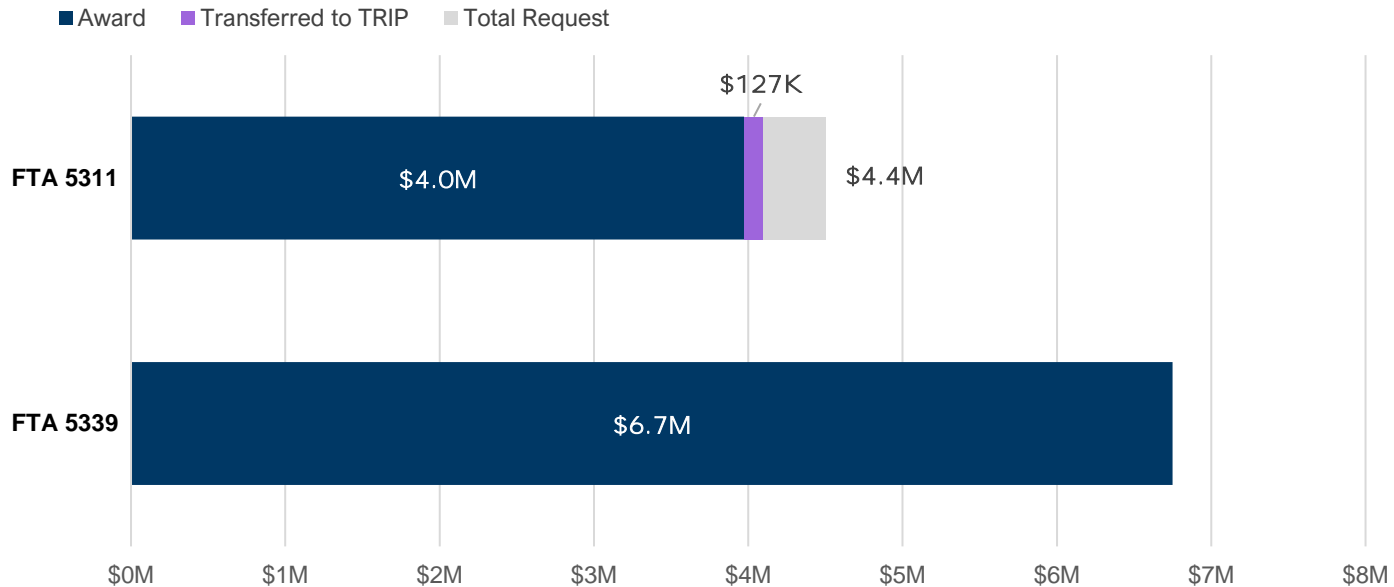
FY27 FTA 5311 - Operating Assistance
State Controlled Federal Funding Requested and Awarded



- Federal rural revenues can be used for both capital and operating projects, Due to the growth of rural needs, the current policy is to fund rural operating needs first with 5311 funding and then capital if funds available
- FY27 has all new 5311 revenues dedicated to operating costs for rural agencies
- **FY27 Request: \$24M**
- **FY27 Recommended Award: \$24M**
 - Rural Service Providers: \$21M
 - Virginia Breeze Intercity Bus Service: \$3M

Supporting Virginia's Smaller Transit Agencies

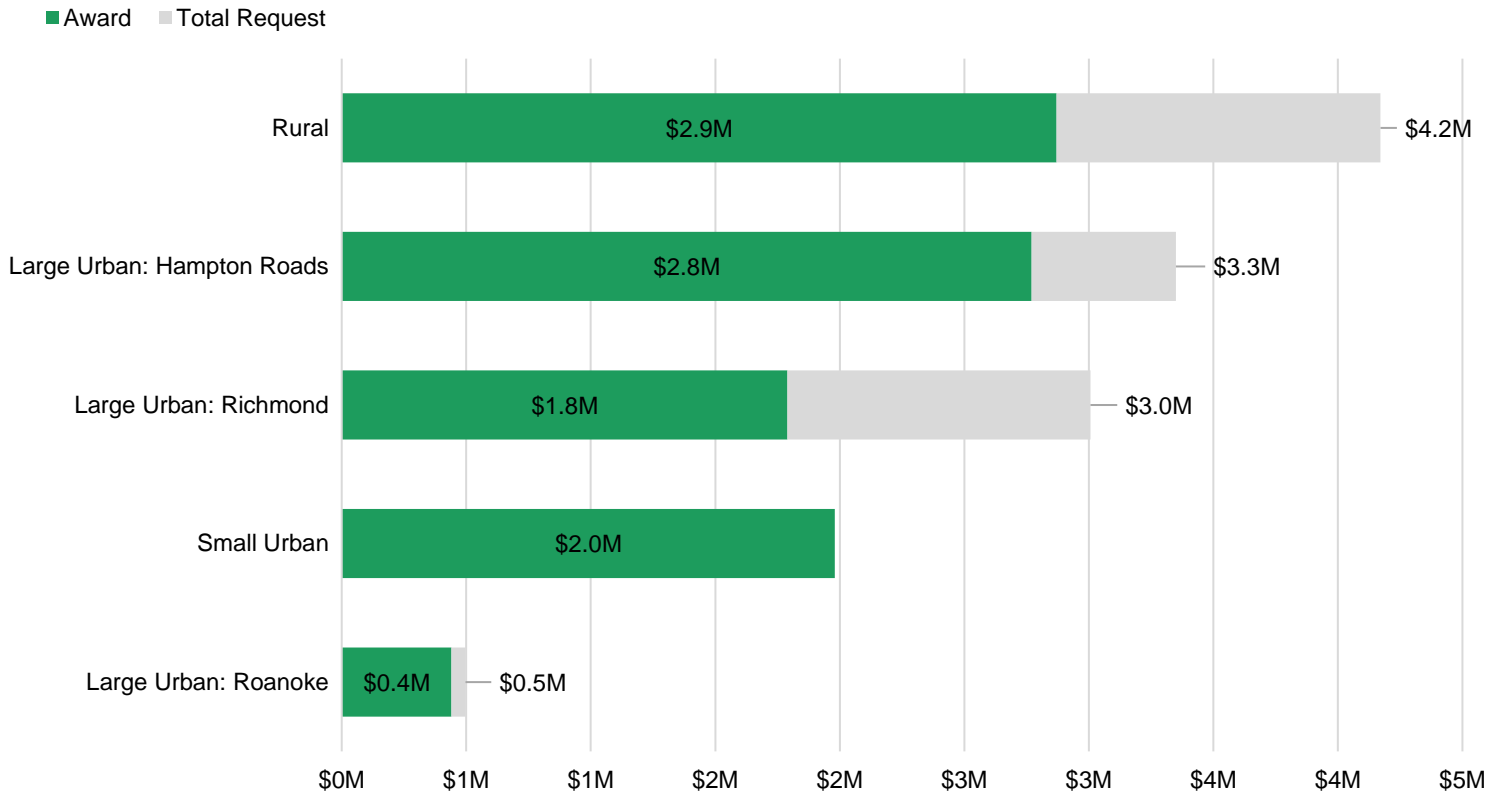
FY27 Federal - Capital Assistance
State Controlled Federal Funding Requested and Awarded



- DRPT receives federal funding through two programs to support transit capital projects:
 - FTA 5311 Rural Area Formula program
 - FTA 5339(a) Bus and Bus Facilities program (small urban providers)
- **FTA 5311 Program:**
 - FY27 Request: \$4.4M
 - FY27 Recommended Award: \$4.0M
 - FY27 Transferred to TRIP: \$127K
- **FTA 5339 Program:**
 - FY27 Request: \$6.7M
 - FY27 Recommended Award: \$6.7M

Improving Access for Seniors & Individuals with Disabilities

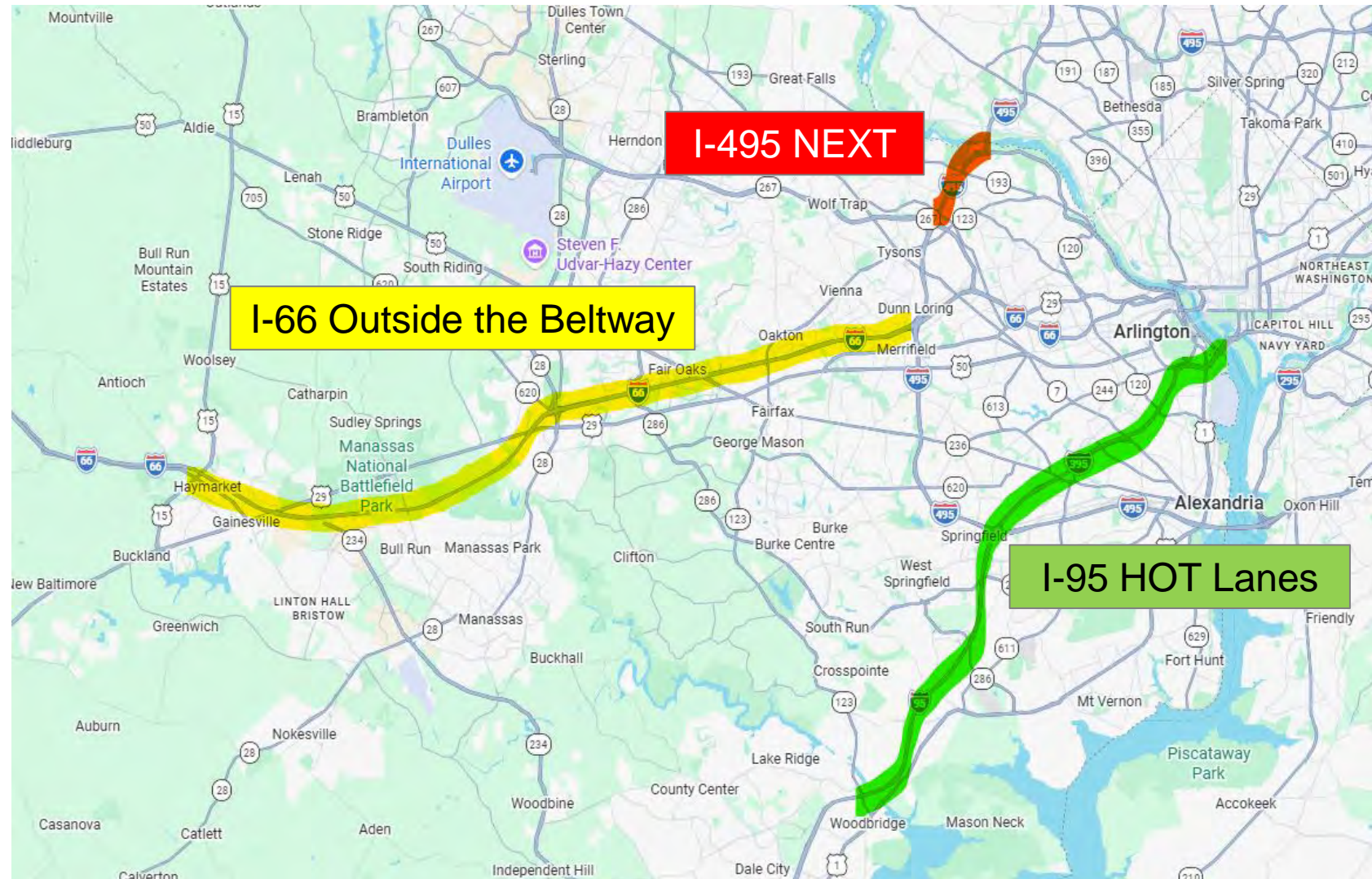
FY27 DRPT Enhanced Mobility Program (FTA 5310)
State Controlled Federal Funding Requested and Awarded by Region



- There are 5 regions in the Commonwealth that each receive an appropriation for FTA 5310 Program funds
- **FY27 Request: \$13M**
- **FY27 Recommended Award: \$9.9M**
 - Capital – Vehicles: \$2.3M
 - Capital – Other (Mobility Management & Contracted Transportation): \$5.4M
 - Operating: \$2.2M
- Total of 49 projects awarded
- The federal awards are augmented with \$2.9M in state paratransit funding to lower local match required

Easing Congestion on Virginia's Interstates

- I-95 HOT Lanes
 - Fairfax County
 - PRTC/OmniRide
- I-66 Outside The Beltway
 - Fairfax County
 - PRTC/OmniRide
 - VRE
- I-495 NEXT
 - Fairfax County



Easing Congestion on Virginia's Interstates

I-95 Capital and Operating

- FY27 state funding recommendations:
 - \$1,429,020
 - Operating for Fairfax Connector express service
 - Operating for OmniRide express service

I-66 Outside the Beltway Capital and Operating

- FY27 state funding recommendations:
 - Capital: \$40,238,388
 - VRE Broad Run Design
 - VRE L'Enfant Station
 - OmniRide Bus Purchases
 - Operating: \$8,488,209
 - Fairfax Connector, OmniRide

I-495 NEXT Capital and Operating

- FY27 state funding recommendations:
 - \$1,358,026
 - Operating funds for Fairfax Connector express service



Virginia Railway Express

- DRPT recommends that VRE receive the full 3.5% (\$19.7M) of eligible funds from the Commonwealth Mass Transit Fund, per the Code, to assist in funding of operating and capital needs
- DRPT assesses funding eligibility based on six service delivery factors and how these compare to national mean and median of commuter rails systems in the United States:
 - Ridership
 - Annual change in ridership
 - Annual change in passengers per mile
 - Cost Efficiency
 - Cost per passenger
 - System Reliability and Safety
 - On-time performance
 - Mean distance between major mechanical failures
 - Annual number of preventable fatalities and injuries
- VRE submitted a detailed annual operating and capital budget to CTB by February 1 as required by Code

Washington Metropolitan Area Transit Authority

- 46.5% of the CMTF (approximately \$258.6M) is allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for operating and capital needs. WMATA must satisfy certain reporting and compliance items contained in Code and CTB policy
- An additional \$50 Million in CMTF funds are provided annually to meet the Commonwealth's share under the federal Passenger Rail Investment and Improvement Act
- \$154.5M also is provided for capital costs from the WMATA Capital Fund, which is separate and not funded from the CMTF

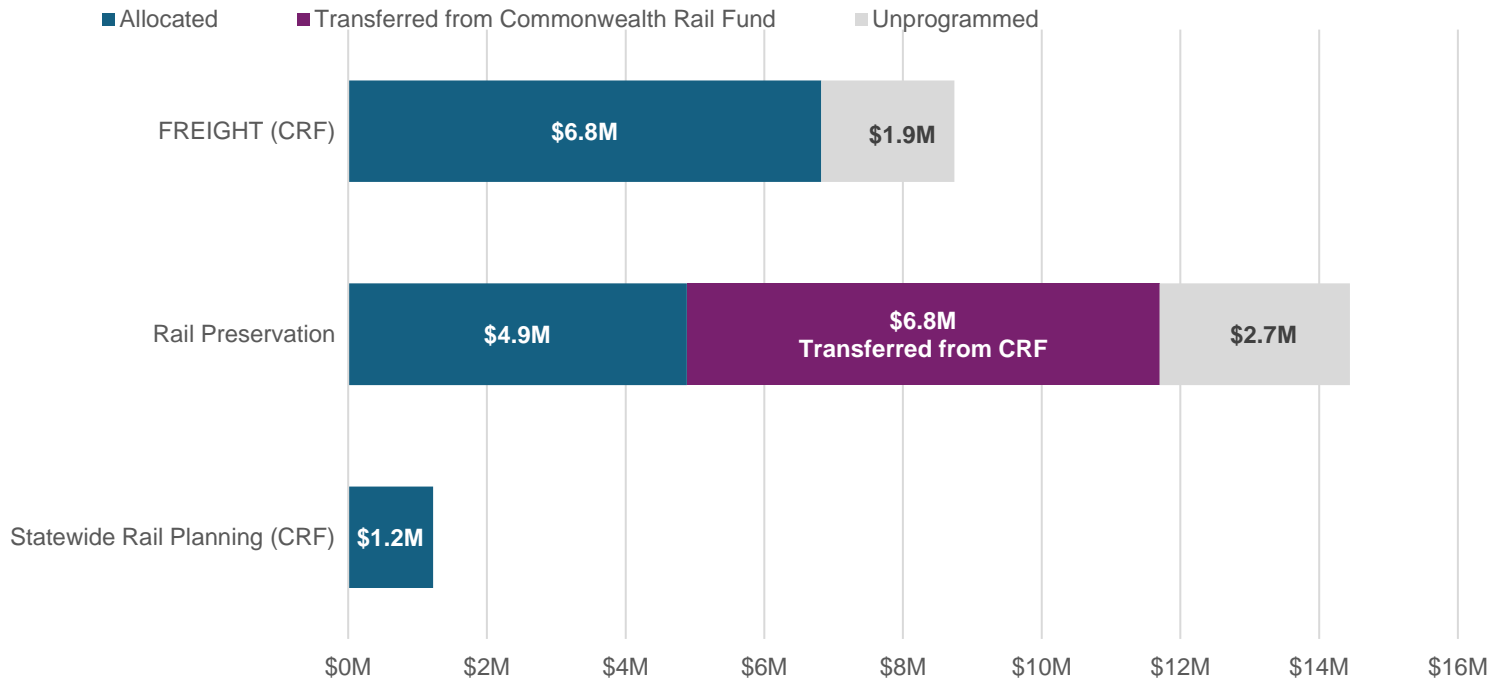


Rail Overview

Optimizing Rail Program Investments for SYIP

FY27 - DRPT Rail Program

Includes Rail Preservation Funds (RPP) and Commonwealth Rail Funds (CRF)



*FY27- DRPT Rail Program includes previously approved multi-year funding allocations for FY27.

**Does not include \$5.7M in anticipated federal grant funds

- FY27 Total Rail Program Recommendation *: \$19.7M
 - FREIGHT Program: \$6.8M (CRF)
 - Network Capacity Expansion
 - Benefit-Cost Analysis
 - 30% Design Required
 - Rail Preservation Program: \$11.7M
 - State of Good Repair for Shortline Railroads
 - 30% Match Required
 - Rail Planning **: \$1.2M (CRF)
 - Statewide Rail Plan
 - Federal Grant Match
 - Technical Assistance
- Program Allocations Beyond FY27:
 - FREIGHT Program: \$9.6M
 - Rail Preservation Program: \$24.5M
 - Rail Planning: \$8.6M
- Funding transferred from CRF to Rail Preservation (up to 50% per year allowed)
 - \$6.8M

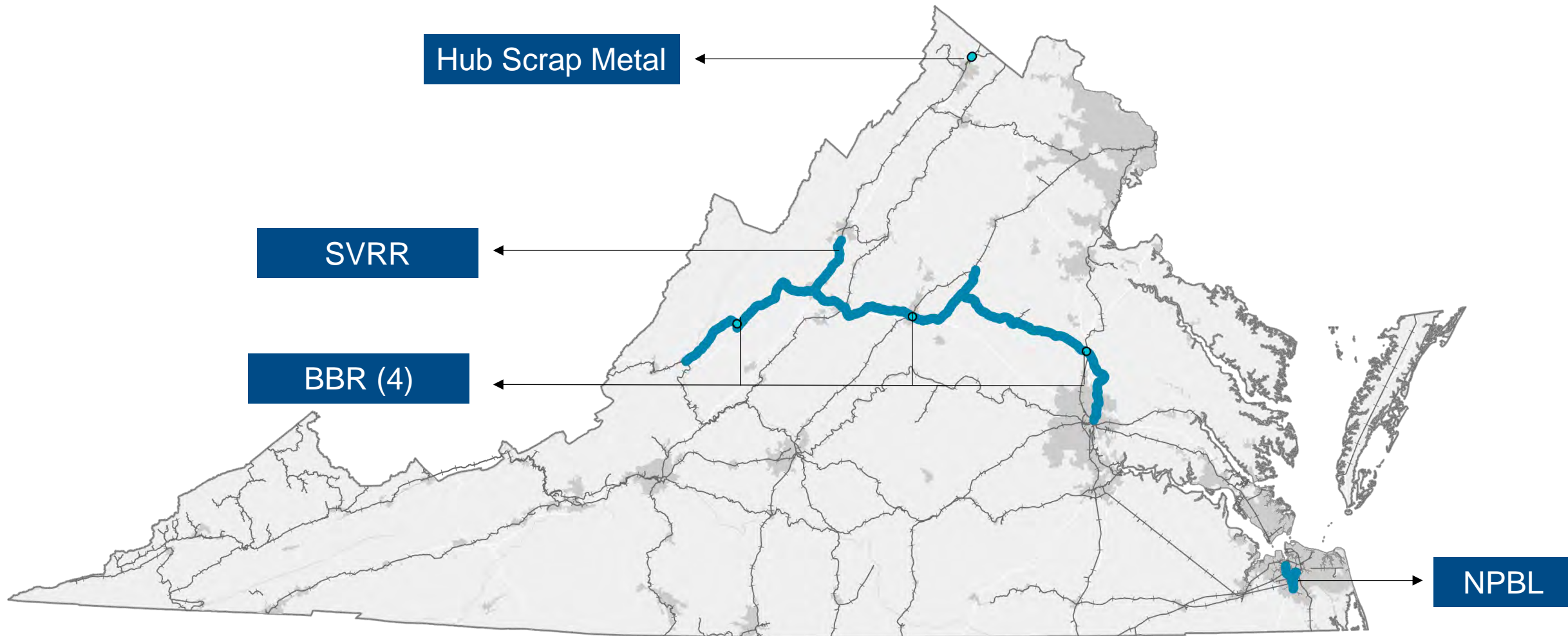
Improving Network Fluidity and Preserving Critical Infrastructure

TOTAL NEW GRANT-FUNDED PROJECTS RECOMMENDED \$18M OVER MULTIPLE FISCAL YEARS

- **Hub Scrap Metal (Staunton District)**
 - FREIGHT: \$4.4M
 - Scope: Expand on-site rail yard in Frederick County
 - Benefit: 23K+ trucks diverted from highway annually
- **Shenandoah Valley Railroad (SVRR) (Staunton District)**
 - Rail Preservation: \$4.7M
 - Private Match: \$2M
 - Scope: Six-year programmatic track and roadbed upgrades in Augusta and Rockingham Counties
 - Benefit: Class II Track Standard Preserved
- **Norfolk Portsmouth Beltline (NPBL) (Hampton Roads District)**
 - Rail Preservation: \$1.05M
 - Private Match: \$0.45M
 - Scope: Programmatic bridge, rail, and tie upgrades in Norfolk and Portsmouth
 - Benefit: Preserve critical infrastructure
- **Buckingham Branch Railroad (BBRR) (Multi-District)**
 - **Three Crossover Projects**
 - FREIGHT: \$0.9M total, \$298K per project
 - Private Match: \$383K total, \$0.13M per project
 - Scope: Install new crossovers in Goshen, Charlottesville & Doswell
 - Benefit: Improve overall network fluidity
 - **Richmond & Alleghany Bridge Improvements and Upgrades**
 - Rail Preservation: \$7M
 - Private Match: \$3M
 - Scope: Multi-bridge upgrade project to maintain 286k weight capacity between Richmond and Alleghany County
 - Benefit: Preserve critical infrastructure

FY27 Rail Recommended Application Summary

New Projects

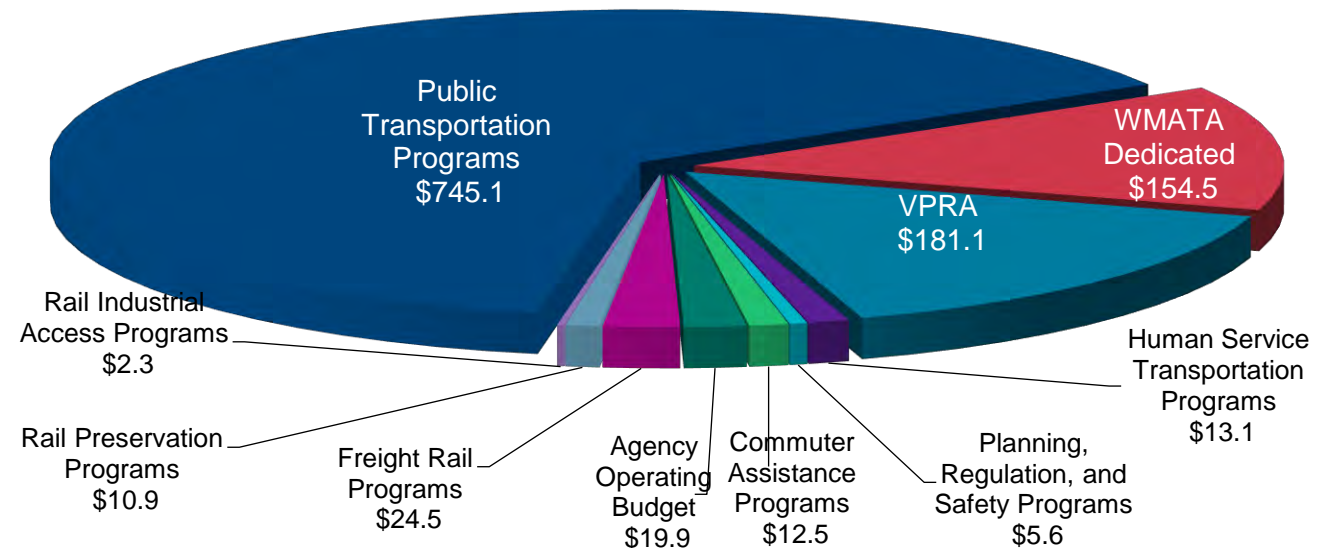


FY27 Agency Budget

FY27 Agency Budget Overview

- Budgeted amounts represent anticipated expenditures in FY27
- DRPT plans to invest \$1,169.5 million in state, federal, and local resources towards improving public transportation and rail across the Commonwealth

DRPT Budgeted Expenditures - FY 2027 (\$1,169.5 Million)



Next Steps

April-May 2026

- Participate at regional public meetings throughout Virginia
- Host DRPT-only virtual public meeting on May 27

➤ **Register Here!**



- Incorporate changes based on SYIP hearing comments
- Finalize the five-year capital budget for projects not funded in the current SYIP

June 2026

- Present the final budget and SYIP to CTB



Appendix

FY27-32 Revenue Estimates

(\$ in millions)

	FY27	FY28	FY29	FY30	FY31	FY32	FY27-FY32	Previous FY26-31	Difference
Commonwealth Mass Transit Revenues									
Statewide Operating Assistance (MERIT)*	138.8	129.5	132.7	136.6	140.7	144.5	822.8	772.6	50.2
Statewide Capital Assistance (MERIT)	100.9	89.9	92.1	94.8	97.6	100.3	575.6	536.0	39.6
Special Programs (MERIT)	20.0	13.2	13.5	13.9	14.4	14.7	89.7	78.9	10.8
Transit Ridership Incentive Program (TRIP)	32.8	31.7	32.5	33.5	34.5	35.4	200.4	189.2	11.2
WMATA Assistance	258.6	245.9	252.0	259.3	267.1	274.2	1,557.1	1,466.4	90.7
WMATA PRIIA	50.0	50.0	50.0	50.0	50.0	50.0	300.0	300.0	-
Virginia Railway Express	19.7	18.5	19.0	19.5	20.1	20.6	117.4	110.4	7.0
Other-Off The Top	24.1	27.4	27.9	28.5	29.1	29.6	166.3	171.1	-4.8
Total Commonwealth Mass Transit Fund	645.0	606.1	619.7	636.1	653.5	669.3	3,829.4	3,624.6	204.8

*MERIT: Making Efficient & Responsible Investments in Transit

FY27-32 Revenue Estimates

(\$ in millions)

	FY27	FY28	FY29	FY30	FY31	FY32	FY27-FY32	Previous FY26-FY31	Difference
Other Public Transit Revenues									
I-395 Tolls	17.8	18.3	18.7	19.2	19.7	20.2	113.9	111.1	2.8
I-66 Outside the Beltway	28.7	16.5	19.0	22.5	24.0	23.0	133.7	108.7	25.0
WMATA Dedicated Capital Fund	168.9	175.4	181.7	187.3	192.5	197.7	1,103.5	1,138.1	-34.6
State Match (TTF for FHWA Transit Projects)	5.1	6.2	6.1	7.2	4.7	6.6	35.9	30.1	5.8
Local Funds	0.3	1.0	1.0	1.1	1.1	1.1	5.6	5.5	0.1
Federal Revenues for Transit									
FTA Formula Grants	75.4	67.6	67.6	67.6	67.6	67.6	413.4	402.0	11.4
CMAQ/RSTP/CRP (FHWA Transit Projects)	20.6	24.9	24.2	28.9	18.8	26.3	143.7	120.4	23.3
Total Public Transit Revenues	961.8	916.0	938.0	969.9	981.9	1,011.5	5,779.1	5,540.5	238.6

FY27-32 Revenue Estimates

(\$ in millions)

	FY27	FY28	FY29	FY30	FY31	FY32	FY27-FY32	Previous FY26-FY31	Difference
Commonwealth Rail Fund Revenues									
FREIGHT Program and Rail Planning	13.7	13.8	14.1	14.5	14.9	15.3	86.3	85.5	0.8
VPRA-Passthrough	181.1	183.3	187.6	192.7	198.1	203.0	1,145.8	1,096.1	49.7
Other Rail Fund Revenues									
Rail Preservation Fund	4.2	4.2	4.2	4.2	4.2	4.2	25.2	25.2	-
Total Rail Program Revenues	199.0	201.3	205.9	211.4	217.2	222.5	1,257.3	1,206.8	50.5
Grand Total Revenues	1,160.8	1,117.3	1,143.9	1,181.3	1,199.1	1,234.0	7,036.4	6,747.3	289.1



Transit Agency/Applicant	FY26 Allocation	FY27 Allocation	Change FY26 to FY27	% Change FY26 to FY27
NVTC - Fairfax County	\$ 23,974,960	\$ 27,873,981	\$ 3,899,020	16%
Hampton Roads Transit	\$ 24,837,288	\$ 27,714,963	\$ 2,877,675	12%
Greater Richmond Transit Company	\$ 19,149,752	\$ 20,925,789	\$ 1,776,037	9%
PRTC	\$ 8,680,793	\$ 10,139,003	\$ 1,458,210	17%
NVTC - City of Alexandria	\$ 10,450,791	\$ 9,439,686	\$ (1,011,105)	-10%
NVTC - Arlington County	\$ 5,903,647	\$ 6,233,044	\$ 329,397	6%
Loudoun County	\$ 4,616,923	\$ 4,923,985	\$ 307,062	7%
Blacksburg Transit	\$ 3,842,698	\$ 4,211,654	\$ 368,956	10%
Charlottesville Area Transit	\$ 3,555,342	\$ 3,733,430	\$ 178,089	5%
Greater Roanoke Transit Company	\$ 3,193,343	\$ 3,278,829	\$ 85,486	3%
Williamsburg Area Transit Authority	\$ 2,231,194	\$ 2,393,568	\$ 162,374	7%
City of Harrisonburg - HDPT	\$ 2,230,681	\$ 2,272,351	\$ 41,670	2%
Greater Lynchburg Transit Company	\$ 1,666,636	\$ 2,037,486	\$ 370,850	22%
NVTC - City of Fairfax	\$ 1,636,081	\$ 1,654,201	\$ 18,121	1%
City of Petersburg	\$ 1,036,984	\$ 1,159,160	\$ 122,177	12%
FRED / Fredericksburg Regional Transit	\$ 1,077,295	\$ 1,104,016	\$ 26,721	2%
Bay Aging	\$ 1,001,822	\$ 1,069,452	\$ 67,630	7%
VRT	\$ 971,879	\$ 1,039,778	\$ 67,899	7%
JAUNT	\$ 962,325	\$ 966,623	\$ 4,299	0%
Danville Transit System	\$ 758,875	\$ 764,243	\$ 5,368	1%
Central Shenandoah PDC	\$ 618,201	\$ 746,576	\$ 128,376	21%
District Three Public Transit	\$ 681,013	\$ 681,409	\$ 396	0%
Mountain Empire Older Citizens, Inc.	\$ 632,075	\$ 617,805	\$ (14,270)	-2%
AASC / Four County Transit	\$ 554,807	\$ 571,616	\$ 16,809	3%
City of Radford	\$ 471,126	\$ 543,738	\$ 72,611	15%
City of Suffolk	\$ 373,177	\$ 456,282	\$ 83,105	22%
City of Winchester	\$ 513,663	\$ 442,220	\$ (71,443)	-14%
STAR Transit	\$ 379,222	\$ 417,594	\$ 38,372	10%
RADAR	\$ 290,339	\$ 320,123	\$ 29,784	10%
Farmville Area Bus	\$ 196,085	\$ 219,357	\$ 23,273	12%
Pulaski Area Transit	\$ 182,624	\$ 210,942	\$ 28,318	16%
Blackstone Area Bus	\$ 181,453	\$ 161,373	\$ (20,080)	-11%
Town of Bluefield-Graham Transit	\$ 109,206	\$ 121,343	\$ 12,137	11%
City of Bristol Virginia	\$ 108,464	\$ 119,753	\$ 11,289	10%
Lake Area	\$ 61,834	\$ 81,263	\$ 19,429	31%
Greensville County	\$ 56,844	\$ 56,038	\$ (806)	-1%
Town of Altavista	\$ 41,490	\$ 44,056	\$ 2,566	6%
Town of Bedford	\$ -	\$ 33,142	\$ 33,142	NA
Town of Chincoteague	\$ 21,388	\$ 20,316	\$ (1,073)	-5%
Total	\$ 127,252,318	\$ 138,800,188	\$ 11,547,870	9%

DRAFT FY 2027 – 2032 SIX-YEAR IMPROVEMENT PROGRAM

 Kimberly Pryor, Chief Financial Officer

April 21, 2026

Draft FY 2027-2032 SYIP

	Final FY 2026-2031	Draft FY 2027-2032	Change
Highways*	\$19.6 billion	\$20.6 billion	\$1.0 billion
Rail & Public Transp.	\$7.1 billion	\$7.4 billion	\$0.3 billion
Total SYIP	\$26.7 billion	\$28.0 billion	\$1.3 billion

*Excludes debt service.

- **Highway Construction Program**
 - Additionally includes \$716.1 million in debt service
 - Provides funding to more than 4,200 projects
 - Current program includes \$2.6 billion to be provided by others

Highlights

- **Reflects new Revenue Sharing and Transportation Alternative selections**
- **Reflects several new projects from the Innovation and Technology Transportation Fund (ITTF) which remains at \$25M annually from the High Priority Projects Program**
- **Unpaved Roads funding from the Construction District Grant Program is \$25M annually**
- **Includes new State of Good Repair Bridges and Pavement projects**

Highlights – Impact to Major Programs

Program	Update Cycle	Final FY2025-2030 Total	Final FY2026-2031 Total	Draft FY2027-2032 Total
State of Good Repair Program (SGR)	Annual	\$2.4B	\$2.4B	\$2.6B
Virginia Highway Safety Improvement Program (VHSIP)	Annual	\$811.9M	\$790.0M	\$862.0M
Special Structures (excluding debt)	Annual	\$554.0M	\$527.9M	\$513.0M
Unpaved Roads	Annual	\$150.0M	\$150.0M	\$150.0M
Innovation and Technology Transportation (ITTF)	Annual	\$150.0M	\$150.0M	\$150.0M
Regional Surface Transportation Program (RSTP)	Annual	\$877.5M	\$841.1M	\$894.9M
Congestion Mitigation Air Quality (CMAQ)	Annual	\$501.3M	\$474.3M	\$503.1M

Highlights – Impact to Major Programs (continued)

Program	Update Cycle	Final FY2025-2030 Total	Final FY2026-2031 Total	Draft FY2027-2032 Total
Construction District Grant (DGP) – including Supplemental Fuel Tax Revenue, excluding Unpaved Roads	Even FY's	\$2.2B	\$2.2B	\$2.4B
High Priority Projects (HPP) – excluding ITTF	Even FY's	\$1.5B	\$1.4B	\$1.6B
Interstate Operations and Enhancement Program (IOEP) – including I-81 Regional Fuels Tax (excluding debt)	TBD	\$2.0B	\$1.9B	\$2.1B
Revenue Sharing (state match only)	Odd FY's	\$600.0M	\$600.0M	\$648.6M*
Transportation Alternatives (TAP)	Odd FY's	\$237.7M	\$227.8M	\$212.8M

*Revenue Sharing state match amounts available over \$100M per year will not be allocated at this time

Proposed New SGR Bridges (millions)

- Approximately \$495M available for VDOT Bridges
- Approximately \$153M available for Local Bridges

District	VDOT Bridges		Local Bridges		Total Bridges	
	# Bridges	Total Cost	# Bridges	Total Cost	# Bridges	Total Cost
Bristol	4	\$65.0	4	\$14.9	8	\$79.9
Culpeper	2	\$17.7	0	\$0	2	\$17.7
Fredericksburg	3	\$75.5	0	\$0	3	\$75.5
Hampton Roads	4	\$42.3	1	\$28.8	5	\$71.1
Lynchburg	2	\$43.4	1	\$2.7	3	\$46.1
NOVA	3	\$40.4	2	\$9.4	5	\$49.8
Richmond	5	\$94.8	0	\$0	5	\$94.8
Salem	6	\$29.8	0	\$0	6	\$29.8
Staunton	6	\$42.5	0	\$0	6	\$42.5
Total	35	\$451.4	8	\$55.8	43	\$507.2

Proposed New SGR Pavements (millions)

- Approximately \$68M available for VDOT Paving
- Approximately \$42M available for Local Paving

District	VDOT Pavements		Local Pavements		Total	
	# Projects	Total Cost	# Projects	Total Cost	# Projects	Total Cost
Bristol	2	\$8.2	3	\$1.2	5	\$9.4
Culpeper	1	\$4.8	2	\$0.6	3	\$5.4
Fredericksburg	1	\$4.8	2	\$0.7	3	\$5.5
Hampton Roads	1	\$5.0	26	\$9.4	27	\$14.4
Lynchburg	1	\$6.6	9	\$3.0	10	\$9.6
NOVA	1	\$4.2	2	\$1.2	3	\$5.4
Richmond	2	\$4.5	5	\$2.9	7	\$7.4
Salem	3	\$9.0	4	\$3.8	7	\$12.8
Staunton	2	\$5.8	7	\$2.8	9	\$8.6
Total	14	\$52.9	60	25.6	74	\$78.5

Proposed New Revenue Sharing Allocations (millions)

- Approximately \$239M available for new allocations
- Includes \$39M in previously de-allocated funds

District	# Projects	Revenue Sharing State Match
Bristol	3	\$1.8
Culpeper	9	\$19.1
Fredericksburg	14	\$18.9
Hampton Roads	25	\$42.1
Lynchburg	9	\$9.0
NOVA	20	\$52.6
Richmond	18	\$39.9
Salem	21	\$22.5
Staunton	24	\$33.5
Total	143	\$239.4

Proposed New TAP Allocations (millions)

- Approximately \$88M available for new allocations

District	# Projects	TAP Allocation
Bristol	3	\$7.0
Culpeper	1	\$0.4
Fredericksburg	5	\$7.7
Hampton Roads	9	\$16.1
Lynchburg	5	\$8.2
NOVA	11	\$16.8
Richmond	12	\$13.9
Salem	3	\$4.2
Staunton	8	\$11.5
Total	57	\$85.8

Proposed New Safety Improvements

- **New Safety projects to be presented following updates to the Virginia Highway Safety Improvement Program (VHSIP) Investment Strategy to be adopted this calendar year**

Proposed New ITTF Improvements (millions)

District	Description	Total Cost
Fredericksburg	Systemic Movement Auto Queue Warning System	\$1.5
Lynchburg	Slow Moving Vehicle Warning System	\$0.6
Richmond	Automated Truck Mounted Attenuator System	\$8.0
Salem	Trajectory Based Traffic Signal Control	\$1.0
Total		\$11.1

Next Steps

- **Conduct Spring Public Meetings**
 - Meeting materials available on-line
<https://www.ctb.virginia.gov/planning/springmeetings2025/default.asp>
- **Adopt Revised FY26 Budget and FY26-31 SYIP in May**
- **Make necessary adjustments based on legislative and other actions**
- **Adopt Final 2027-2032 Six-Year Improvement Program in June 2026**

<p>Monday, April 20 Jepson Alumni Executive Center at the University of Mary Washington 1119 Hanover St, Fredericksburg, VA 22401</p>	<p>Tuesday, April 28 Blue Ridge Community College - Plecker Center for Continuing Education One College Lane, Weyers Cave, VA 22486</p>	<p>Thursday, April 30 VDOT Hampton Roads District Auditorium 7511 Burbage Dr, Suffolk, VA 23435</p>
<p>Tuesday, May 5 VDOT Culpeper District Auditorium 1601 Orange Rd, Culpeper, VA 22701</p>	<p>Thursday, May 7 Southwest Virginia Higher Education Center One Partnership Circle, Abingdon, VA 24210</p>	<p>Monday, May 11 VDOT Richmond District Hawthorne Auditorium 2430 Pine Forest Drive, Colonial Heights, VA 23834</p>
<p>Wednesday, May 13 Holiday Inn Conference Center 3315 Ordway Dr, Roanoke, VA 24017</p>	<p>Tuesday, May 19, 5pm Hotel AKA 625 First Street, Alexandria, VA 22314</p>	<p>Tuesday, May 26 VDOT Lynchburg District Ramey Auditorium 4303 Campbell Ave, Lynchburg, VA 24501</p>

PEDESTRIAN AND BICYCLIST CRASH FACTORS

Commonwealth Transportation Board

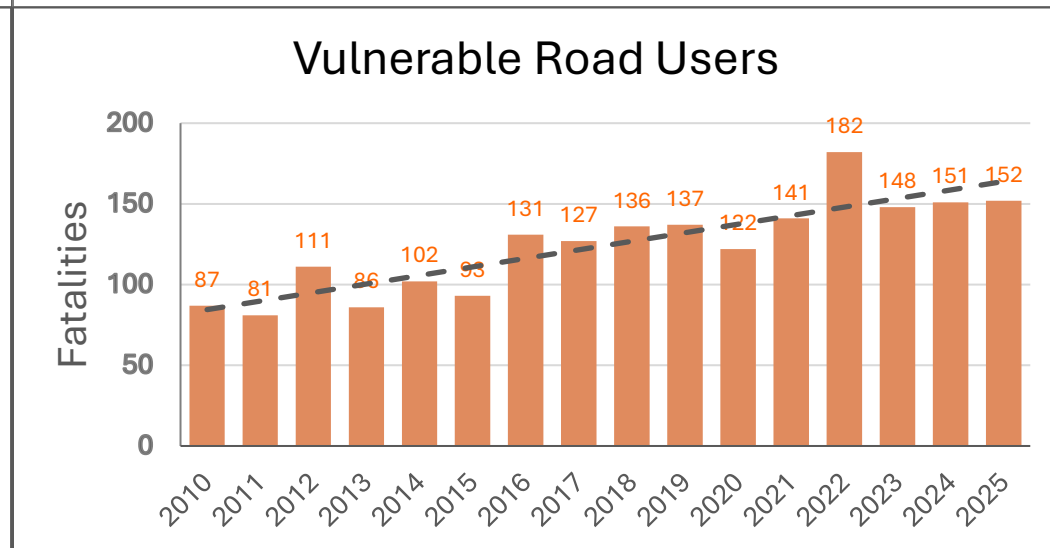
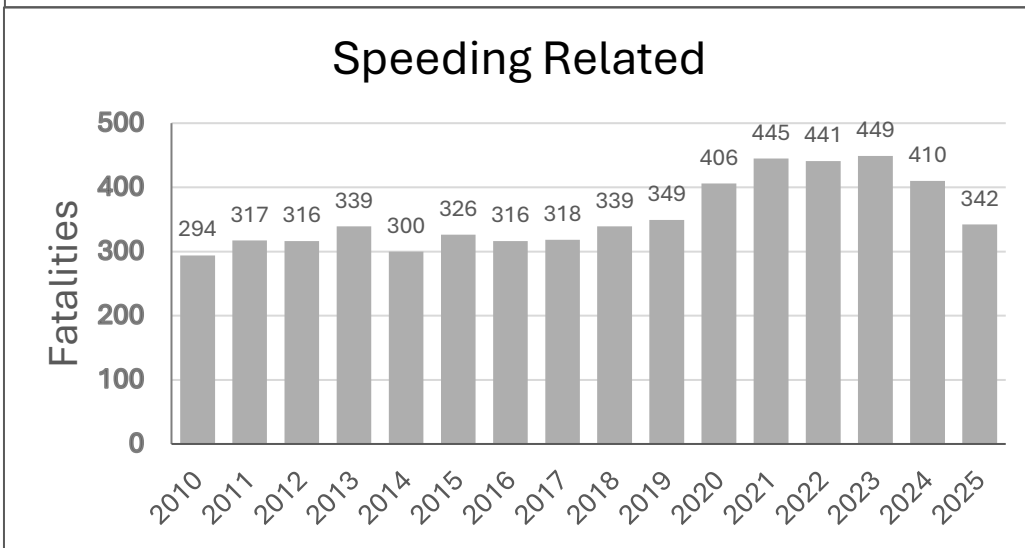
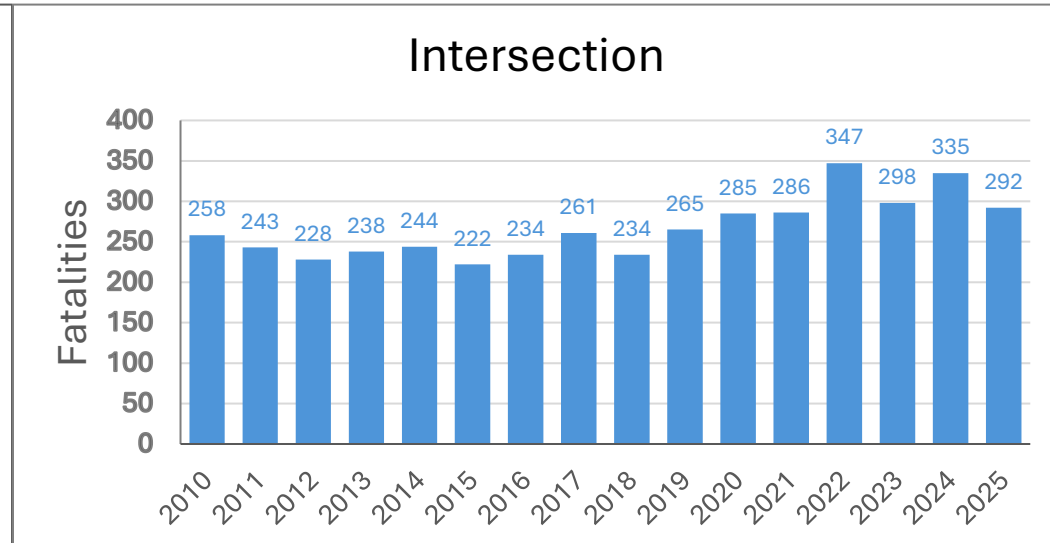
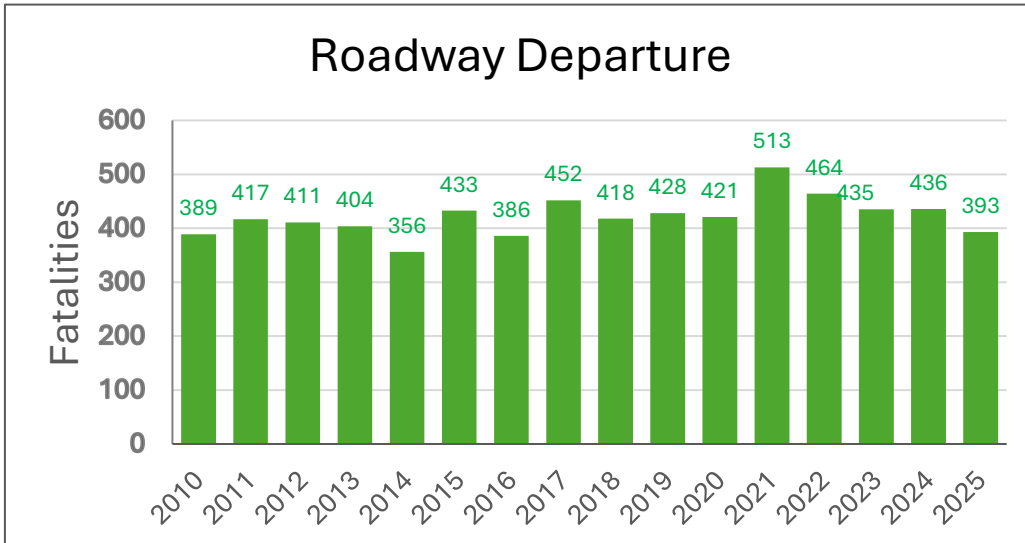
Mark A. Cole, PE
State Traffic Operations Engineer

April 21, 2026

Outline

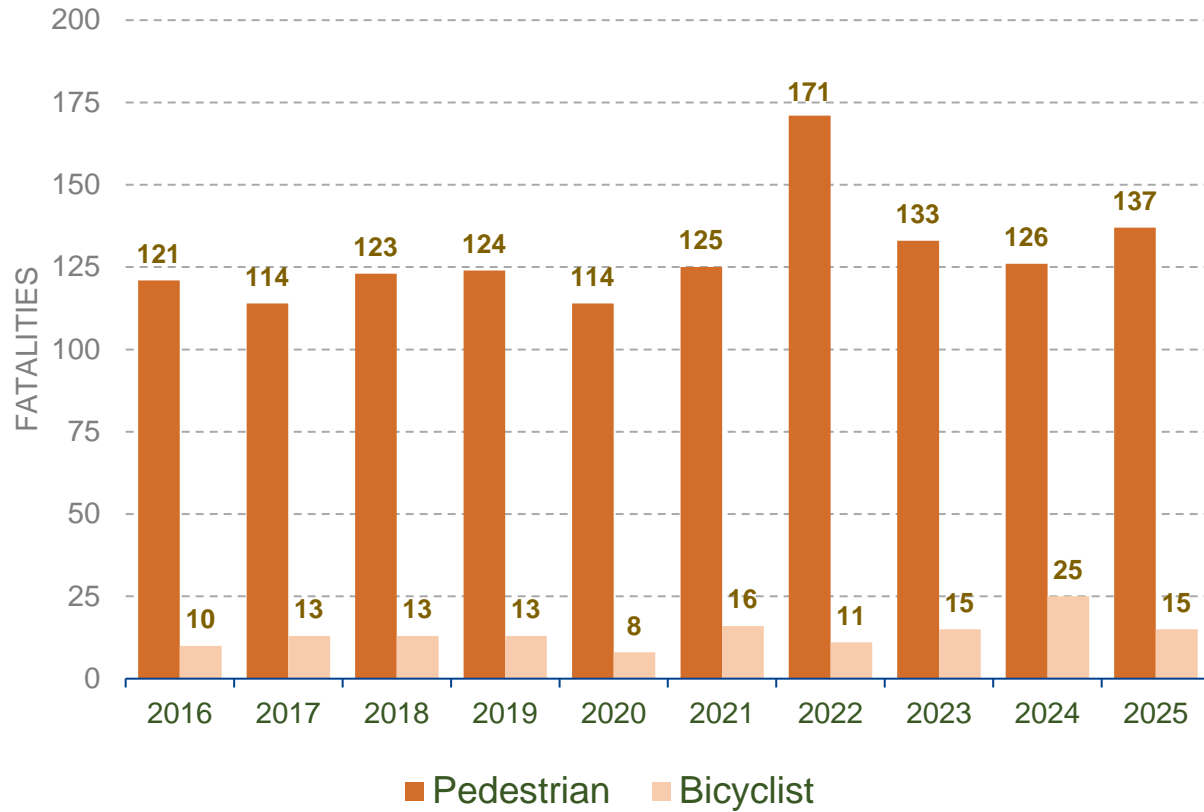
- 1. Trends and Key Findings**
- 2. Urban/Suburban Pedestrian Fatalities Factors**
- 3. Urban/Suburban Bicyclist Fatalities and Serious Injuries Factors**

Virginia's Highway Crash Fatality Trend by Crash Type

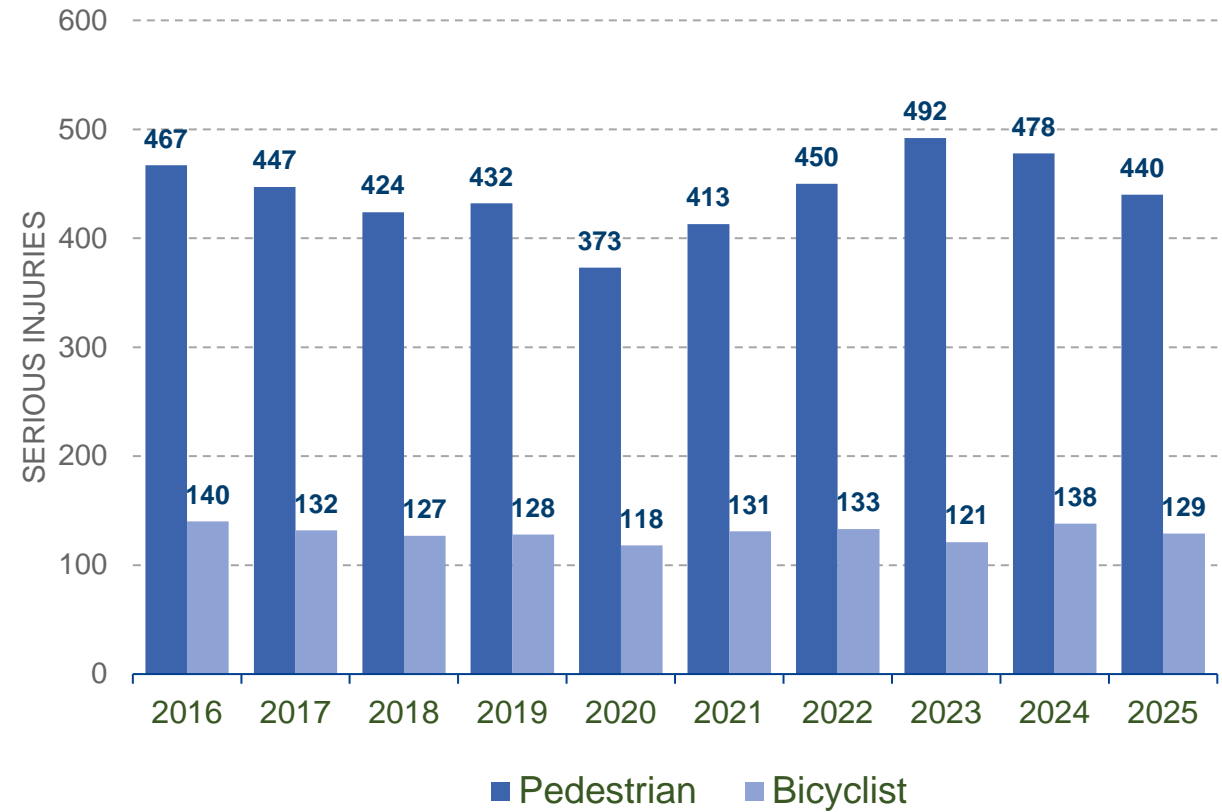


Virginia Pedestrian & Bicyclist Fatalities and Serious Injuries

Fatalities



Serious Injuries



Key Pedestrian Fatality Findings*

- Mix of pedestrian and driver behavior
 - Pedestrian impairment and infrastructure usage
 - Driver speeding and distraction
- 4 out of 5 are on arterials; particularly with bus routes
- Nighttime and visibility limitations
- Crossing the road, both between and at intersections

*Based on analysis of 2021 to 2025 crash data

Key Bicyclist Fatality + Serious Injury Findings*

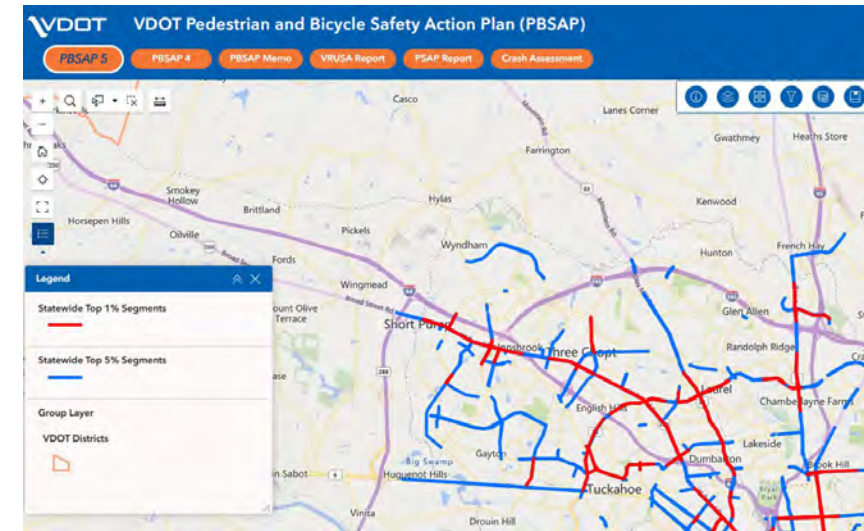
- 9 out of 10 are in urban/suburban areas and predominately on arterials
- 7 out of 10 occur at intersections
- Most are on 2-lane roads
- Nighttime and visibility limitations
- Improper Bicyclist action/behavior in more than half

*Based on analysis of 2021 to 2025 crash data

VDOT Pedestrian and Bicycle Safety Action Plan (PBSAP)

What does the plan do?

- Identifies high-risk locations where vulnerable road users (VRUs) will be active, even if those segments do not have a significant history of VRU crashes
- 3.6% of public road mileage, 57% of VRU crashes

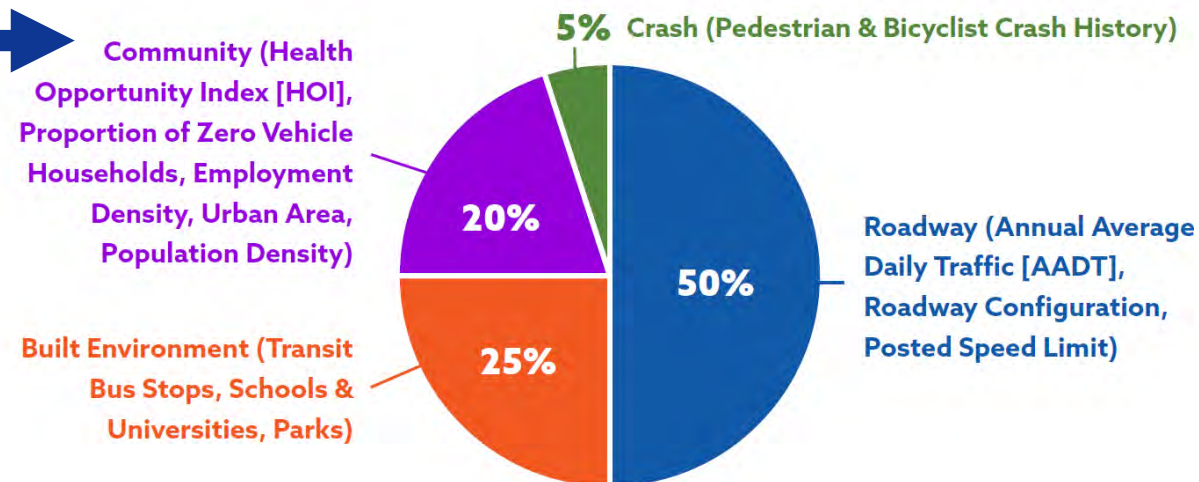


<https://bit.ly/VDOTPBSAP>

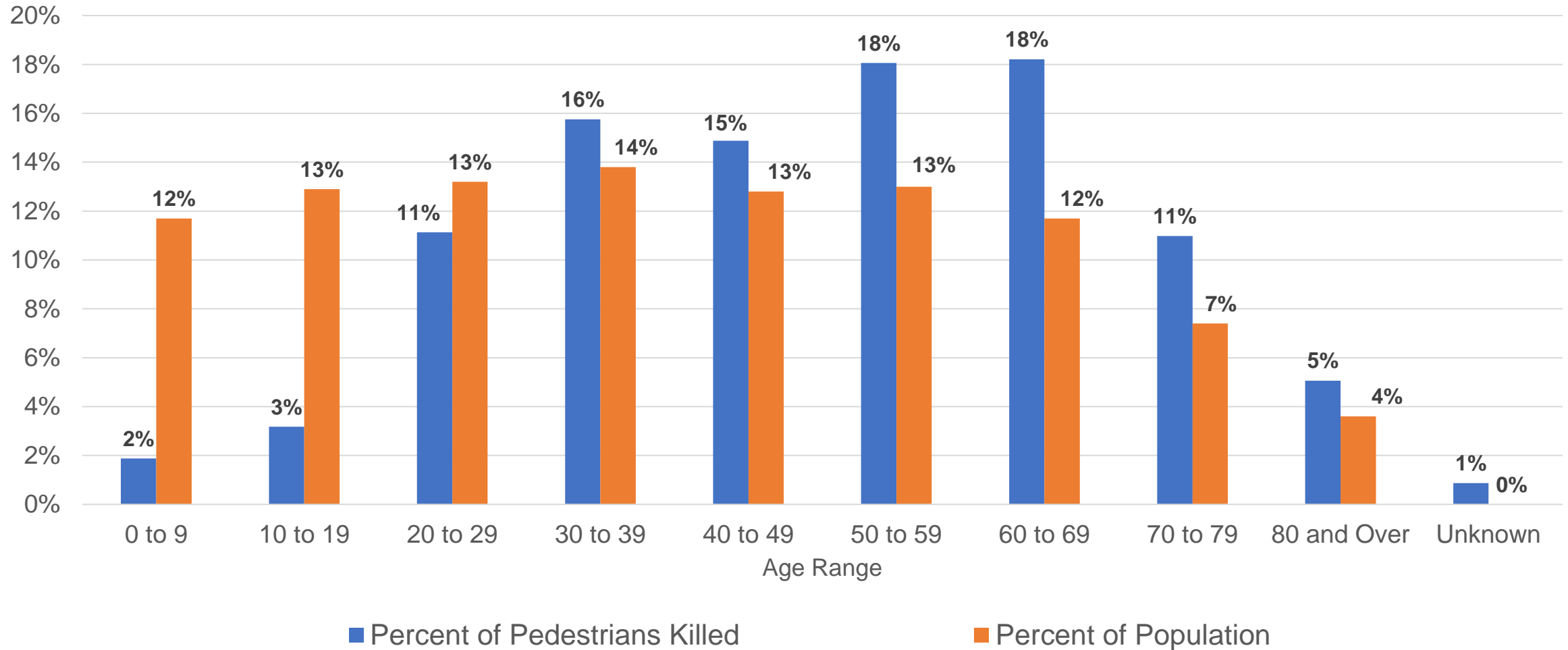
What factors are considered?

How is it used?

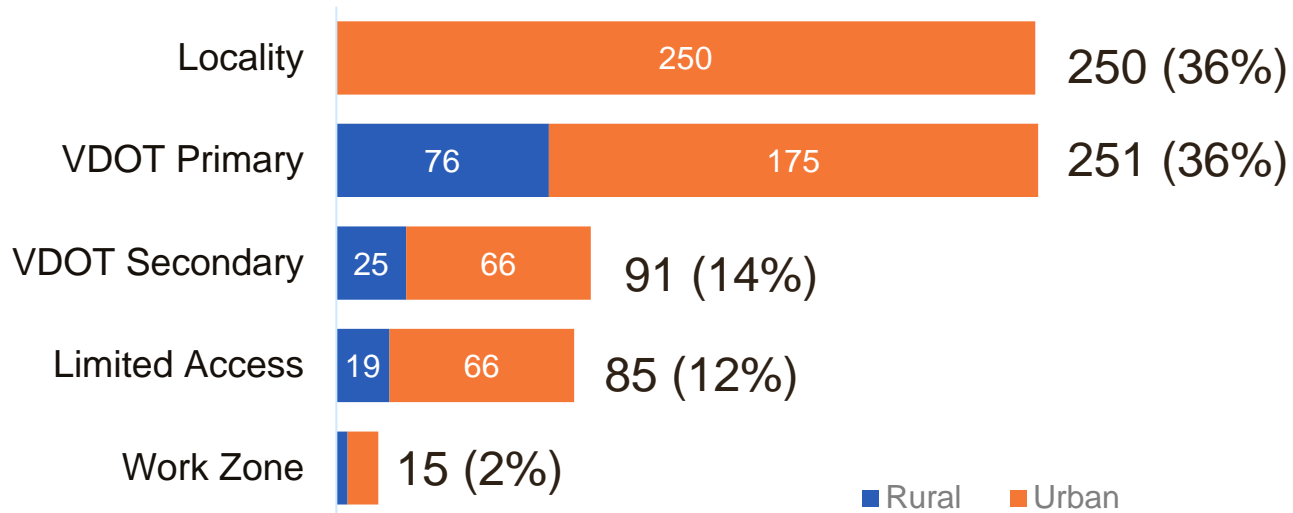
- Safety needs identification for VHSIP and VTrans



Who: Pedestrian Killed Ages (2021-2025)



Where: Ped Fatalities by System and Area Type (2021-2025)



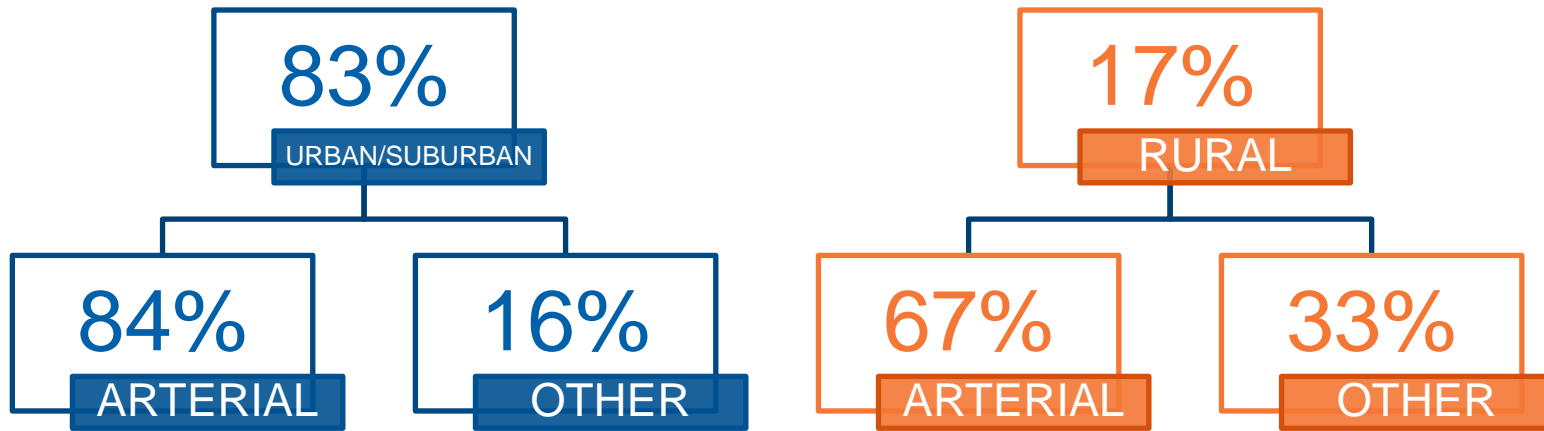
Note: Limited Access and Work zone-related crashes are NOT included for remaining analyses (total 592)

138 pedestrian fatalities per year on average

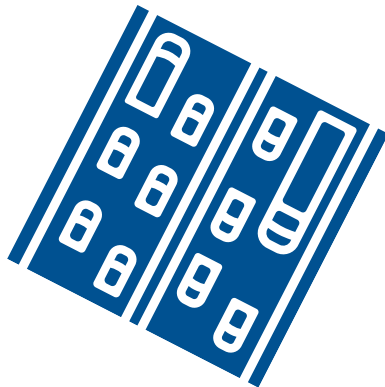
- 18%** are rural roadway fatalities (Icon: Rural landscape with trees and houses)
- 82%** are urban / suburban roadway fatalities (Icon: City street grid)
- 64%** are on VDOT roadways (Icon: VDOT logo)
- 2%** occurred in work zones (summarized in a separate assessment) (Icon: Worker at a work zone)

Pedestrian Non-Limited Access Facility Contexts

Share of Pedestrian Fatalities



42% on urban roads are within 500ft of a Bus Stop
24% are within 150ft



Arterials account for 62% VMT on non-limited access roadways, but 81% of all pedestrian fatalities took place on arterials

* Excludes limited access and work zone data

Crash Survivability : Crash Force

Severity risk increases with higher vehicle speed and more weight



Source: FHWA / AAA

Ped Fatalities Non-Limited Access: Lanes & Speed

Urban/Suburban Areas

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
≤25 mph	69	16	4
≤35 mph	55	79	27
≤45 mph	46	71	87
≤55 mph	10	15	8
>55 mph	0	4	0

158 (32%) of fatalities were on **4+ lane roadways** with 40-45 mph speed limit

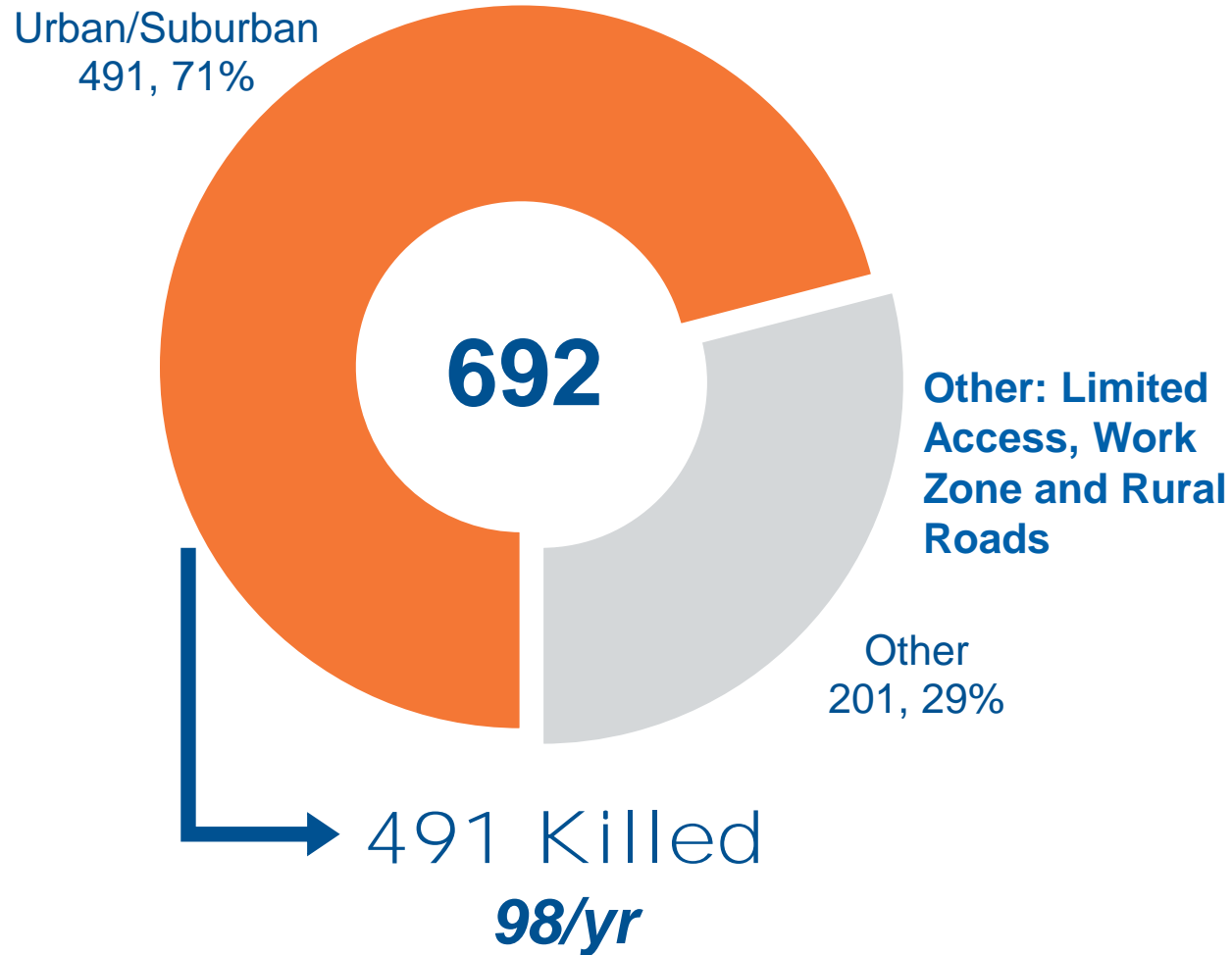
250 (51%) of fatalities were on streets with speed limits of 35 mph or below; of these, 26% were speeding related

Rural Areas

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
≤25 mph	4	0	0
≤35 mph	5	1	0
≤45 mph	19	12	0
≤55 mph	35	14	1
>55 mph	1	8	1

2- and 4-lane roadways with speed limits of 45 mph or above had the highest share of fatalities

Pedestrians Killed: Urban / Suburban Areas



43% occurred between intersections

57% occurred at or within 150 ft of intersections



27% occurred at signalized intersections



9% of drivers were distracted

42% of pedestrians were drunk or drugged



Urban/Suburban: Pedestrian Visibility

LOCATION

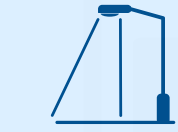
TIME OF DAY

DRIVER VISION OBSCURED

Between Intersections



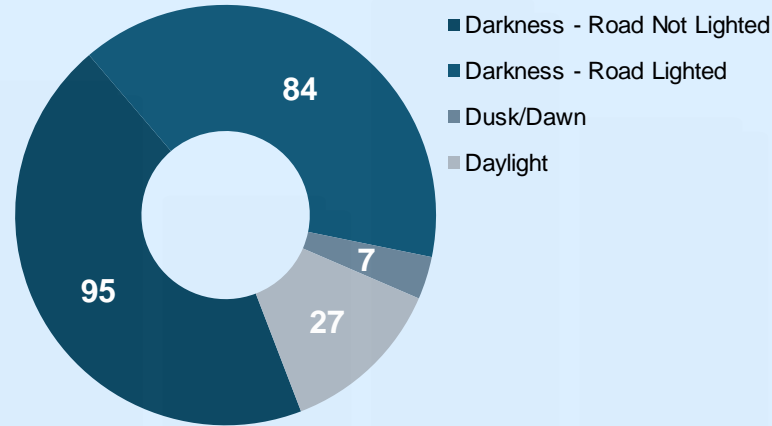
43% of fatalities



84%
happened
at night



50% of fatalities at night were in areas without lighting



12% of drivers
had obscured vision

At or Within 150 ft of Intersections



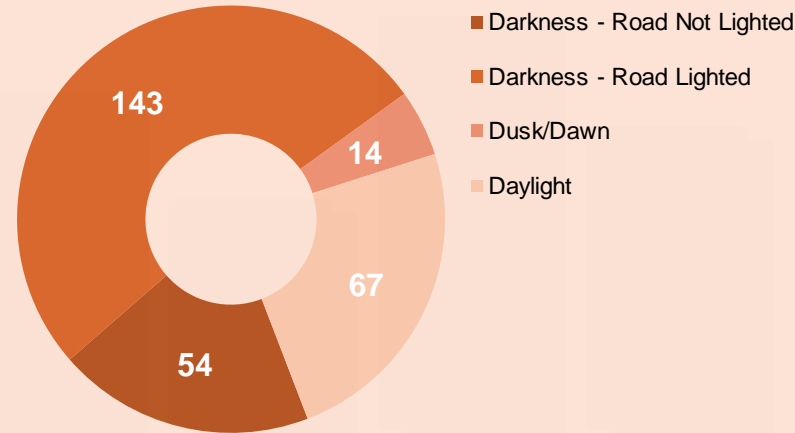
57% of fatalities



71%
happened
at night



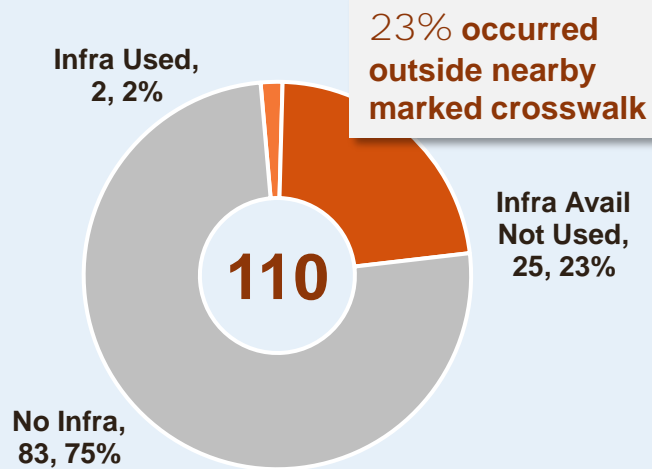
23% of fatalities at night were in areas without lighting



16% of drivers
had obscured vision

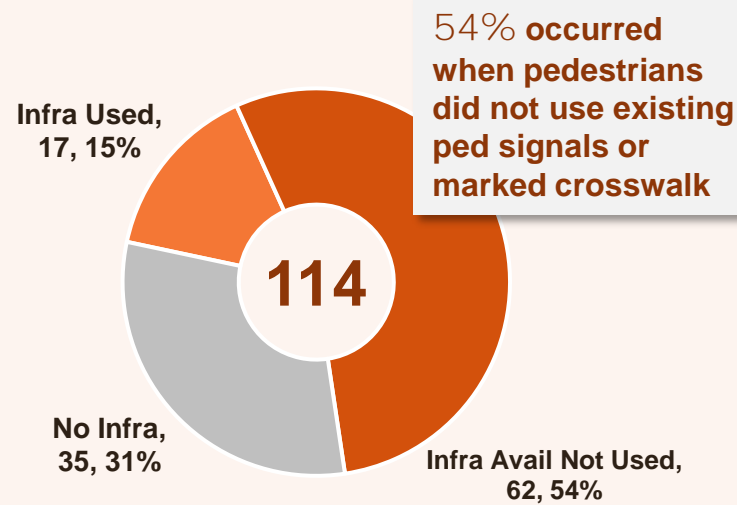
Urban/Suburban: pedestrian deaths crossing the road

BETWEEN INTERSECTIONS (34%)



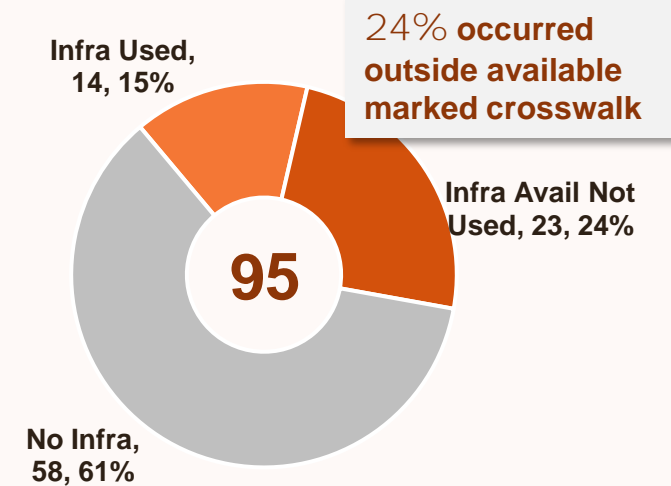
Infrastructure = marked mid-block crosswalk (not common)

SIGNALIZED INTERSECTIONS (36%)



Infrastructure = ped signals and marked crosswalk

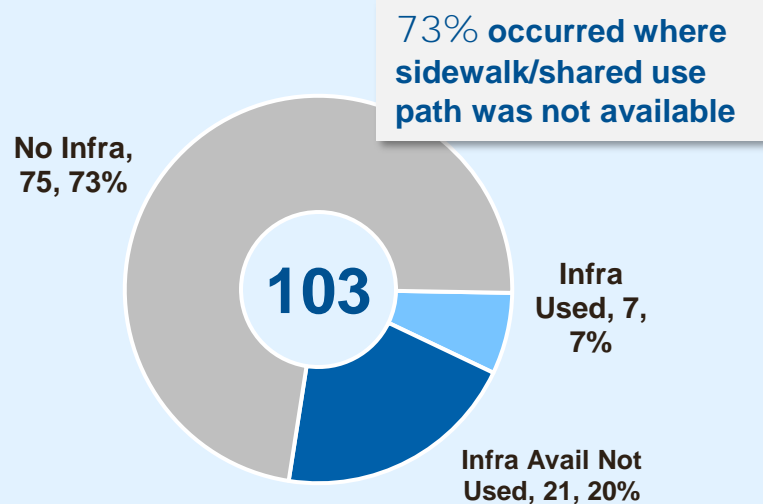
UNSIGNALIZED INTERSECTIONS (30%)



Infrastructure = marked crosswalk

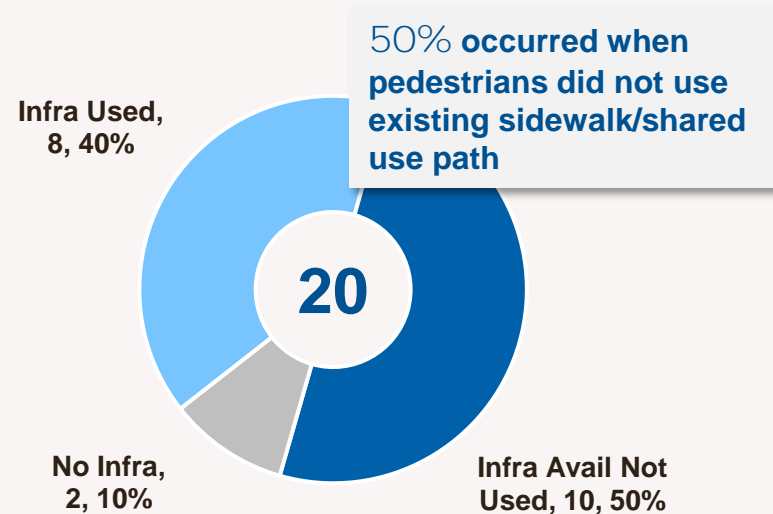
Urban/Suburban: pedestrian deaths walking along the road

BETWEEN INTERSECTIONS (60%)



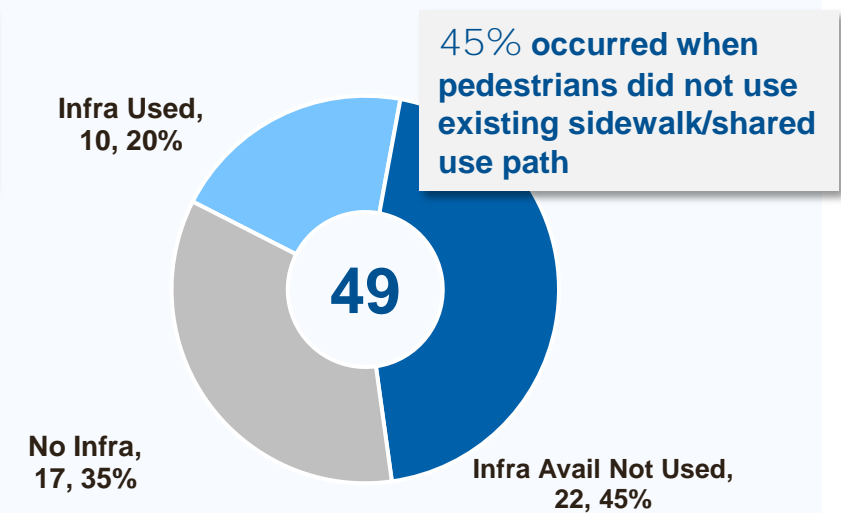
20% occurred where sidewalk/shared use path was available but not used

SIGNALIZED INTERSECTIONS (12%)



Infrastructure (Infra) = Sidewalk or Shared Use Path

UNSIGNALIZED INTERSECTIONS (28%)

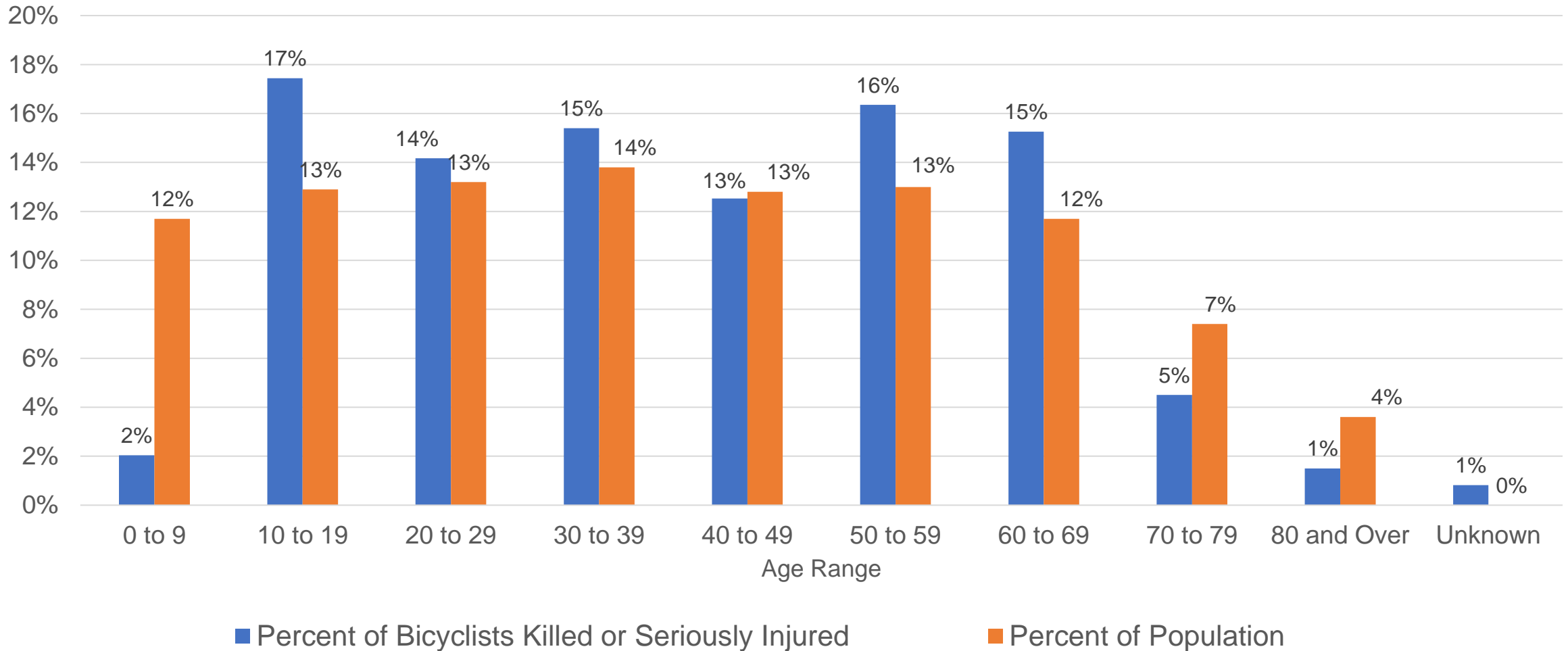


Key Pedestrian Fatality Findings*

- VDOT Suburban 4-6 lane Arterials; Locality Urban 2-4 lane Arterials
- Night-time crashes are predominate
- Crossing the road, particularly at uncontrolled intersection approaches and between intersections
- Pedestrian impairment issues
- Pedestrians not using provided crossing and walking facilities
- Driver issues include increased speed related, distraction and vision obscured

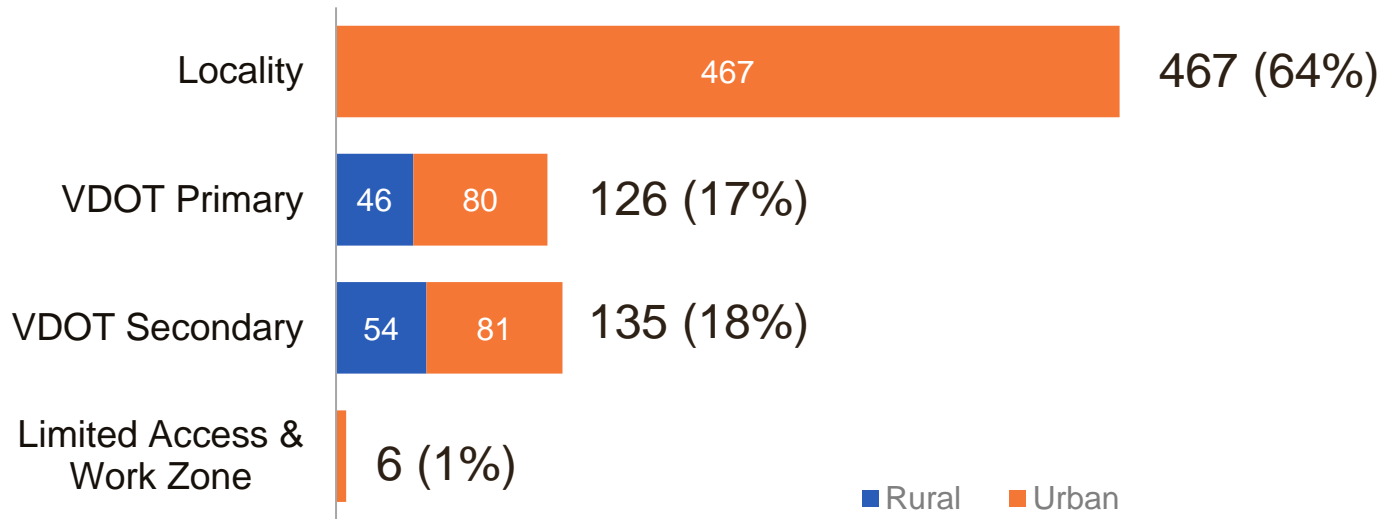
*Based on analysis of 2021 to 2025 crash data

Who: Bicyclist Killed and Seriously Injured Ages (2021-2025)



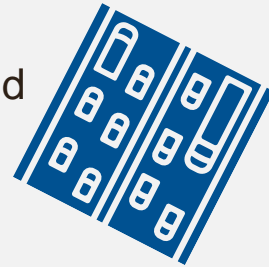
**2025 Bicyclist Serious Injury data is preliminary*

Bicyclists Killed or Seriously Injured Summary (2021-2025)



14% are rural roadway fatalities

86% are urban and suburban roadway fatalities



36% are on VDOT roadways



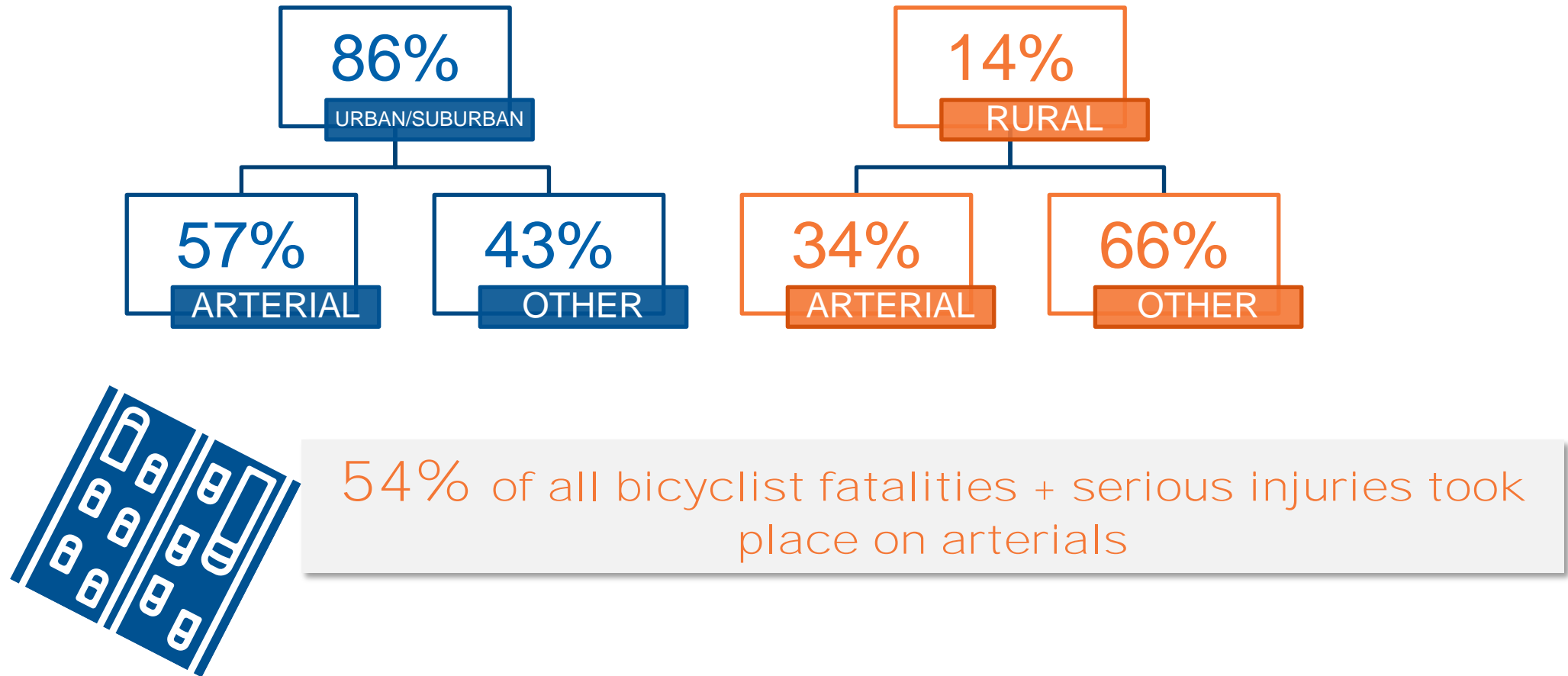
0.7% occurred in work zones (summarized in a separate assessment)

147 bicyclist fatalities and serious injuries per year on average

At least 5% are related to e-bikes or e-scooters

Bicyclist Killed or Seriously Injured: System Contexts

Share of Bicyclist Fatalities and Serious Injuries



Note: Limited Access and Work zone-related crashes are NOT included for this and remaining analyses (total 728)

Bicyclist Fatalities and Serious Injuries : Lanes & Speed

Urban/Suburban

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	242	35	8
<=35 mph	102	62	15
<=45 mph	57	50	35
<=55 mph	10	9	3
>55 mph	0	0	0

2-lane roadways with 25 mph or less speed limit had the highest share

464 (74%) fatalities and serious injuries were on streets with speed limits of 35 mph or below; of these, 8% were speeding related

Rural

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	6	0	0
<=35 mph	14	2	0
<=45 mph	27	1	0
<=55 mph	34	12	0
>55 mph	1	3	0

2-lane roadways with speed limits of 40-55 mph had the highest share

Bike Fatalities and Serious Injuries: Visibility

LOCATION

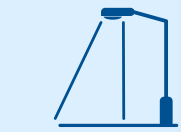
TIME OF DAY

DRIVER VISION OBSCURED

Between Intersections



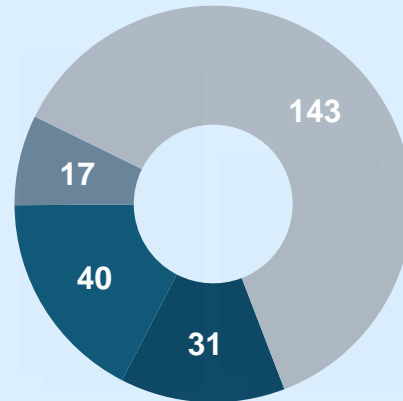
32% of fatalities and serious injuries



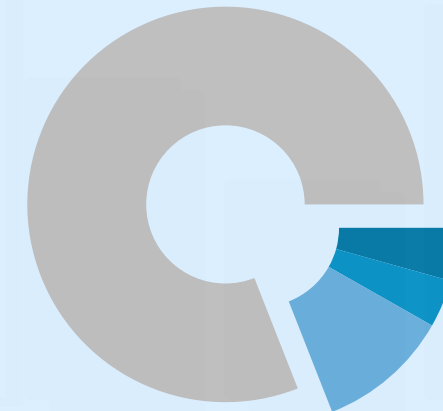
31% happened at night



57% at night were in areas without lighting



- Darkness - Road Lighted
- Darkness - Road Not Lighted
- Dusk/Dawn
- Daylight



- Moving Sight Distance
- Stationary Sight Distance
- Vehicle Issue
- Not Obscured



19% of drivers had obscured vision

At or Within 150 ft of Intersections



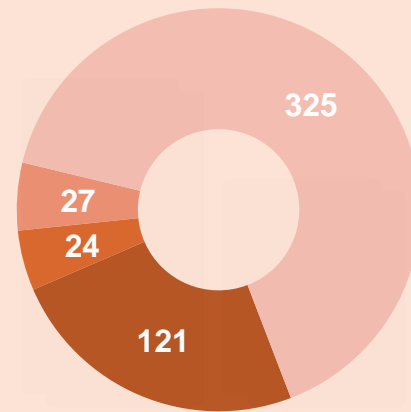
68% of fatalities and serious injuries



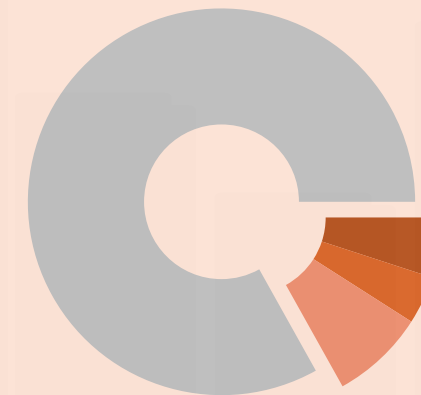
29% happened at night



20% at night were in areas without lighting



- Darkness - Road Lighted
- Darkness - Road Not Lighted
- Dusk/Dawn
- Daylight



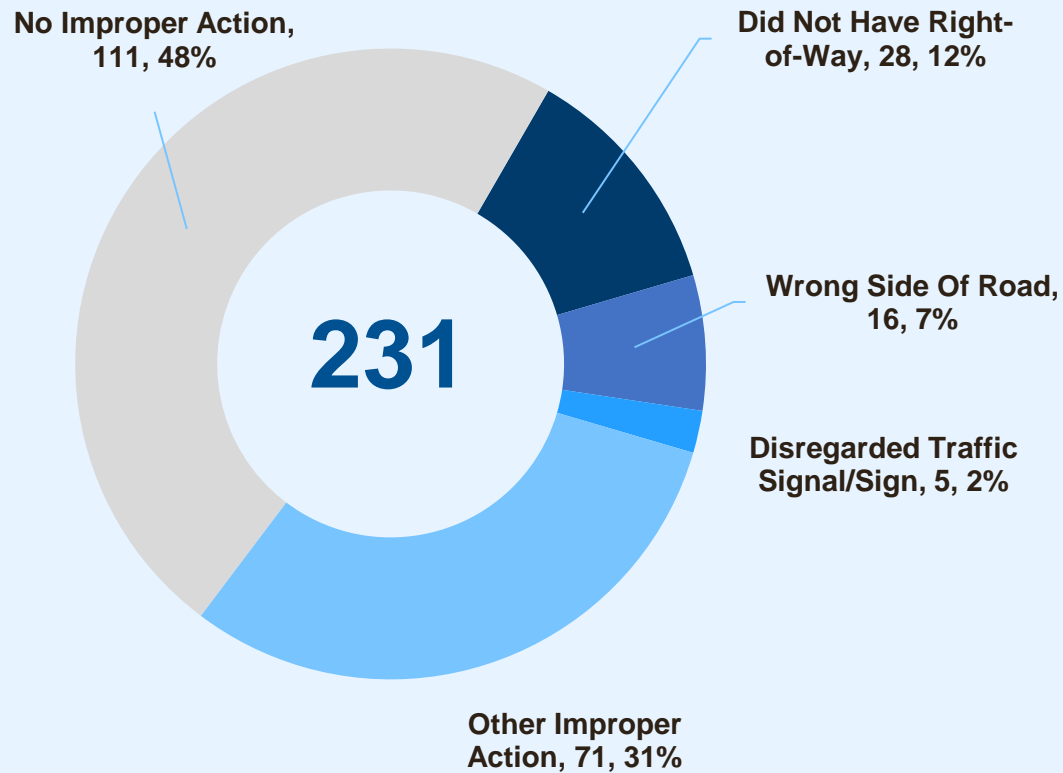
- Moving Sight Distance
- Stationary Sight Distance
- Vehicle Issue
- Not Obscured



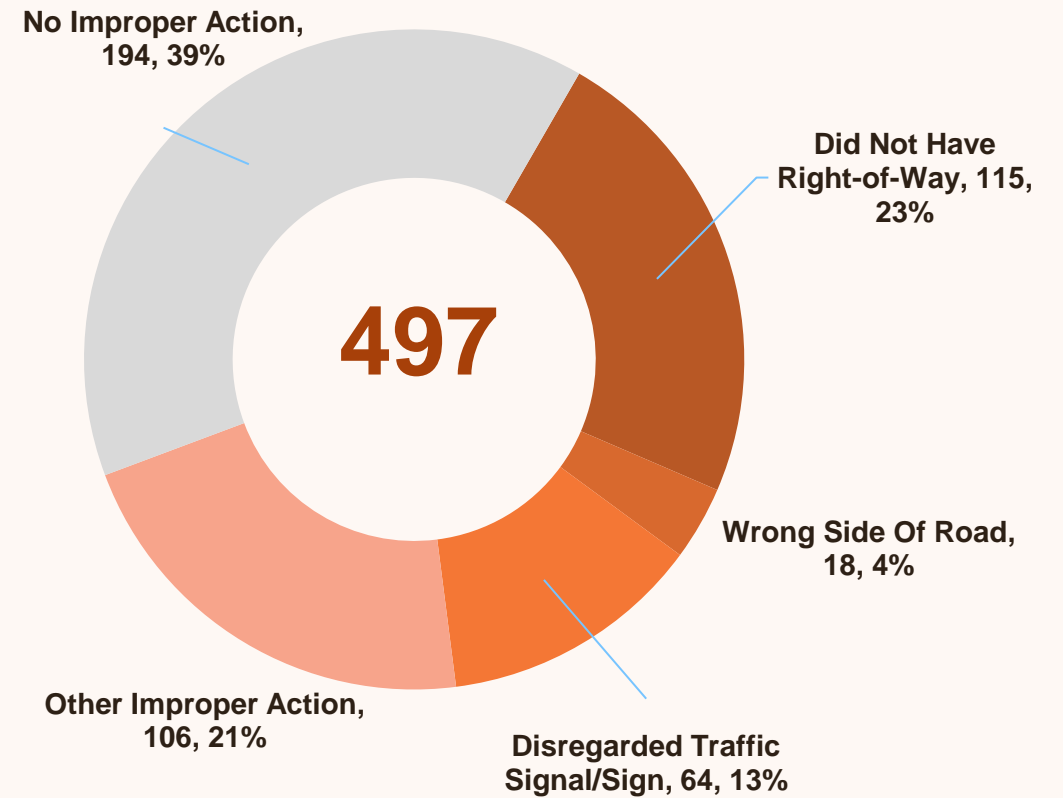
17% of drivers had obscured vision

Bicyclist Actions

Between Intersections



At or Within 150 ft of Intersections



Key Bicyclist Fatality + Serious Injury Findings*

- 9 out of 10 are in urban/suburban areas and predominately on arterials
- 7 out of 10 occur at intersections
- Most are on 2-lane roads
- Nighttime and visibility limitations
- Improper bicyclist action noted in about half of serious crashes

*Based on analysis of 2021 to 2025 crash data



VIRGINIA HIGHWAY SAFETY PROGRAMS INVESTMENT PROGRESS UPDATE

Commonwealth Transportation Board

Stephen Read, PE
Traffic Safety Engineer

April 21, 2026

Outline

- 1. State and Federal Infrastructure Safety Programs**
- 2. Project Types, Funding and Implementation Progress**
- 3. Completed Project Benefits**
- 4. Next Steps**

Virginia Highway Safety Program (VHSIP)

Purpose

- Established by § 33.2-373 for the CTB to direct strategies to reduce fatalities and severe injuries for all roadway users on state and local highways.
- Funded through federal and state safety set-aside funds (§ 33.2-358) and certain automated speed enforcement traffic-fine revenues (§ 46.2-882.1.)

Funding Allocation by Code

- At least 54% – Infrastructure safety projects addressing hazardous locations or features.
- At least 29% – Strategies and programs targeting behavioral causes of severe crashes.
- Remaining funds – Other eligible safety purposes consistent with the CTB's investment strategy.

VHSIP Infrastructure Investment Strategy

- The VHSIP Investment Strategy was last updated in September 2022
- The CTB directed:
 - Safety funds (federal + state) be split **at least 20% to locally maintained roads and remainder to VDOT roads.**
 - Funding should **first prioritize low-cost, systemic safety treatments** across the network because they deliver higher returns on investment.
 - **High-benefit spot and corridor projects** may be added after the initial systemic rollout.
 - **Progress and performance** must be tracked and reported, along with any recommended adjustments to the strategy.

Federal Programs' Requirements

§ 148. Highway Safety Improvement Program

- VDOT leads development of 5 year Strategic Highway Safety Plan (SHSP)
- Data driven identification of locations with potential for safety improvement
- Prioritize investments on expected benefits and evaluate effectiveness
- Eligible categories of projects include: Traffic control (signals, signs, markings); shoulder widening, rumble strips and guardrails; intersections and curve improvements; pedestrian and bicyclist accommodations; lighting
- Average annual funding \$82.4 Million per year since 2020
- Annual Reporting: HSIP process and projects obligations; project benefits; safety targets; safety performance by roadway class; Special Rule compliance

Federal Programs

§ 148. Highway Safety Improvement Program – Special Rules

- **High-Risk Rural Roads:** If rural road fatality rate rises over the past 2 years
 - Virginia triggered in FY25; set-aside: \$4.6M
- **Vulnerable Road Users:** If VRU fatalities are $\geq 15\%$ of total annual fatalities
 - Virginia triggered in FY25; obligated \$14.2M (16%) for VRU projects
- **Older Drivers & Pedestrians:** If fatalities/serious injuries per capita for those 65+ increase over 2 years
 - Virginia did not trigger in FY25 – requires SHSP to have actions to address

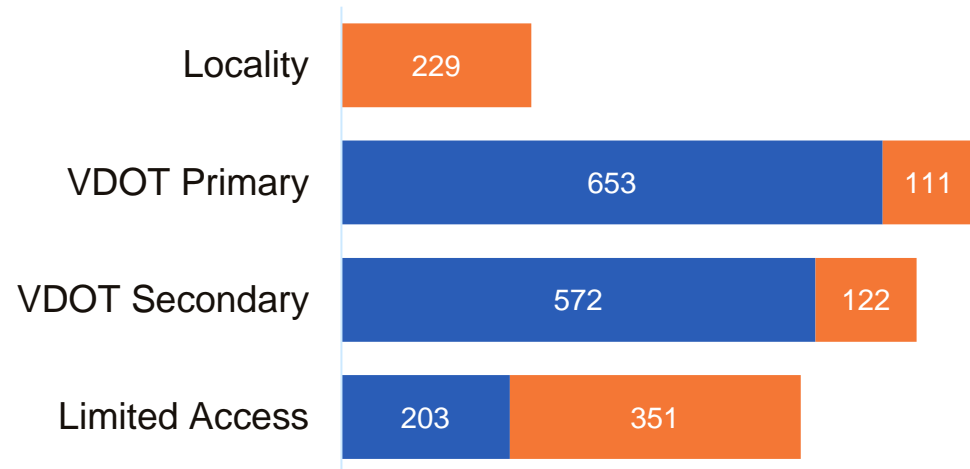
* VRU are pedestrians and bicyclists

FHWA Rail Grade Crossing Program (Section 130)

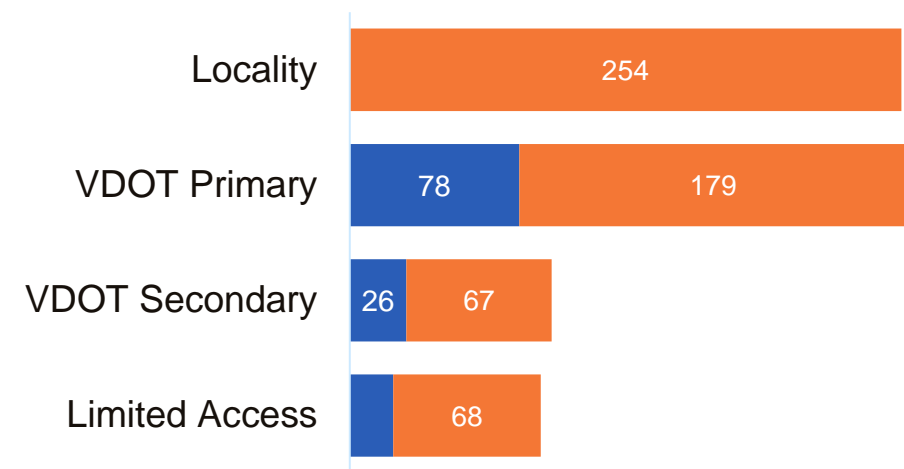
- State is required to maintain inventory of railroad crossings elements
- Identify crossings that require separation, relocation, or warning / protective devices.
- Virginia receives \$4.8M each year
- Range of project cost: \$100K-\$330K.
- Focus on low-cost safety upgrades: lights and gates; surface improvements; close crossings; upgrade signal systems

Virginia Fatal Crash Summary by System (2021-25)

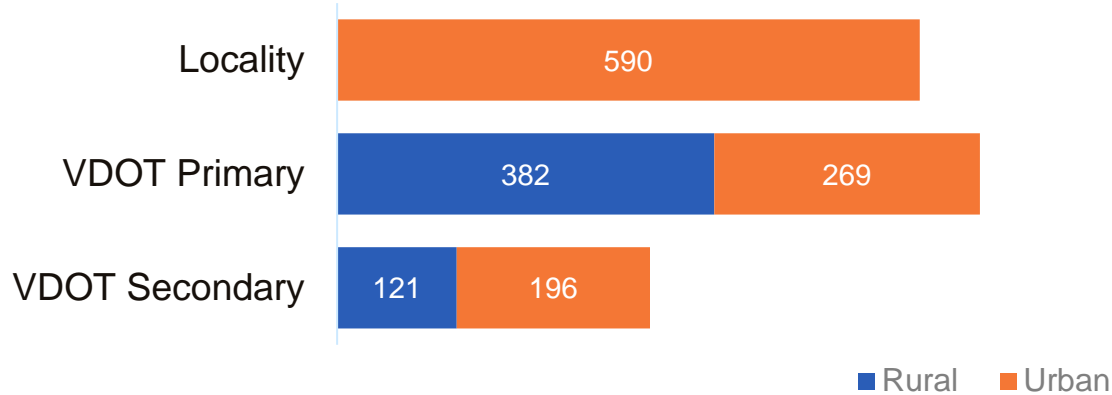
Roadway Departure



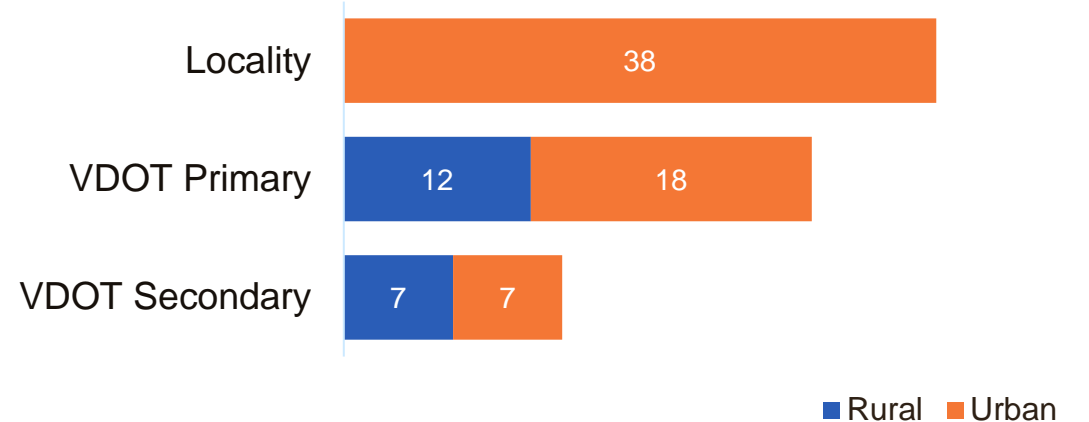
Pedestrian



Intersection

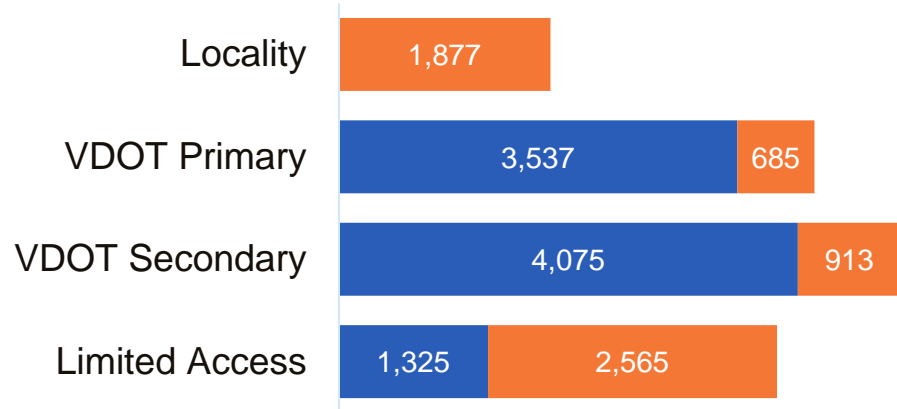


Bicyclist

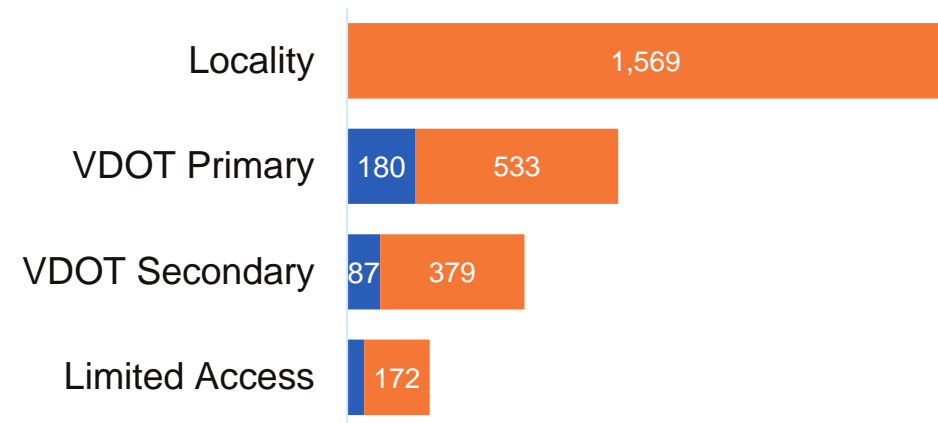


Fatal & Serious Injury Crash Summary by System (2021-25)

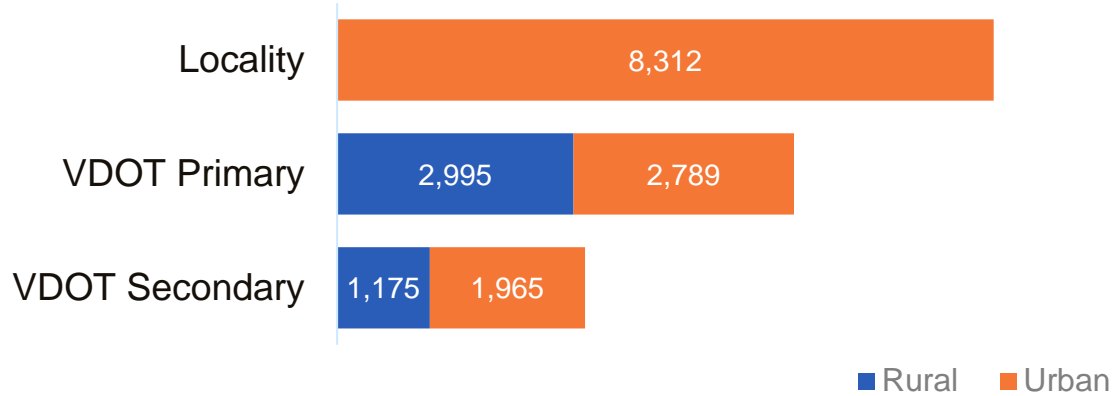
Roadway Departure



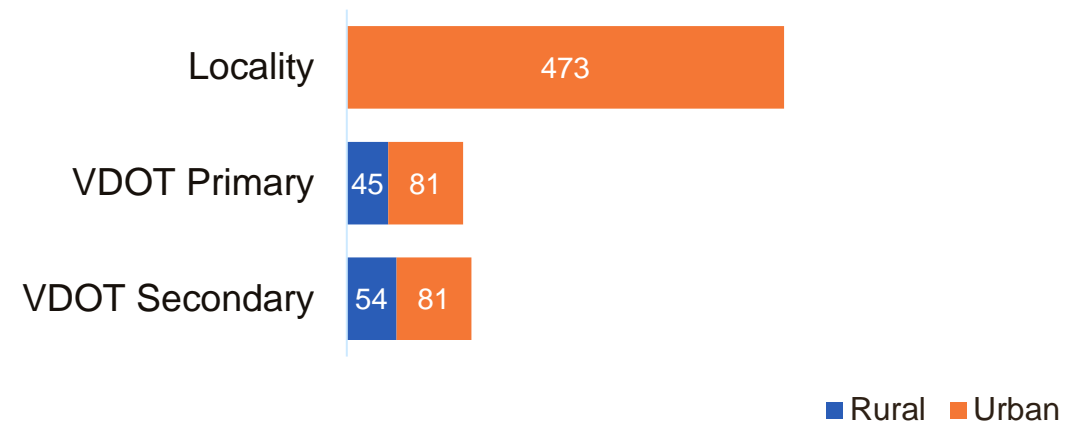
Pedestrian



Intersection



Bicyclist



* 2025 crash data is preliminary

Highway Safety Infrastructure Project Types

- Lower-cost / high-benefit safety countermeasures deployed at multiple higher-risk locations to address a particular crash type.
- Typical costs range from \$10,000 to \$150,000 per treated location.

Systemic



- Combination of mid-cost roadway and systemic items installed on corridors
- For example, Shoulder Widening with Rumble Strips cost \$0.5 to \$1.0 Million per mile range.

Hybrid



- Deploys safety countermeasure(s) at a single location or spot on a highway.
- Costs can vary widely but are generally in the \$0.5 to \$10 Million range.

Spot



Infrastructure and Operations in SHSP Emphasis Areas

SAFE ROAD USERS



Pedestrians



Bicyclists



Motorcyclists



Impaired Driving



Occupant Protection



Aging Road Users



Young Drivers

SAFE ROADS



Intersections



Roadway Departures

SAFE VEHICLES



CAV



Heavy Vehicles

SAFE SPEEDS



Speeding

POST-CRASH CARE



Emergency Response and Medical Services

SUPPORTING



Data & Analytics

Primary Responsibility



Engineering (VDOT)



Education (DMV, DOE, VDH & Others)



Enforcement & EMS* (VSP, VDH & Others)

VDOT VHSIP Infrastructure Funding Strategy (Phase I & II)

Existing Budget + Projected Funding (Phase I & II)

Legend:

PE	PE & CN	CN
----	---------	----

Countermeasures	HSIP Funding Through FY 32 (\$M)	Planned Locations (# or Miles)	Delivery Complete (%)	Prv	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Phase I Original Systemic Plan (2020)										
High-Visibility Backplates (VDOT)	14.4	3,032 Intersections	100%							
Flashing Yellow Arrows (VDOT)	10.8	1,144 Intersections	100%							
Curve Delineation (VDOT)	14.9	1,486 Curves	100%							
Unsignalized Intersection (VDOT)	16.3	1,512 Intersections	100%							
Pedestrian Crossings (VDOT)	26.5	441 Crossings	95%							
Shoulder Wedge (VDOT)	Maintenance funds	27,070 Miles	9%							
Centerline Rumbles - Primaries (VDOT)	7.8	1,890 Miles	65%							
Edge Rumbles - Primaries (VDOT)	25.2	2,617 Miles	55%							
Total	115.9									
Phase II Systemic Plan (2022)										
Local Systemic Projects (Urban)	121.5	88 UPC's Various	Under Way							
Expanded Flashing Yellow Arrows (VDOT)	10.0	144 Intersections	88%							
Expanded Pedestrian Crossings (VDOT)	21.1	179 Crossings	59%							
Two-Lane Rural Roads (VDOT)- TLRR	91.4	2810 Miles	25%							
TLRR (VDOT) - Shoulder Widen + Rumbles	58.5	104 Miles	Under Way							
Spot Projects (VDOT)	152.7	59 UPC's Various	Under Way							
Total	455.2									
Grand Total	571.1									

VHSIP Phase I Status

Completed 2021

High-visibility Backplates



100% Completed
(3,032 intersections)

Up to 15% crash reduction

Completed 2021

Flashing Yellow Arrow



100% Completed
(1,144 intersections)

Up to 20% crash reduction

Completed 2024

Curve Signs




100% Completed
(1,486 curves)

Up to 40% crash reduction

Completed 2024

Unsignalized Intersections



100% Completed
(1,512 intersections)

Up to 10% crash reduction

Complete By 2026

Pedestrian Crossings



95% Completed
(419 crossings)

Up to 56% crash reduction

Resurfacing Cycle -15Yr

Shoulder Wedge



8.7% Complete
(2,346 miles)

Up to 20% crash reduction

Complete By 2030

Centerline Rumble Strips



65% Completed
(1,232 miles)

Up to 60% crash reduction

Complete By 2030

Edgeline Rumble Strips



55% Completed
(1,438 miles)

Up to 50% crash reduction

VHSIP Phase II Status

Expanded FYA
Complete By 2026



Existing

89% Complete
(141 intersections)



Up to 10 to 20% Crash Reduction

Expanded Ped Xing
Completed By 2028



58% Complete
(105 Crossings)



Up to 56% Crash Reduction

Two Lane Rural Road
Completed By 2028



25% Complete
(514 miles)

Multiple Improvement

Rumble Strips – Crash Reductions

Centerline

Crash Type/
% Change

All
-4.2%

RwD
-0.1%

RwD F+Inj
-4.0%

HO-SSO
-23.9%

Edgeline

Crash Type/
% Change

All
-24.1%

RwD
-29.6%

RwD F+Inj
-40.1%

Note: RwD= Roadway Departure Crashes; HO-SSO= Head-On and Sideswipe Opposite Direction Crashes
F= Fatality; Inj= Serious to Possible Injury

894 miles of Centerline and 824 miles of edgeline
rumble strips evaluated to date

Rumble Strips Before-After Example

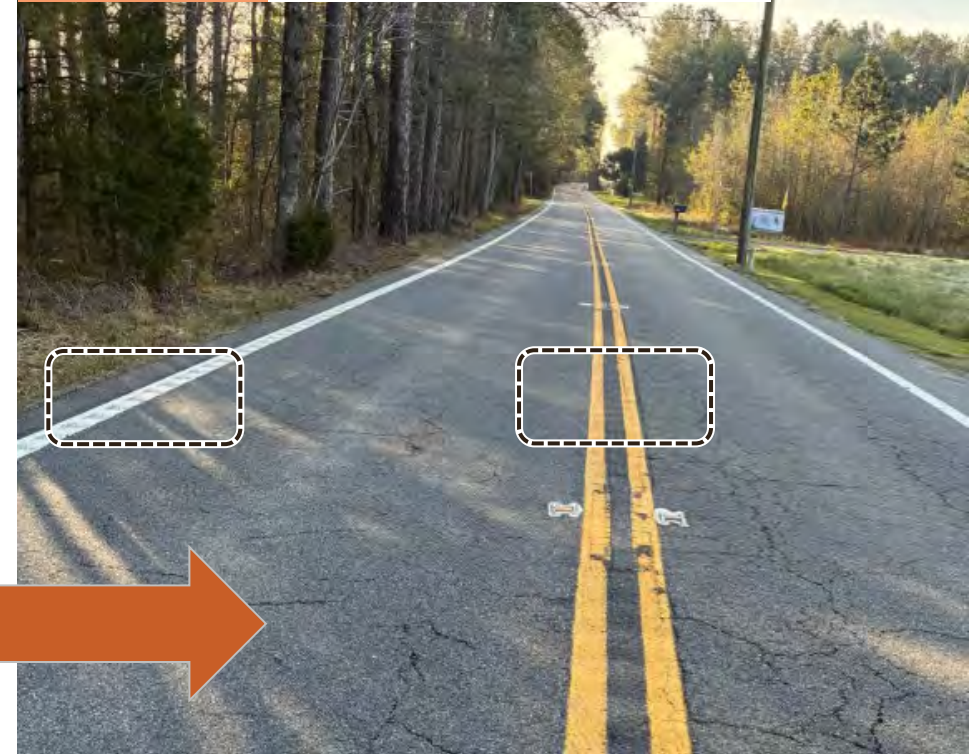
Before

9 Crashes/Year



After

0 Crashes/Year

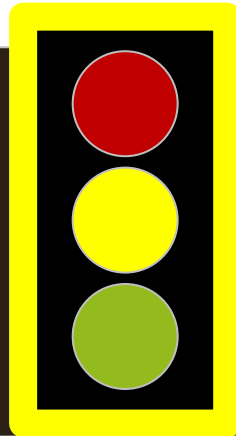


Installed CLRS and ELRS
US Rte 33, Richmond

Flashing Yellow Arrow and High-Vis Backplates: Crash Reductions

1,320 intersections for HVSB and 689 intersections for FYA+HVSB evaluated to date

HVSB
Crash Type/
% Change

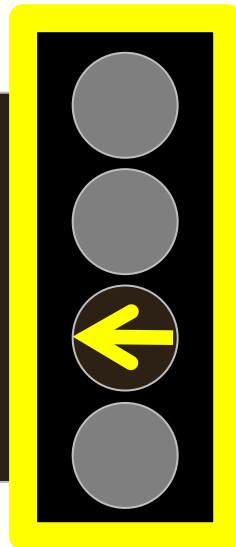


All
-3.8%

F + Inj
-16%

Rear End
-16.1%

FYA+HVSB
Crash Type/
% Change



All
-4.9%

F + Inj
-6.3%

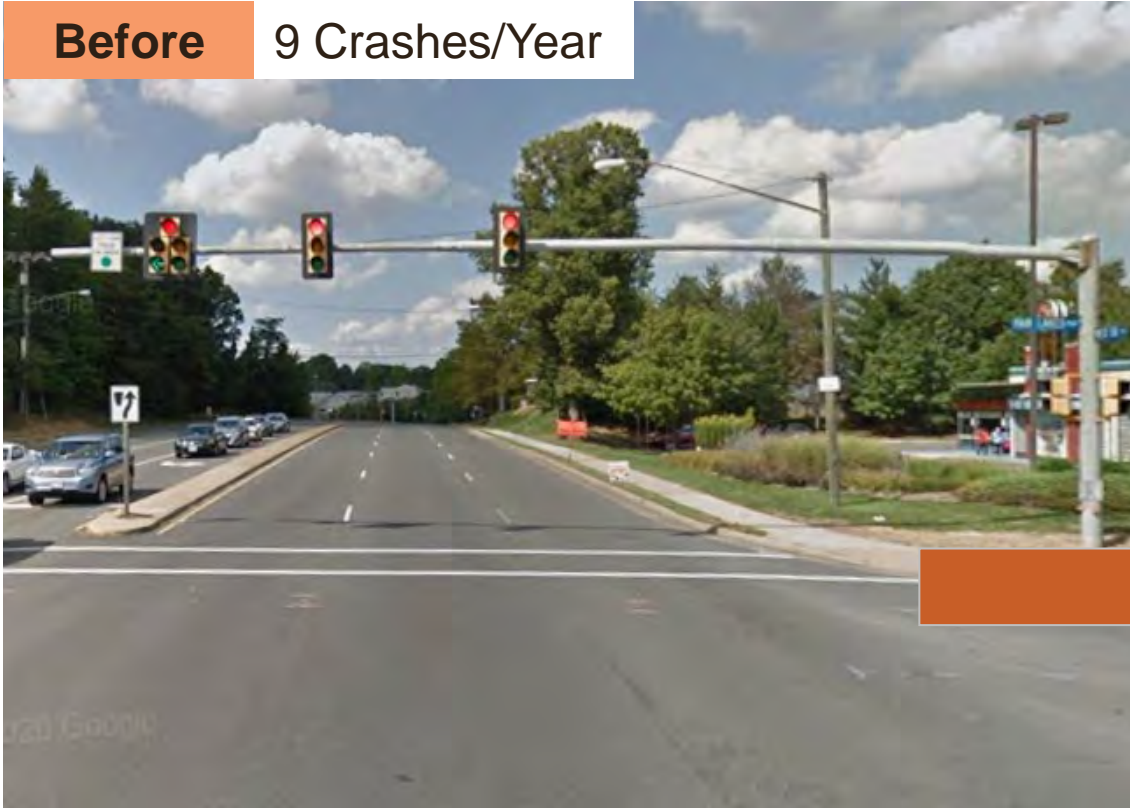
Rear End
-9.1%

Angle
-4.8%

Flashing Yellow and/or High Vis Backplates Example

Before

9 Crashes/Year



After

2 Crashes/Year



Installed FYA and HVSB
West Ox Rd & Fair Lakes Pkwy, Northern Virginia

Unsignalized Intersections – Crash Rate Improvements

1,135 intersections
evaluated to date



FSI
-32.7%

All
-23.4%

Rear End
-30.0%

Angle
-23.0%

Head-On
-19.5%

Note: F= Fatality; SI= Serious Injury,
Inj = Serious to Possible Injury

F + Inj
-13.0%

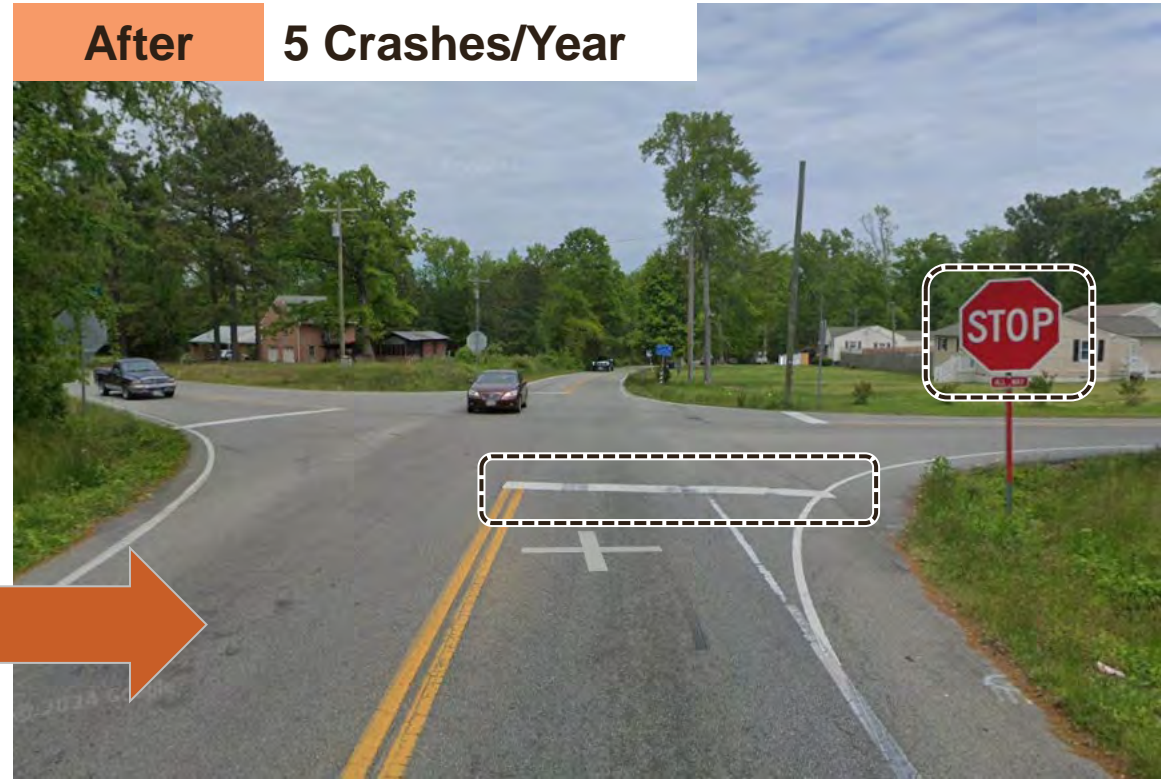


Unsignalized Intersection Example

Before 9 Crashes/Year



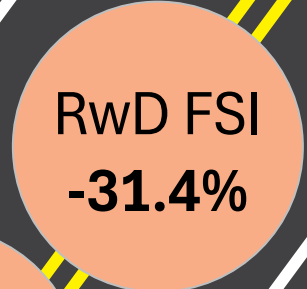
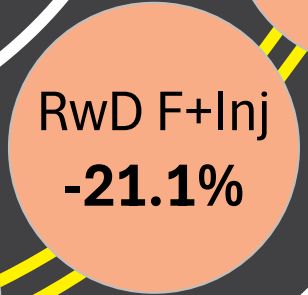
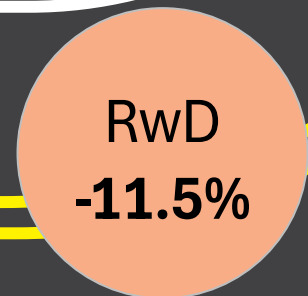
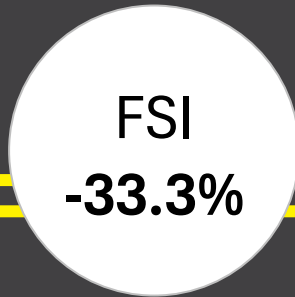
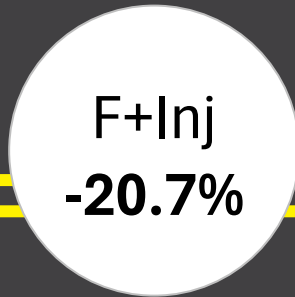
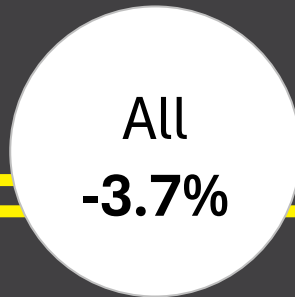
After 5 Crashes/Year



Two-way to all-way conversion
Lakeview Ave & Branders Bridge Rd, Richmond

Curve Delineation – Crash Rate Improvements

576 curves
evaluated to date



Note: F= Fatality; SI= Serious Injury,
Inj = Serious to Possible Injury

Curve Delineation

Before 4 Crashes/Year



After 0 Crashes/Year



Installed Additional Chevrons
SR 122 NB, Salem

Virginia Highway Safety Investment Plan – Next Steps

- Determine highway safety priorities with Secretary's working group
- Identify countermeasures and update highway safety investment strategy to address the priorities
- Program new VDOT projects based on updated investment plan
- Invite Urban Localities to submit complimentary projects for FY 2028



OVERVIEW OF 2019 MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW

| Stephen C. Brich, P.E., Commissioner of Highways

April 21, 2026

Maintenance and Operations Program - 2019

Comprehensive Review

Why?

Business focus

Shift from short term improvements to long-term performance – impact on future generations

Need to get back to basics

Investment Strategy – Long-Term Sustainable Performance of Assets

Pavements (20 Year)

Bridges (50 Year)

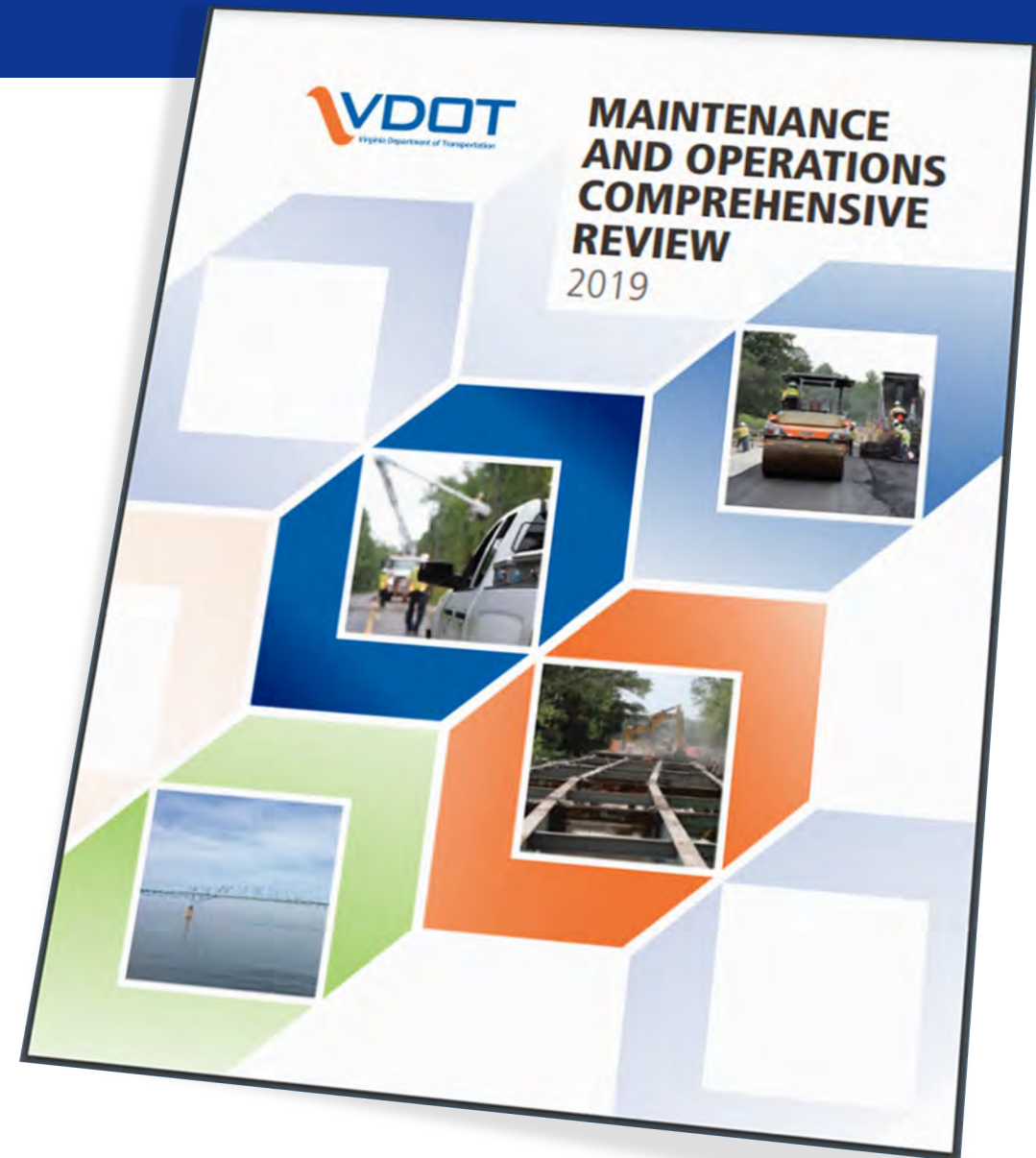
Routine Maintenance

Special Structures

Investments

Maintenance and Operations Program

State of Good Repair Program



VDOT's Maintenance and Operations Program – FY 2026

Maintenance and Operations
\$3.0 Billion Annually less \$638 Million Localities

VDOT - \$2.4 Billion Annually

MAINTENANCE

\$770 million



Pavement

\$220 million



Bridges

\$480 million



Routine
Maintenance

\$260 million



Roadside

\$225 million



Emergency Funds

TRAFFIC AND OPERATIONS

\$40 million



Guardrail

\$25 million



Ferries

\$210 million



Traffic Items

\$70 million



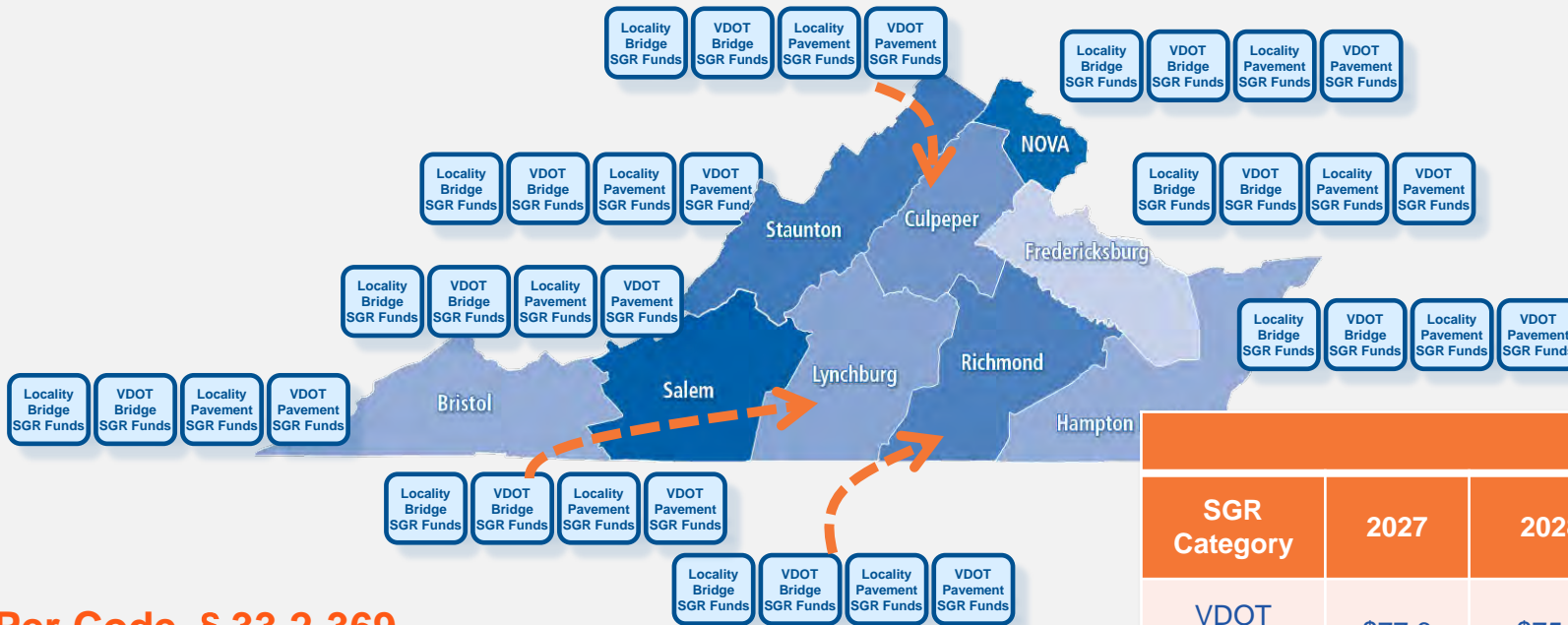
Special Structures
Daily Operations

\$100 million



Operations
Centers/SSP

State of Good Repair Program Overview



Funding Distribution within District is based on needs

Results in 36 funding categories

Min 5.5% and Max 17.5%

Per Code § 33.2-369

- Distribution to each district then to
 - Locality Bridge
 - VDOT Bridge
 - Locality Pavement
 - VDOT Pavement
- Priority ranking system - defined

(\$ in millions)							
SGR Category	2027	2028	2029	2030	2031	2032	TOTAL
VDOT Pavement	\$77.6	\$75.9	\$79.0	\$81.7	\$84.5	\$87.0	\$485.6
VDOT Bridge	252.8	247.4	257.4	266.2	275.4	283.7	1,582.9
Local Pavement	26.9	26.3	27.4	28.3	29.3	30.2	168.3
Local Bridge	56.8	55.6	57.9	59.8	61.9	63.8	355.8
Total SGR Allocation	\$414.1	\$405.2	\$421.6	\$436.0	\$451.0	\$464.7	\$2,592.6

2019 Comprehensive Review

- **Pavements**
- **Structures**
- **Routine Maintenance**
- **Emergencies**

BLUF: Maintenance and Operations Program – 2019

Comprehensive Review – Outcome

Pavements (20 Year)

Performance Targets:

	NEW PERFORMANCE MEASURES AND TARGETS SUFFICIENCY
Interstate	82%
Primary	82% FOR ≥ 3,500 AADT 75% FOR < 3,500 AADT
Secondary	82% FOR ≥ 3,500 AADT 60% FOR < 3,500 AADT

All Programs Investment Needed:



Bridges (50 Year) Preservation Approach

NEW PERFORMANCE MEASURES AND TARGETS SUFFICIENCY

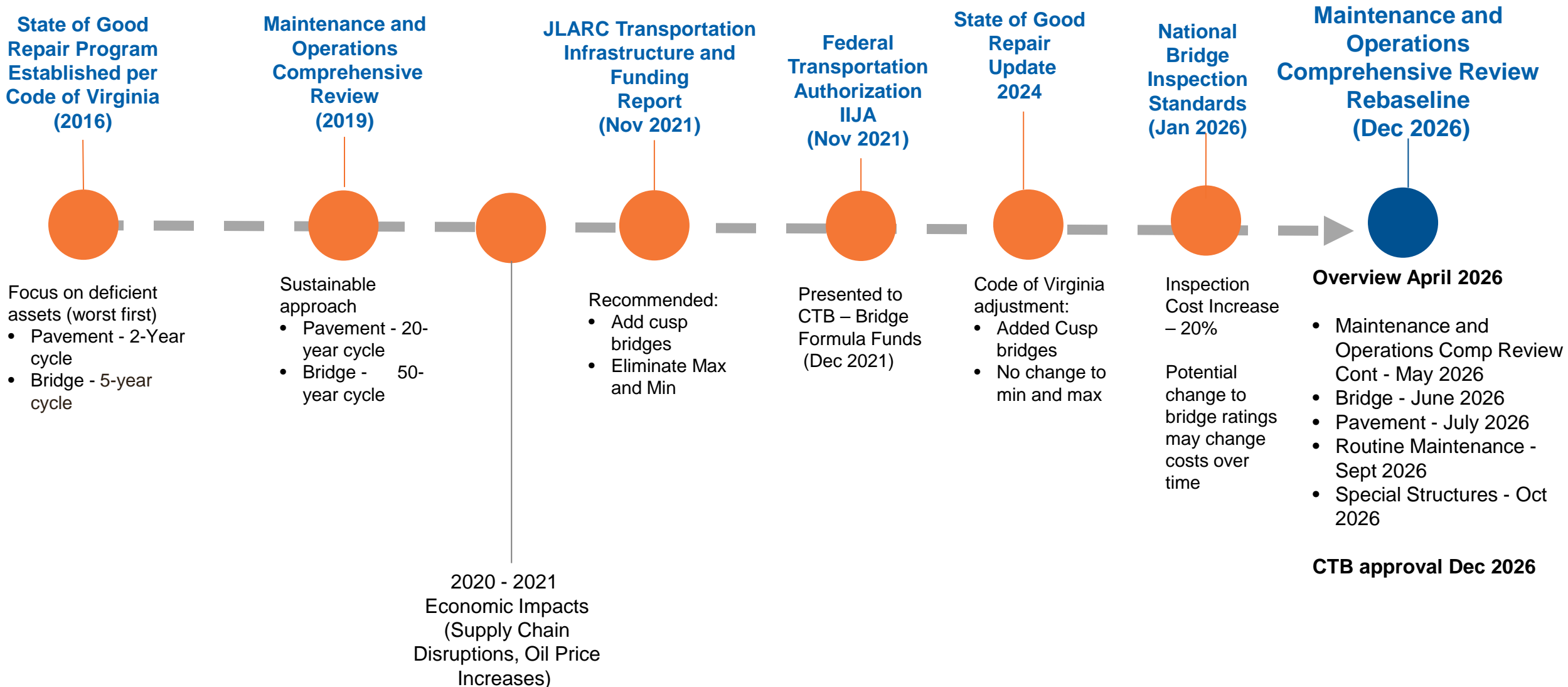
	AVERAGE WEIGHTED GCR ≥ 5.6
All Systems	GCR ≥ 5.6
Interstate	≥ 97%
Primary	≥ 93%
Secondary	≥ 90%



*2019 dollars

GCR is a national (defined by FHWA) rating system (0-9 scale) for bridge components.

Maintenance and Operations Comprehensive Review Timeline



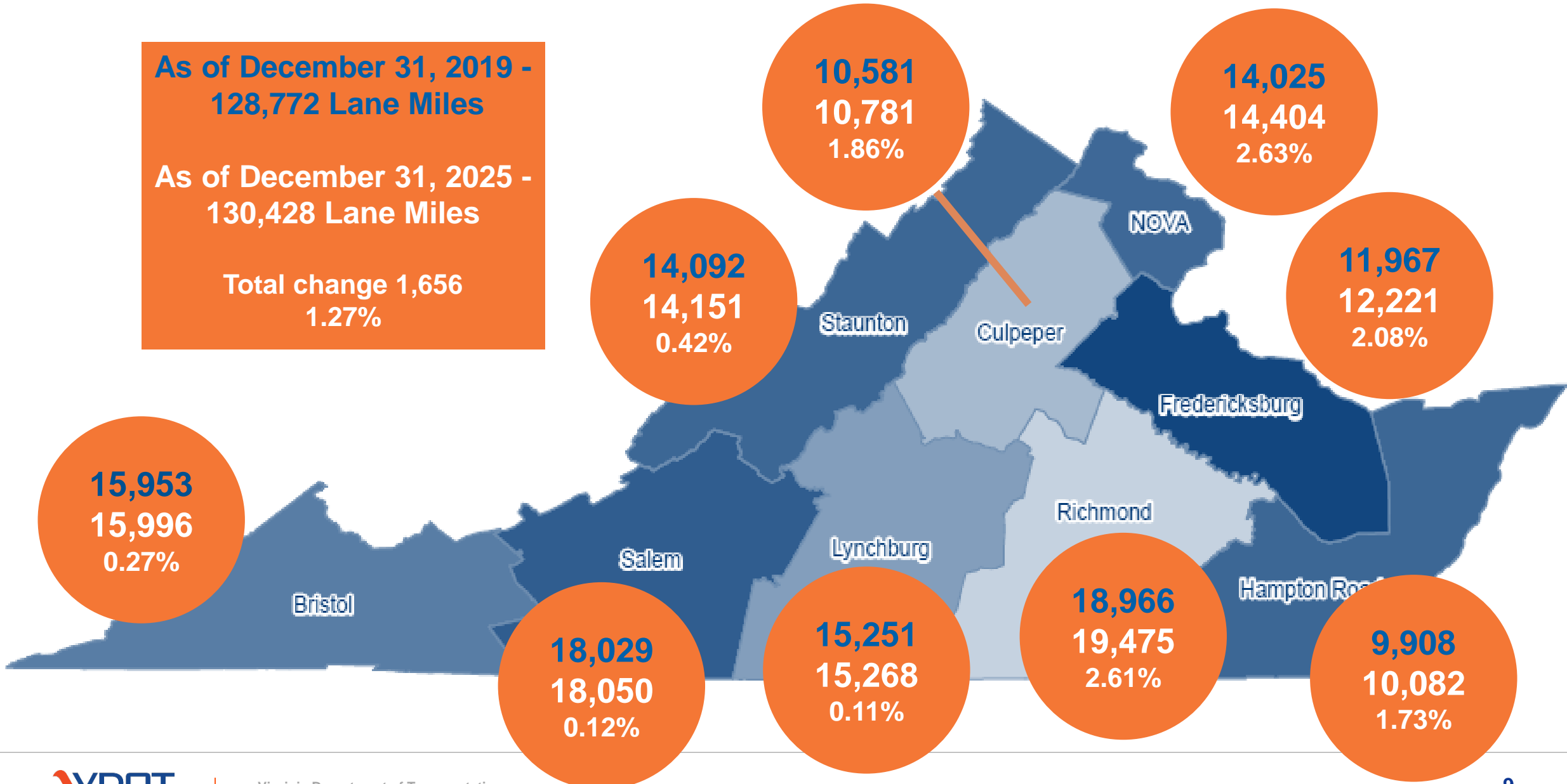
Pavements

Pavements – Inventory (Lane Miles) – FY 2020 and FY 2026

As of December 31, 2019 -
128,772 Lane Miles

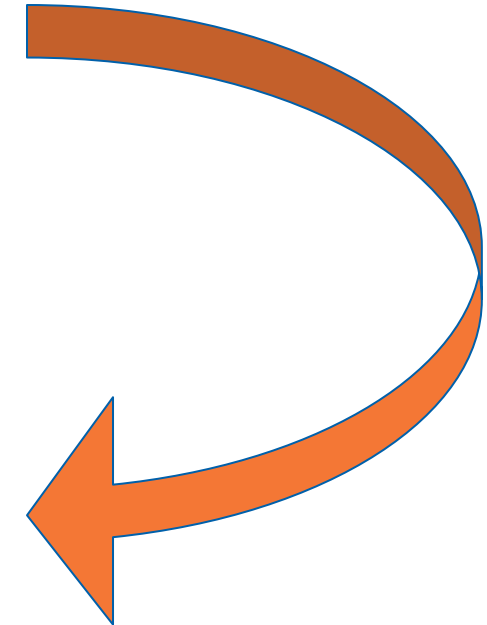
As of December 31, 2025 -
130,428 Lane Miles

Total change 1,656
1.27%

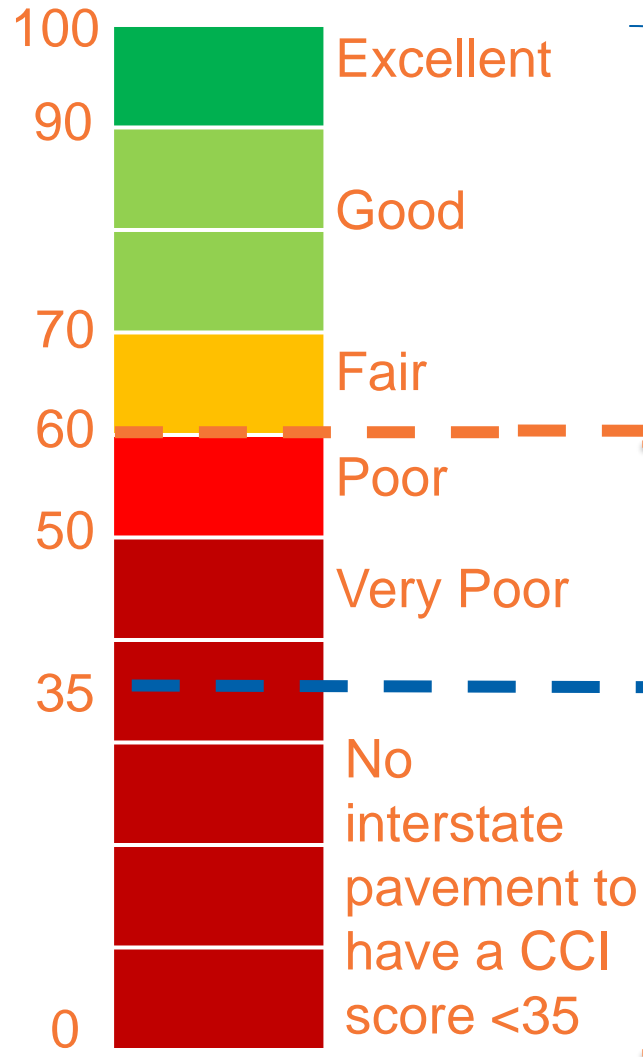


Pavement Assessment Process

Interstate, Primary, Secondary ≥ 3500 – annual
Secondary < 3500 - 20% annually



Pavement Rating – What is Critical Condition Index (CCI)?



Sufficiency Percentage is the percentage of lane miles with a CCI score ≥ 60

What does CCI look like?



CCI 90-100
(Excellent)



CCI 50-59
(Poor)



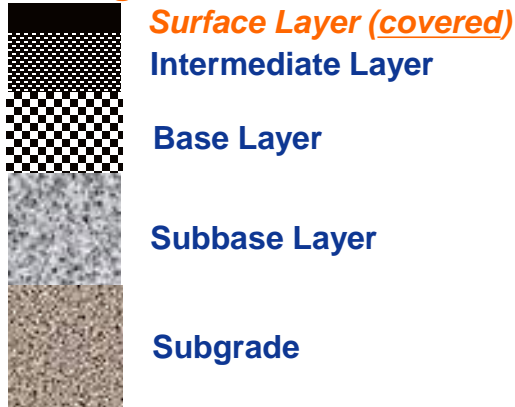
Images show approximately CCI 35

Pavement Treatment - Maintenance Activities

Preventive



Typical Range: CCI: 80-90

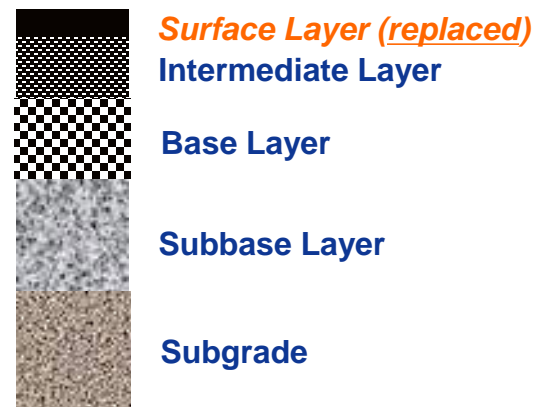


- Preserves pavements in good condition at low costs
- Addresses minor distresses on the surface
- Examples: Minor patching, crack sealing, surface treatment, and latex

Corrective



CCI: 55-65

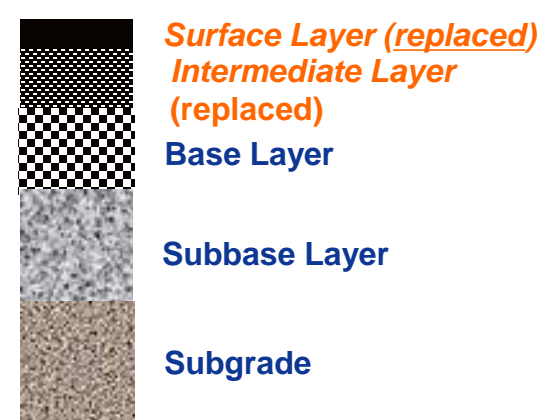


- Addresses moderate distresses
- Treatment usually replacement of the surface layer
- Examples: Moderate patching and overlay, Mill and overlay (typically 1.5" to 2")

Restorative



CCI: 45-55

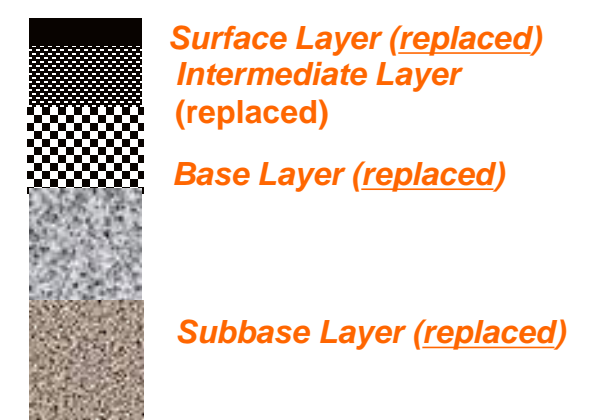


- Addresses moderate to heavy distresses
- Treatment usually replacement of two or more asphalt layers
- Examples: Full depth patching and overlay, Mill and overlay (4" or more), Cold-in-place recycling

Reconstruction



CCI: < 30



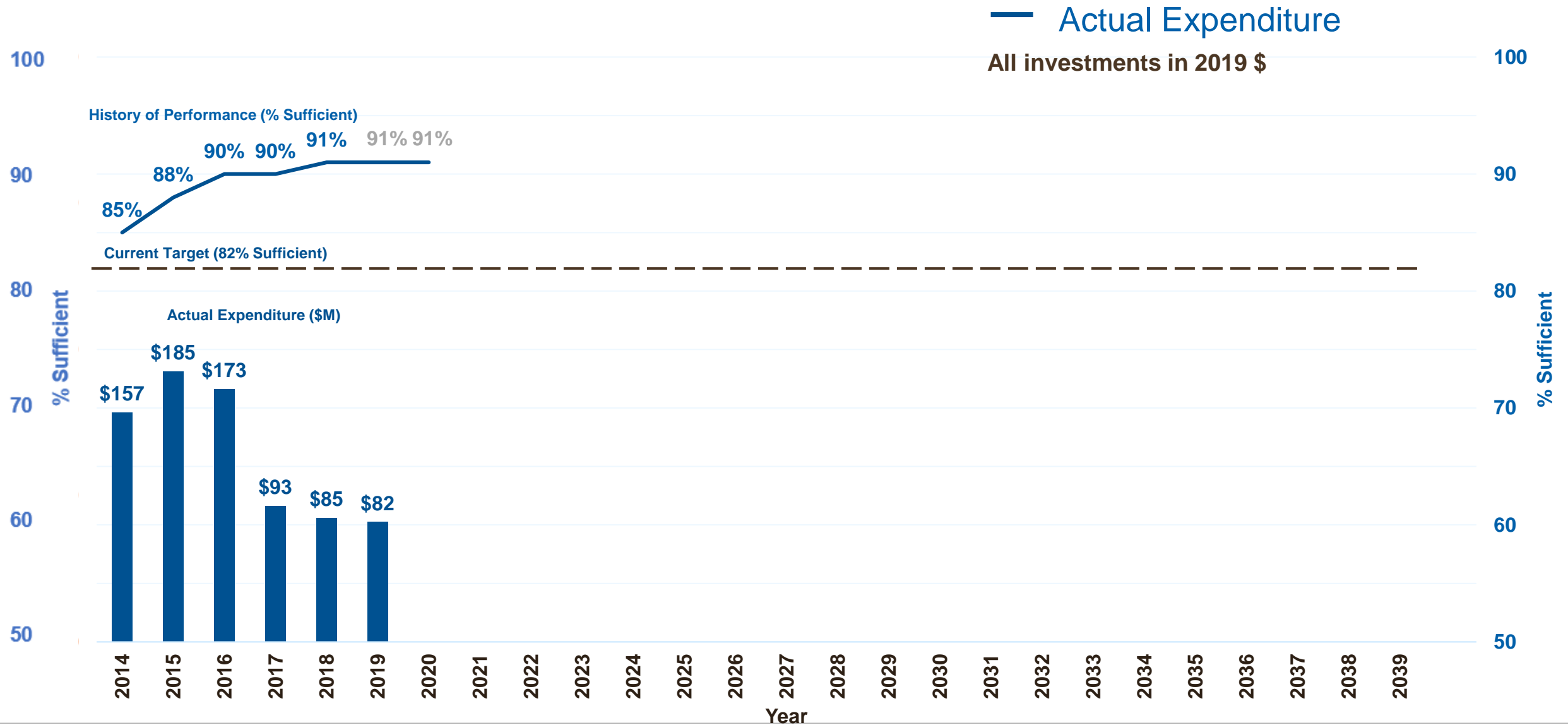
- Addresses pavements with heavy distresses or in failed condition
- Treatment usually base and/or subbase repair
- Examples: Overlay replacing base layers, Break and seat of underlying concrete, Full depth recycling

Pavements – Long Term Sustainability - 2019

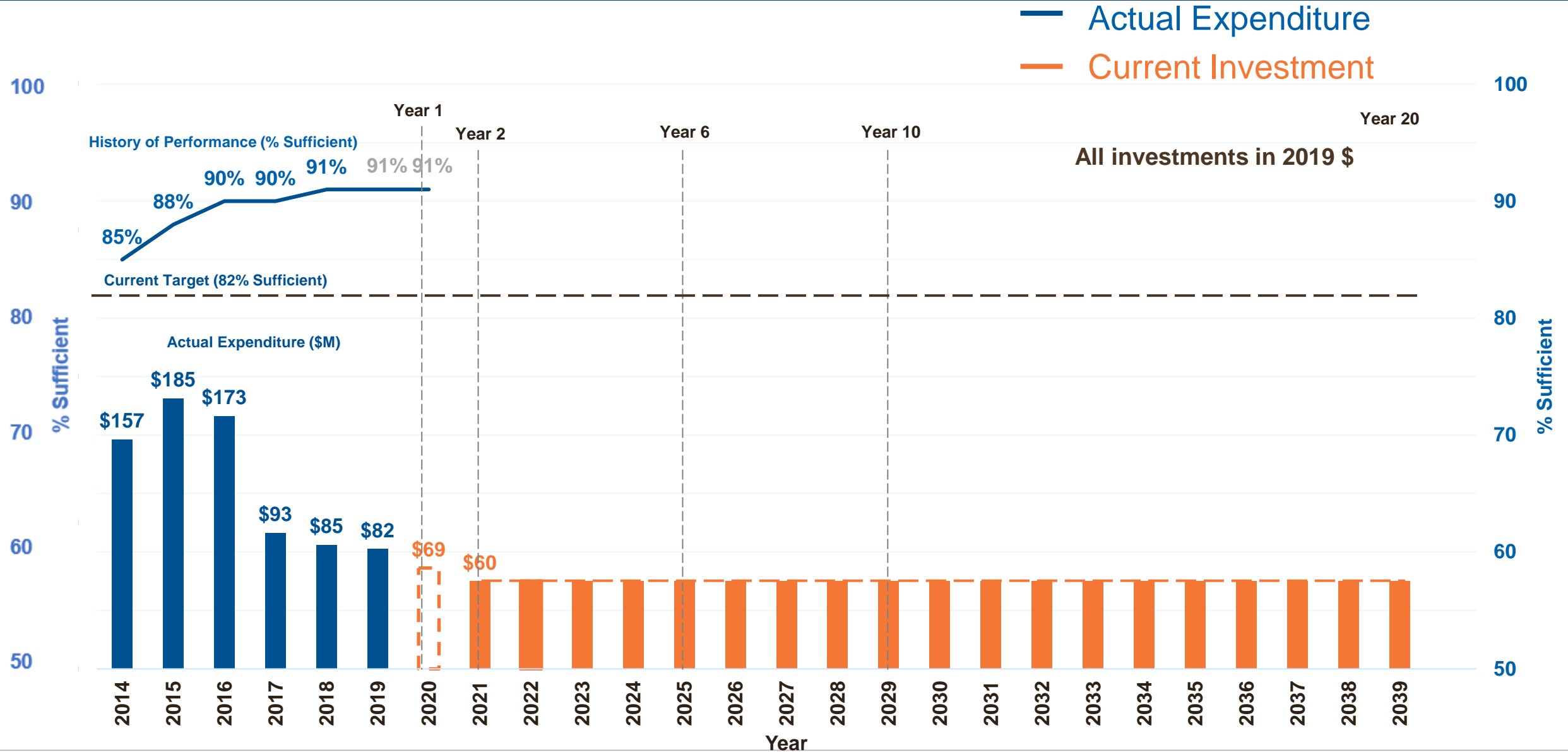
Analysis undertaken to define a sustainable solution

- Reviewed historical performance
- Cost to achieve the current performance targets?
 - Current directive: 82% for Interstate, 82% for Primary, and 65% for Secondary
- Cost to maintain the current performance?
 - Current performance: 90% for Interstate, 85% for Primary, and 60% for Secondary
- What can be achieved with different investment levels?
 - Current investment: \$60M Interstate, \$165M Primary, \$200M Secondary
- What if tiered targets were considered for the Interstate, Primary and Secondary systems?
- Evaluated different analysis time periods
 - Minimum of 20 years
- Assessed employing different maintenance strategies

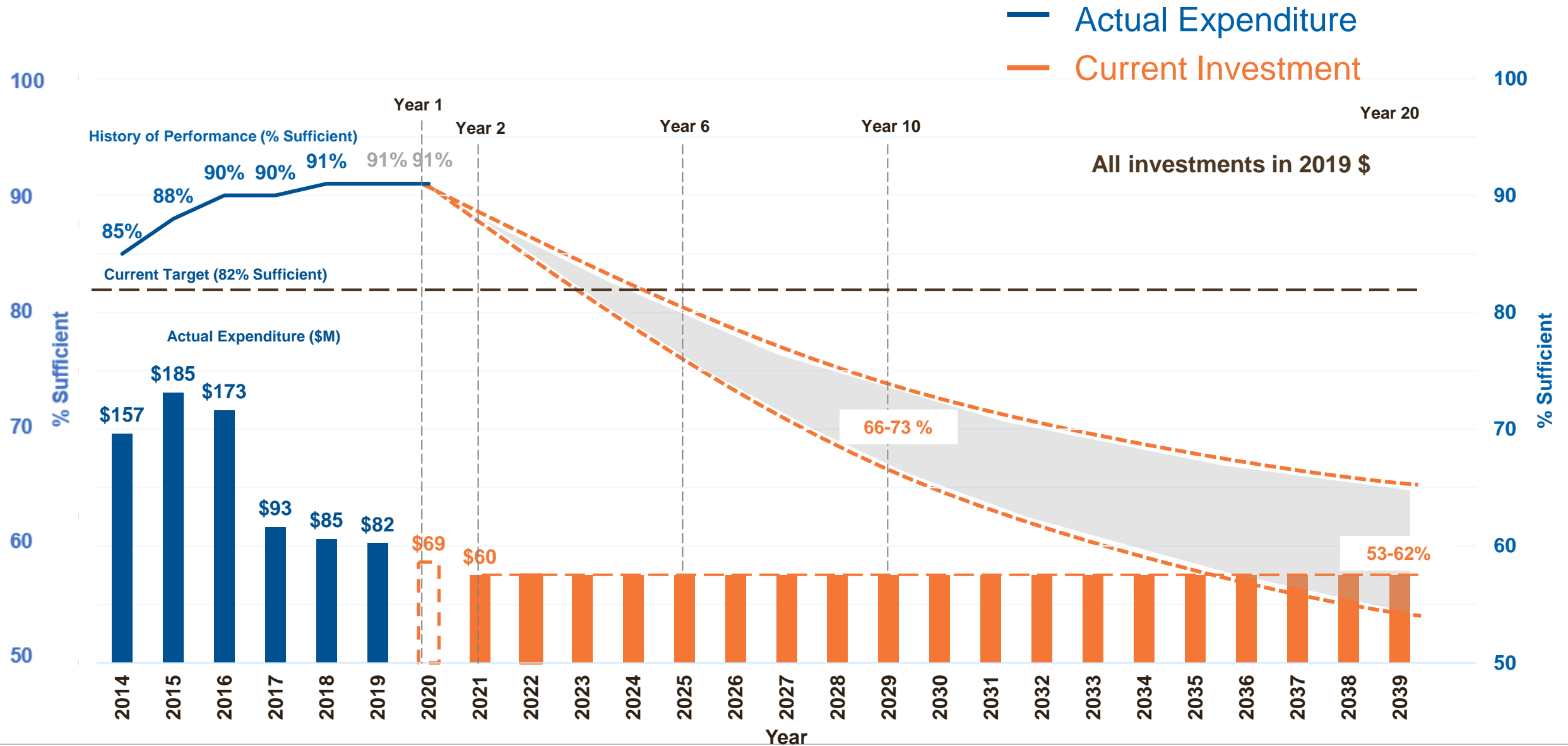
Interstate Network – 20 Year Outlook - 2019



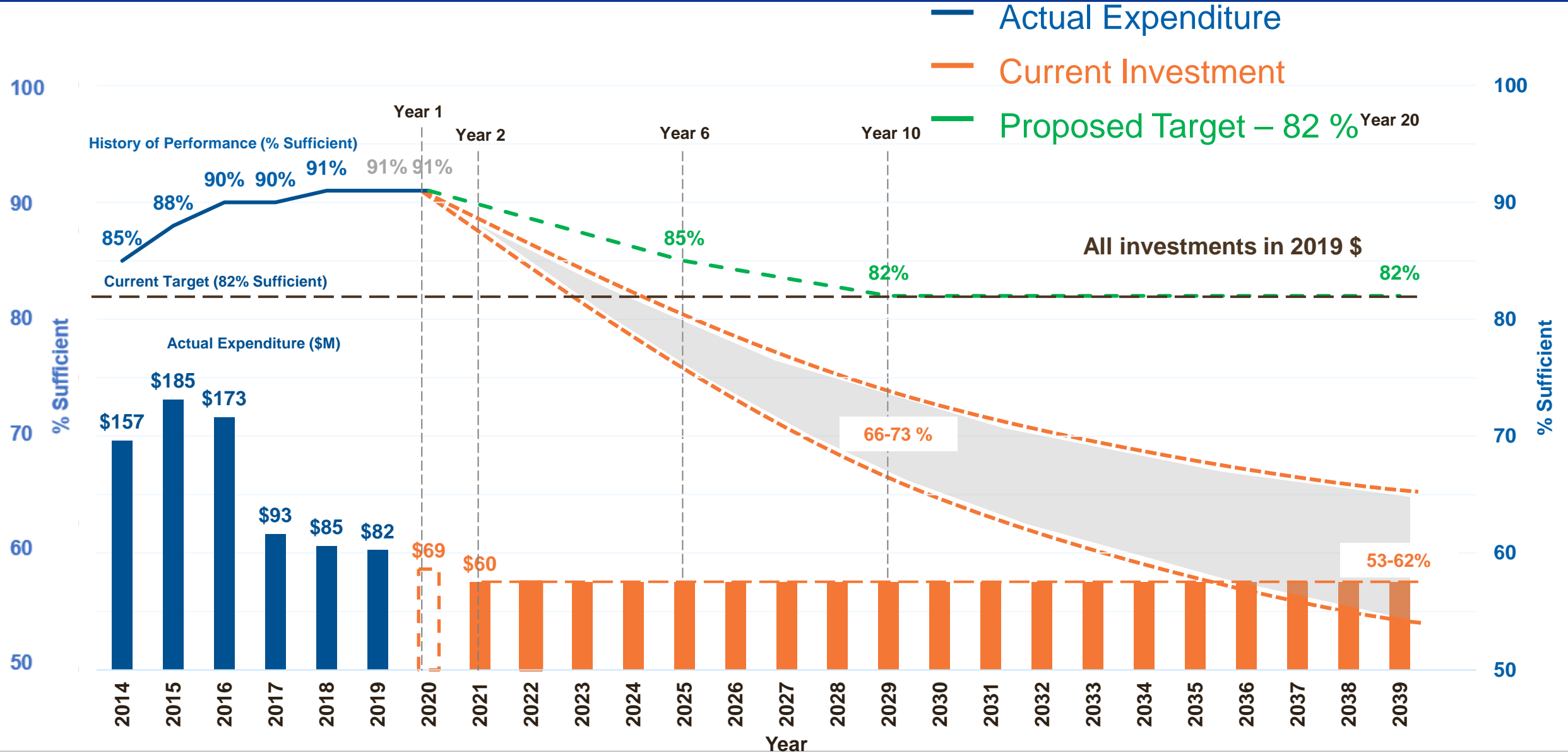
Interstate Network – 20 Year Outlook - 2019



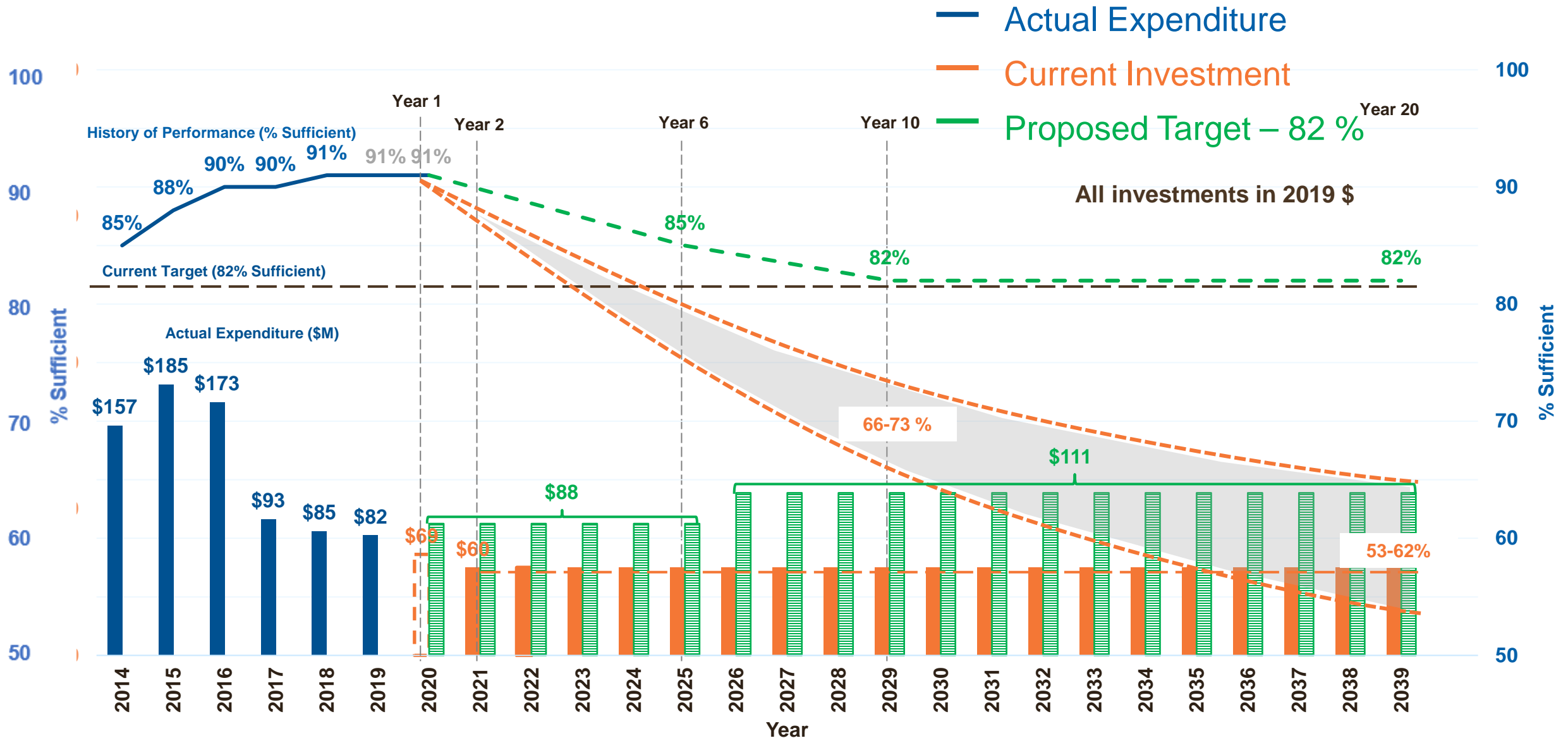
Interstate Network – 20 Year Outlook - 2019



Interstate Network – 20 Year Outlook - 2019



Interstate Network – 20 Year Outlook - 2019



Interstate – Comparison 90% vs. 82% Sufficiency - 2019

Interstate Investment: \$60M per year, FY 2020

Avg. Cost per Year, Millions				Net Present Value
Interstate System	Years 1-6	Years 7-20	Total, Billions	Total, Billions
90%	\$ 113	\$ 97	\$ 2.04	\$ 1.41
82%	\$ 88	\$ 111	\$ 2.08	\$ 1.40

*All amounts in 2019 dollars.

Primary and Secondary Network –Tiered Approach - 2019

Primary Current Condition and Traffic

AADT	Current % Suff.	% Network	% Truck	% VMT
Above 3,500	85.1	68	94	95
Above 5,000	85.1	62	90	91

Secondary Current Condition and Traffic

AADT	Current % Suff.	% Network	% Truck	% VMT
Above 3,500	54.8	5	75	59
Above 5,000	55.2	4	70	54

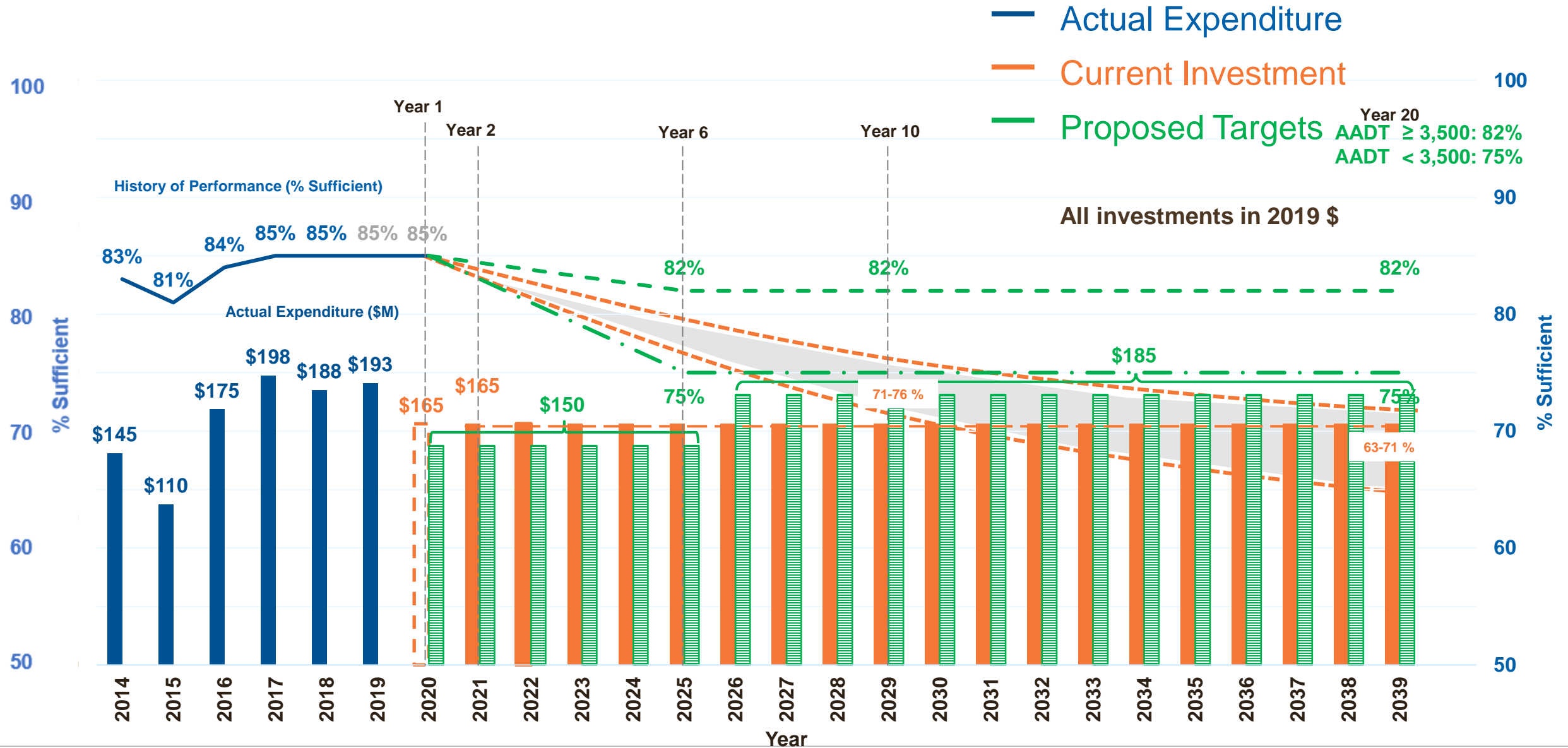
Primary Current Investment: \$165M per year, FY 2020

% Suff. for $\geq 3,500$	% Suff. for $< 3,500$	Avg. Total Cost
82%	75%	\$150M

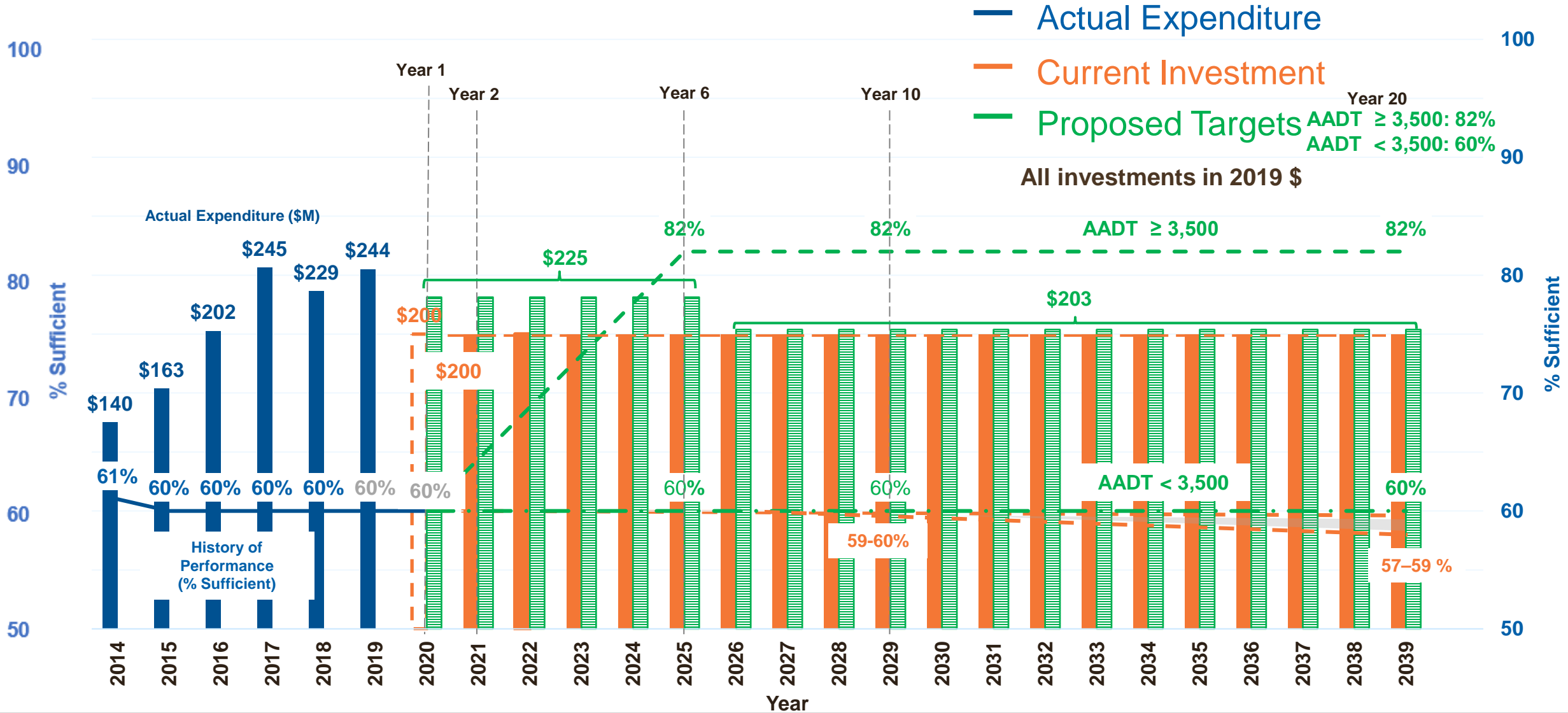
Secondary Current Investment: \$200M per year, FY 2020

AADT $\geq 3,500$	AADT $< 3,500$	Avg. Total Cost
82%	60%	\$225M
75%		\$221M
70%		\$219M
65%		\$215M

Primary Network – 20 Year Outlook - 2019



Secondary Network – 20 Year Outlook - 2019



Summary - Pavement Investment Options - 2019

Current investment: \$425M per year, FY 2020

Targets, % Sufficiency			Avg. Total Cost per Year, \$ Millions					
IS	PR	SC	Years 1-6			Years 7-20		
			IS	PR	SC	IS	PR	SC
2019 Investment – Current Directive			88	171	227	111	193	203
82%	82%	65%	\$486			\$507		
			(\$61)			(\$82)		
Proposed Investment – Proposed Target			88	150	225	111	185	203
82%	82% for $\geq 3,500$ 75% for $< 3,500$	82% for $\geq 3,500$ 60% for $< 3,500$	\$463			\$499		
			(\$38)			(\$74)		

 **Current Directive**

 **Proposed Targets**

*All amounts in 2019 dollars

Pavements - Performance Measures - 2019

\$463M*
per year until 2025
\$499M* onwards

Performance Measure	Current Policy (CTB Approved December 2019) % Sufficiency**
Interstate	82% No Section Critical Condition Index*** less than 35
Primary	82% for ≥ AADT**** 3,500 75% for < AADT 3,500
Secondary	82% for ≥ AADT 3,500 60% for < AADT 3,500

*2019 dollars

**% Sufficiency – the percent of the pavement inventory with a CCI of 60 or better

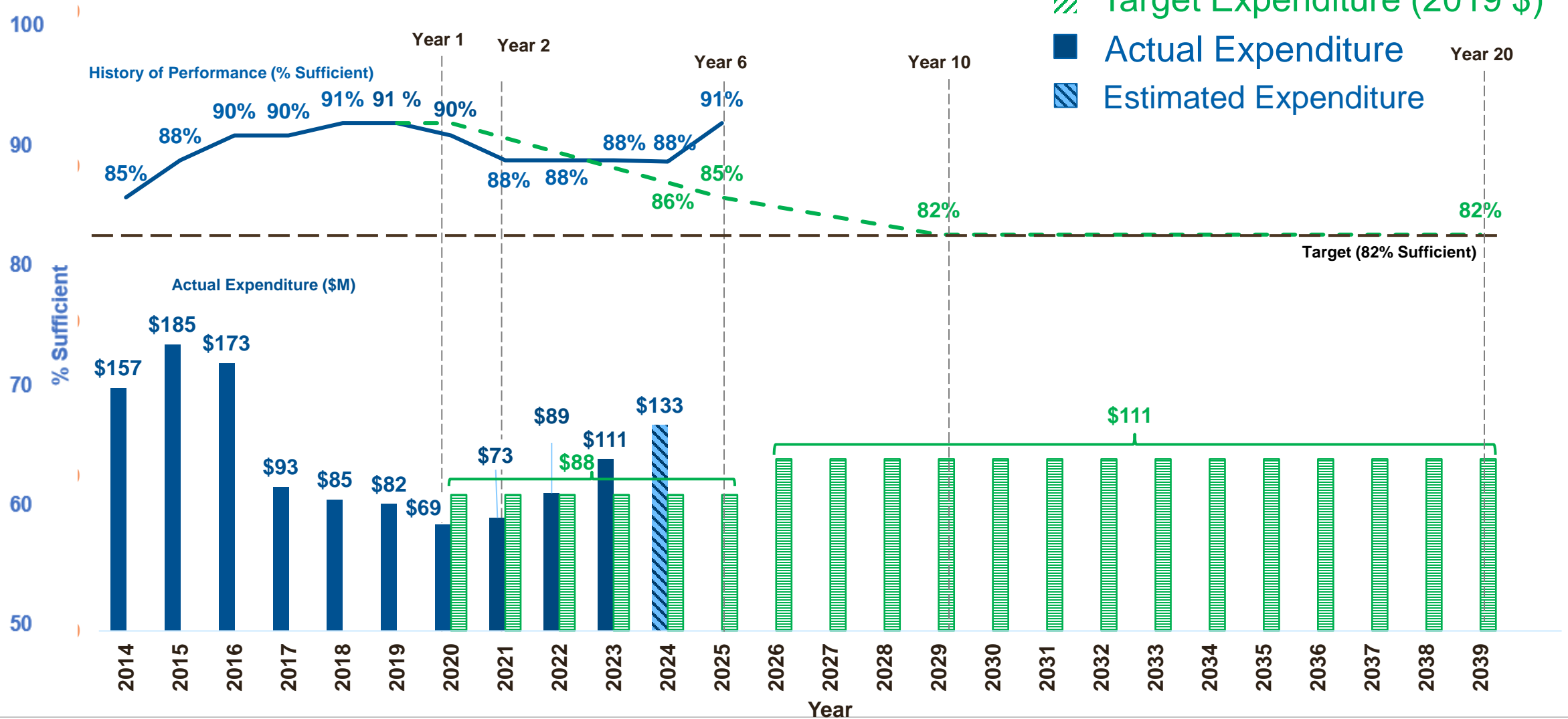
***Critical Condition Index – (CCI) – rating system

****Annual Average Daily Traffic - AADT

Interstate Network – 20 Year Outlook

(Target & Actual Performance)

October 14, 2025

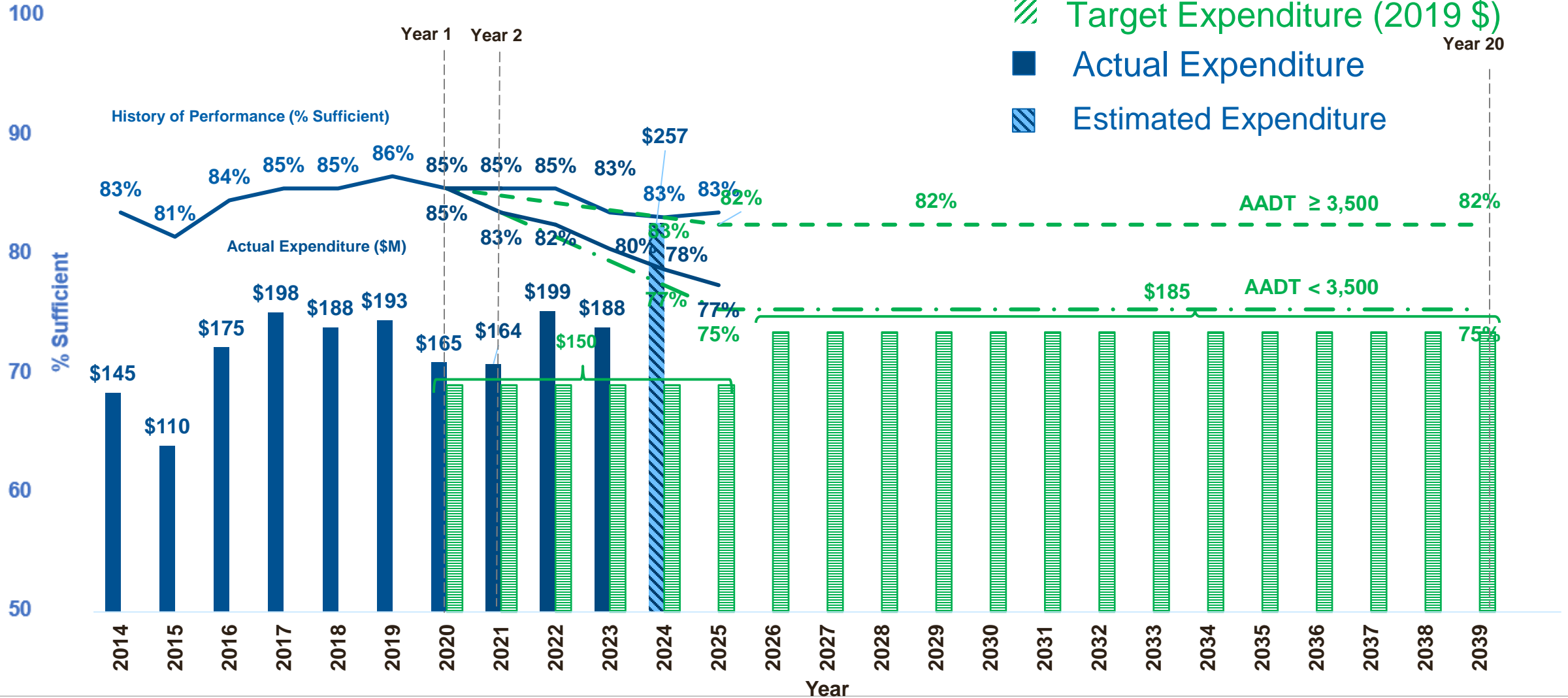


Primary Network – 20 Year Outlook

(Target & Actual Performance)

October 14, 2025

- - - Target Performance
— Actual Performance
 - ▨ Target Expenditure (2019 \$)
 - Actual Expenditure
 - ▨ Estimated Expenditure
- AADT ≥ 3,500: 82%
 15,560 lane miles
 AADT < 3,500: 75%
 6,556 lane miles



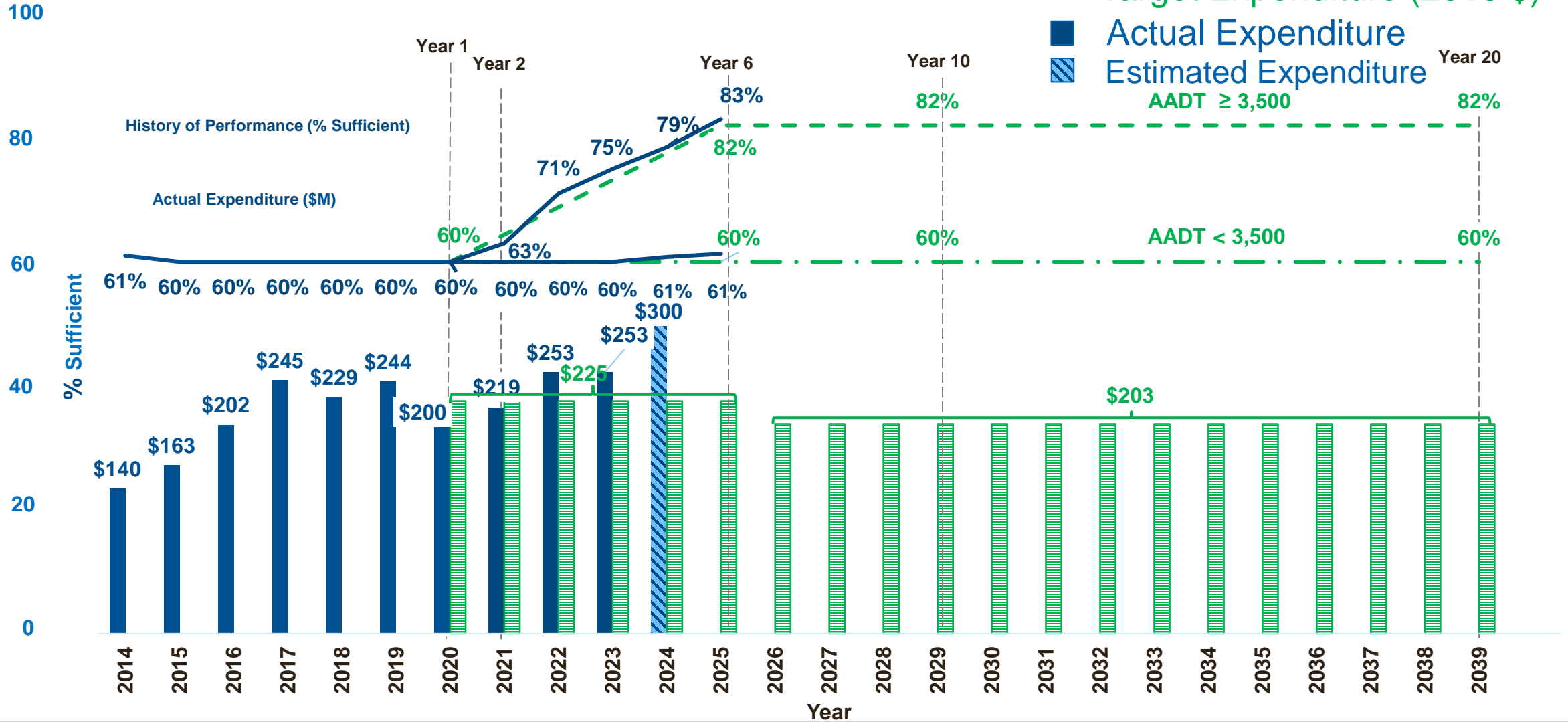
Secondary Network – 20 Year Outlook

(Target & Actual Performance)

October 14, 2025

--- Target Performance
 AADT ≥ 3,500: 82%
 5,491 lane miles
 AADT < 3,500: 60%
 84,659 lane miles

▨ Target Expenditure (2019 \$)
 ■ Actual Expenditure
 ▨ Estimated Expenditure



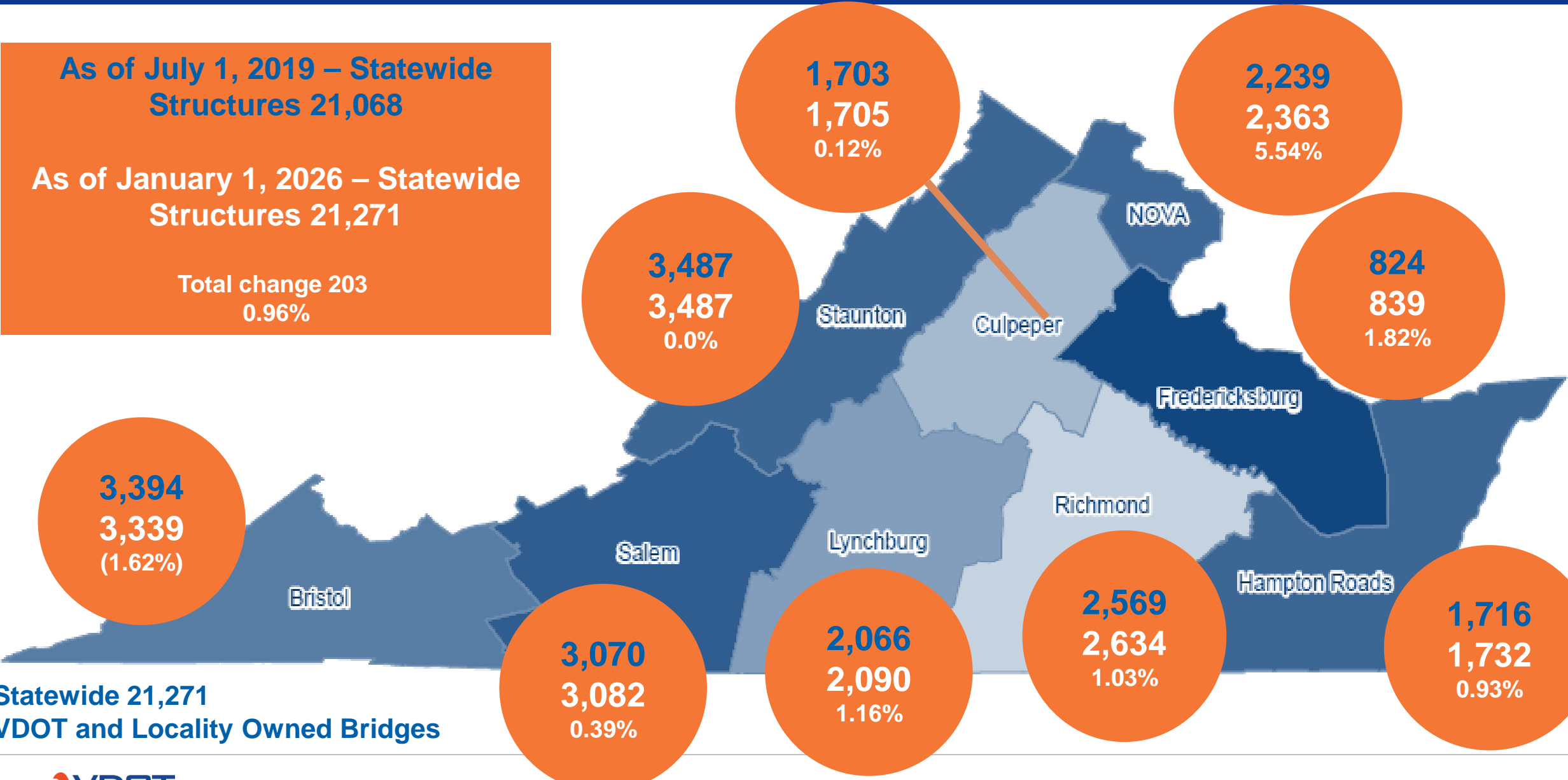
Structures

Structures – Inventory – 2019 and Current

As of July 1, 2019 – Statewide Structures 21,068

As of January 1, 2026 – Statewide Structures 21,271

Total change 203
0.96%



Statewide 21,271
VDOT and Locality Owned Bridges

Structure Inspection & Assessment Process


inspectX 0526337-27765

Bridges Jump to structure Inventory Schedule Inspection Maintenance


SUMMARY INSPECTION MAINTENANCE FILES REVIEW UNDER RECORDS

Filter Attributes

Attribute	Value
8 - Structure Number	0526337-27765
41 - Structure Open/Posted/Closed	A - Open, no restriction
(S506.1) Bridge Status	
(S50) Posted Status	0 - Not Posted
(S51) Posted Date	01/01/1901 12:00:00
(WF50.1) Posting Deficiency	
58 - Deck	N - NOT APPLICABLE
59 - Superstructure	N - NOT APPLICABLE
60 - Substructure	N - NOT APPLICABLE
61 - Channel/Channel Protection	8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.
62 - Culverts	7 - Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth asymmetrical curvature with superficial corrosion and no pitting.
67 - Structural Evaluation	7 - Better than present minimum criteria
113 - Scour Critical Bridges	8 - Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing (Example A) by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculation or by installation of properly designed countermeasures (see HEC 23).



11.03.2023



Map Satellite

Silver Leaf Baptist Church

Spinks Chapel

Wilson Hill

Ewing

Yeary Cemetery

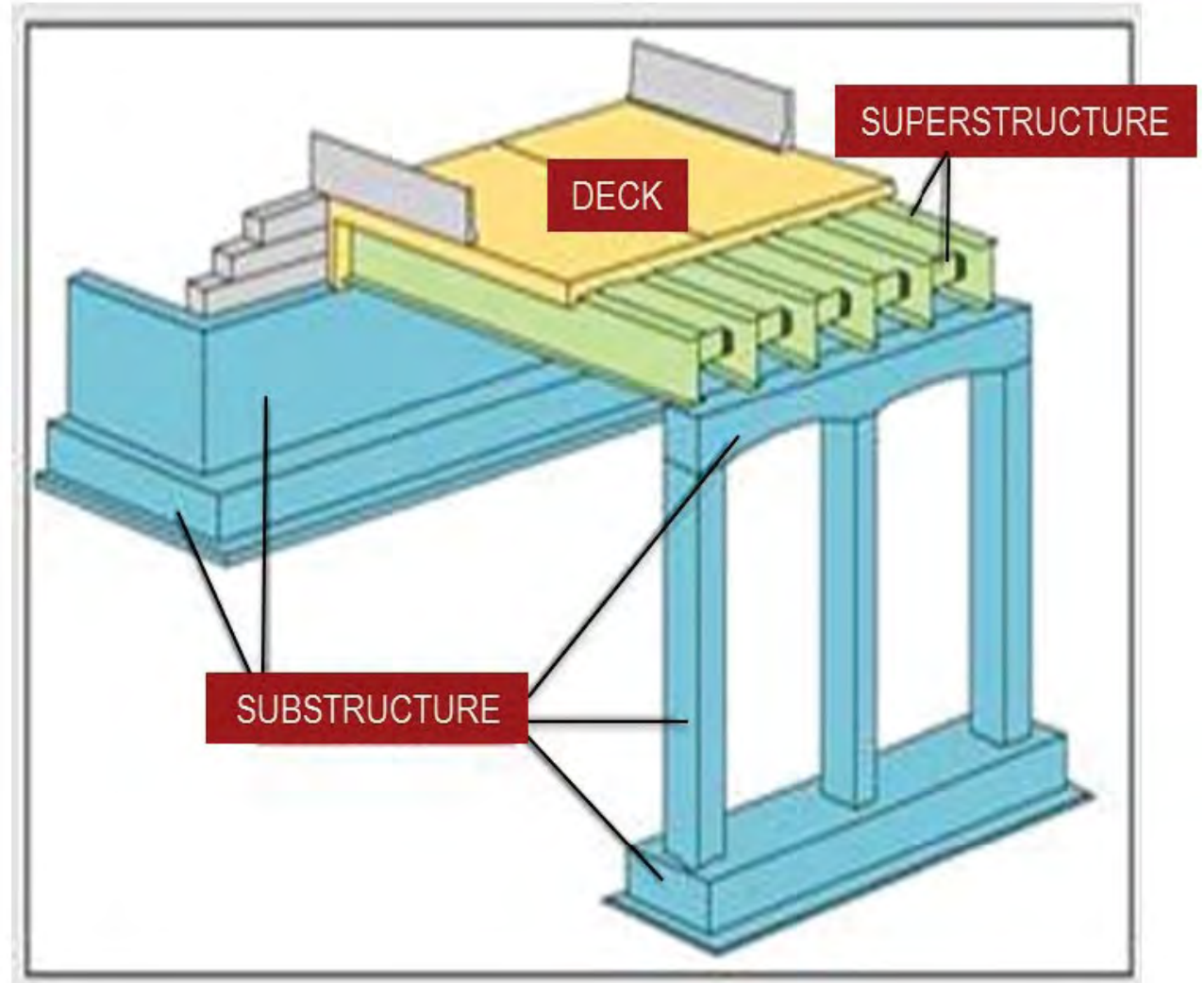
Bridges are generally inspected on a 2-year cycle



Bridge Rating - What is a GCR (General Condition Rating)?



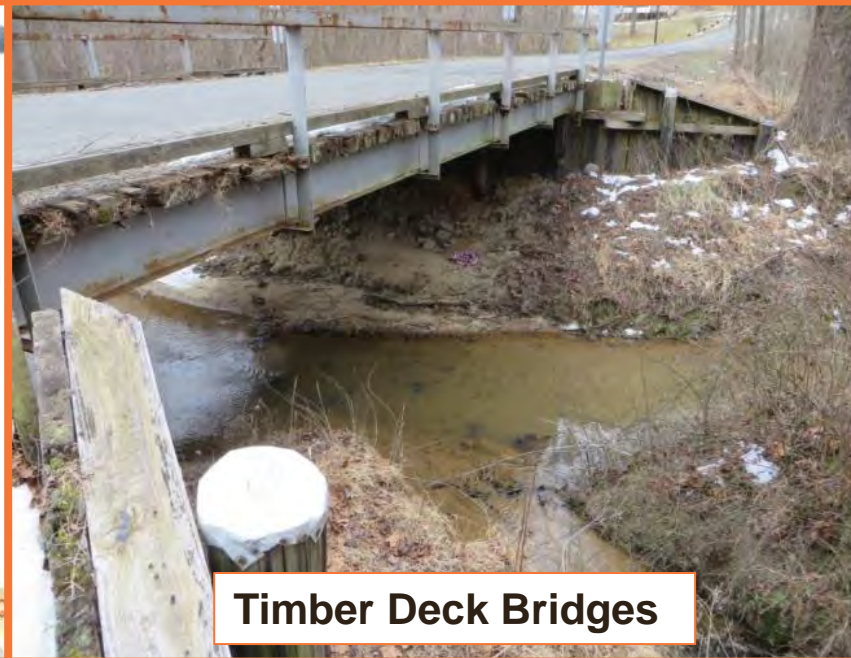
Bridge Components





Metal Culverts

12/2/2010 2:0



Timber Deck Bridges



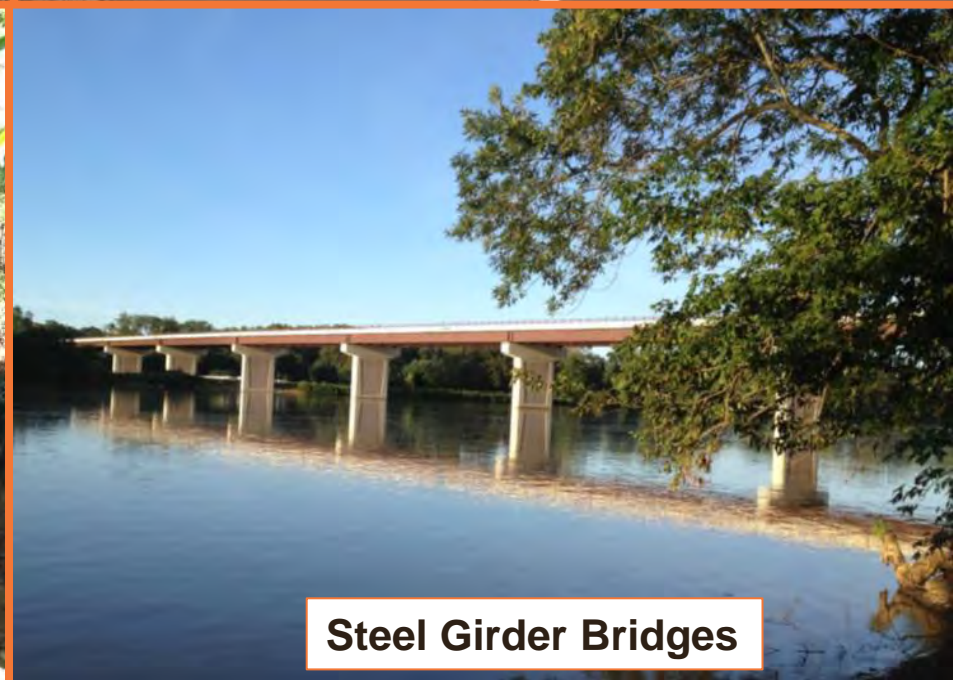
Concrete Girder Bridges



Concrete Slab Bridges



Concrete Culverts



Steel Girder Bridges

Examples of Good, Fair, and Poor Bridges

Good



Fair: on the Cusp of Poor

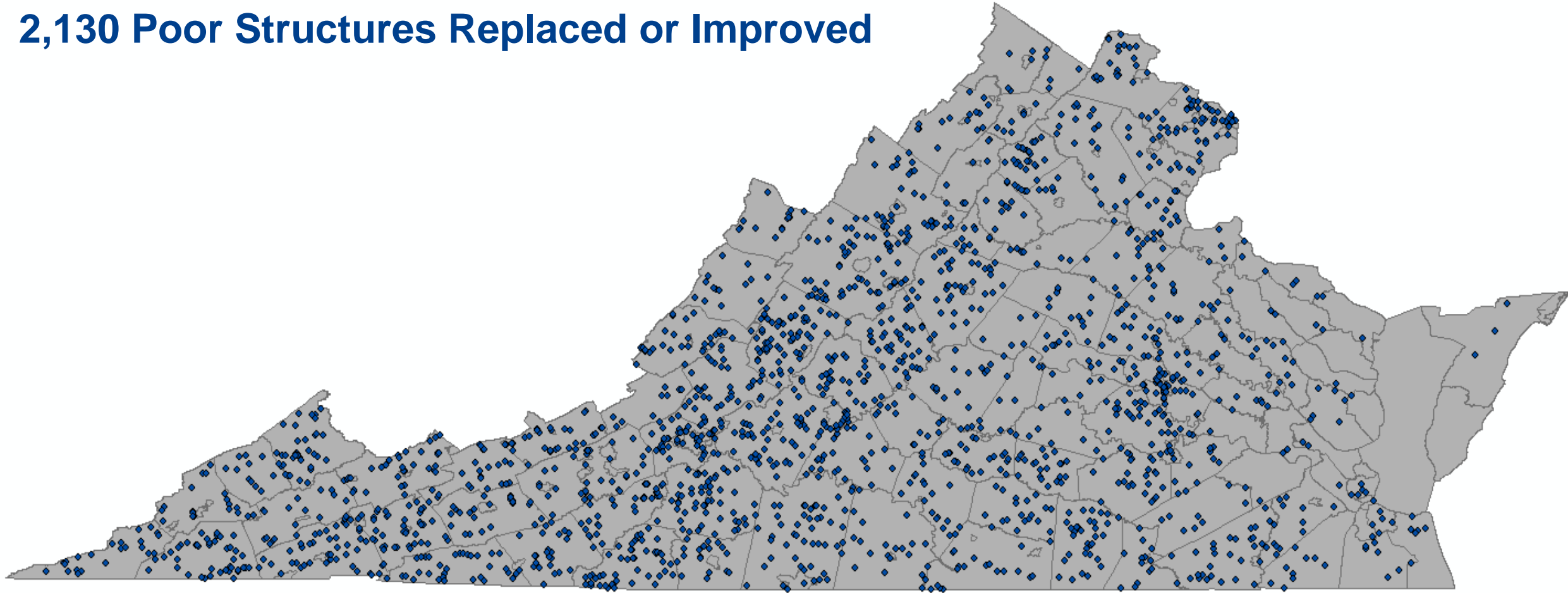


Poor



Poor Structures Improved 2010 - 2019

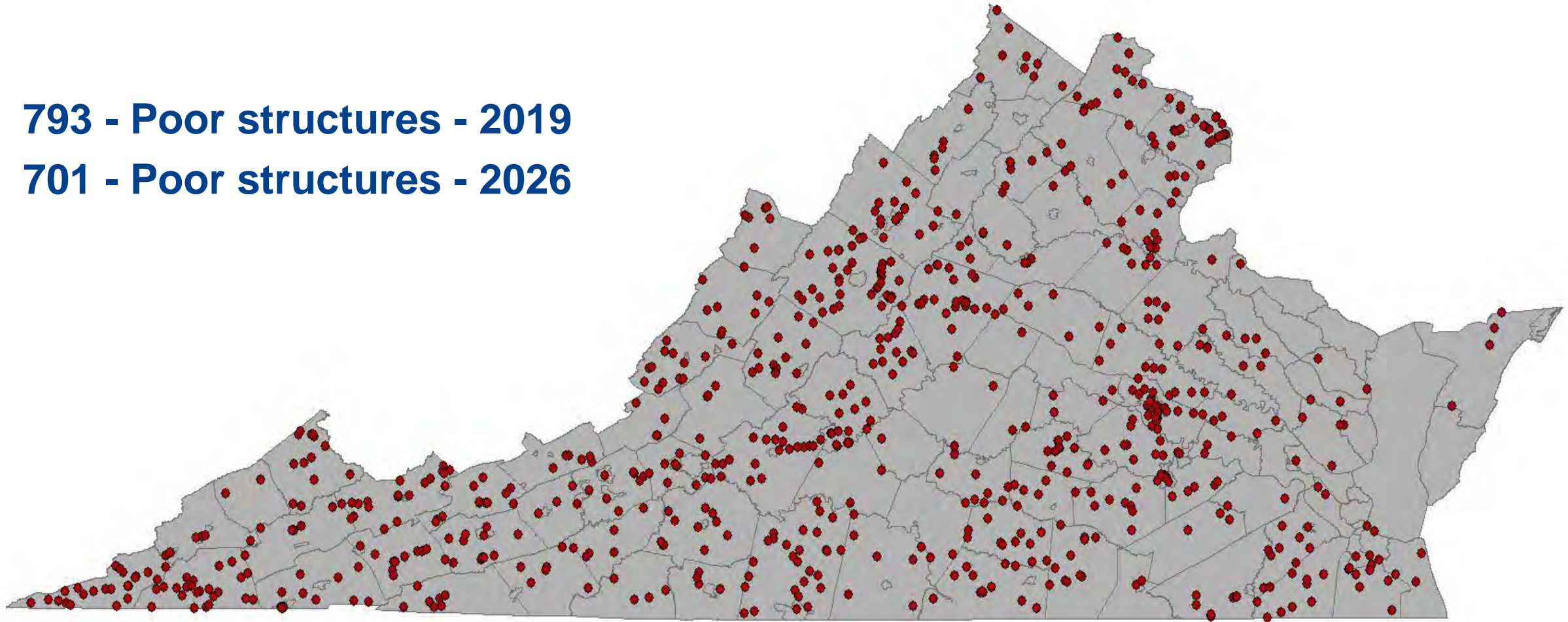
2,130 Poor Structures Replaced or Improved



Poor Structures – Significant Improvement Since 2010

793 - Poor structures - 2019

701 - Poor structures - 2026



Structures – Long Term Sustainability - 2019

Analysis undertaken to define a sustainable solution

- Reviewed historical performance
- Cost to maintain the pre-2019 performance targets (percentage of bridges in good or fair condition)
 - 99% Interstates
 - 96% Primary
 - 94% Secondary
- Reviewed overall condition of the inventory
- Evaluated 20-year and 50-year performance using various funding and investment strategy scenarios

Overall Funding Scenario – 2019

2019 Investment

Maintenance and Operations	\$215M
State of Good Repair	\$225M
Total	\$440M

Fixed Costs

Inspection (Federal Requirement)	\$38M
Routine Maintenance	\$10M
Emergencies	\$8M
Total	\$56M

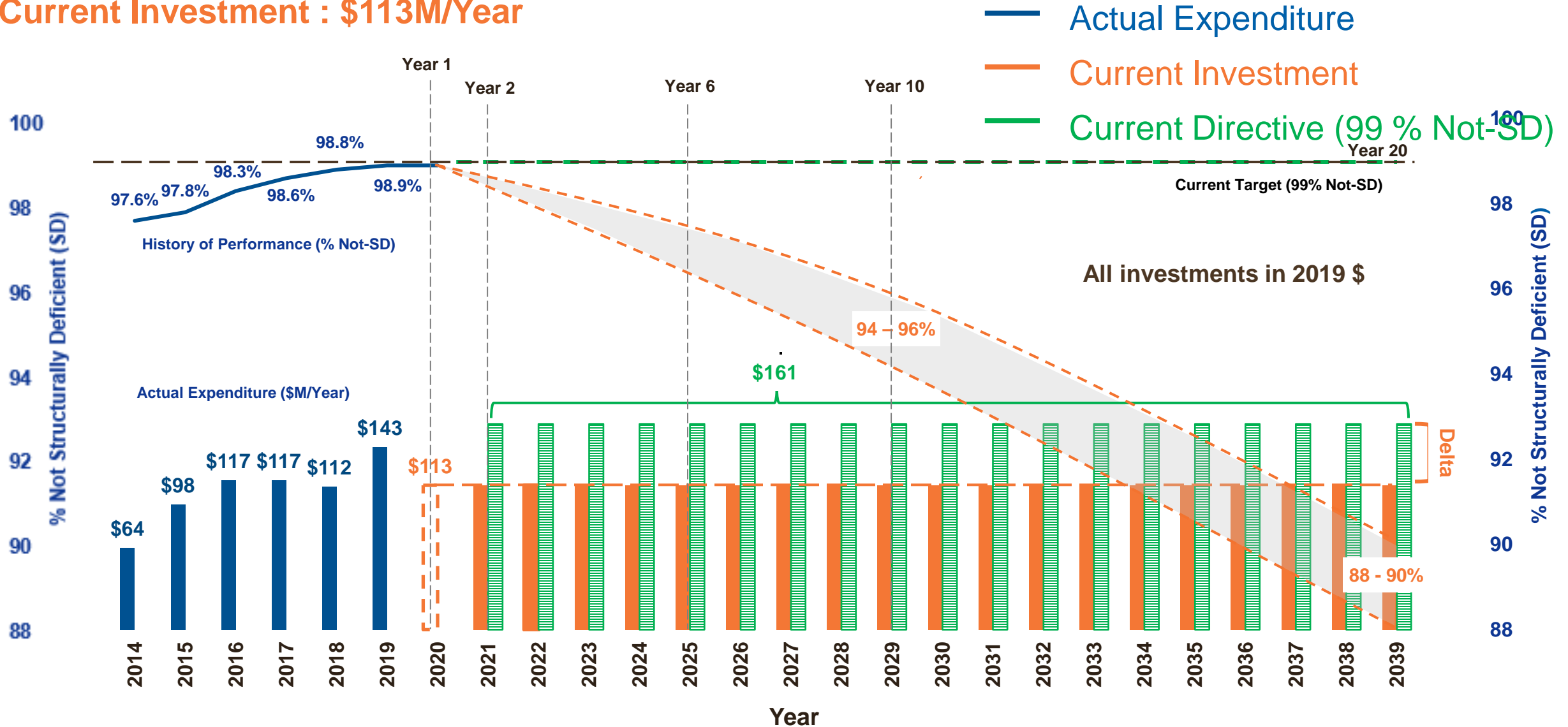
Total Available

*2019 dollars

***\$384M**

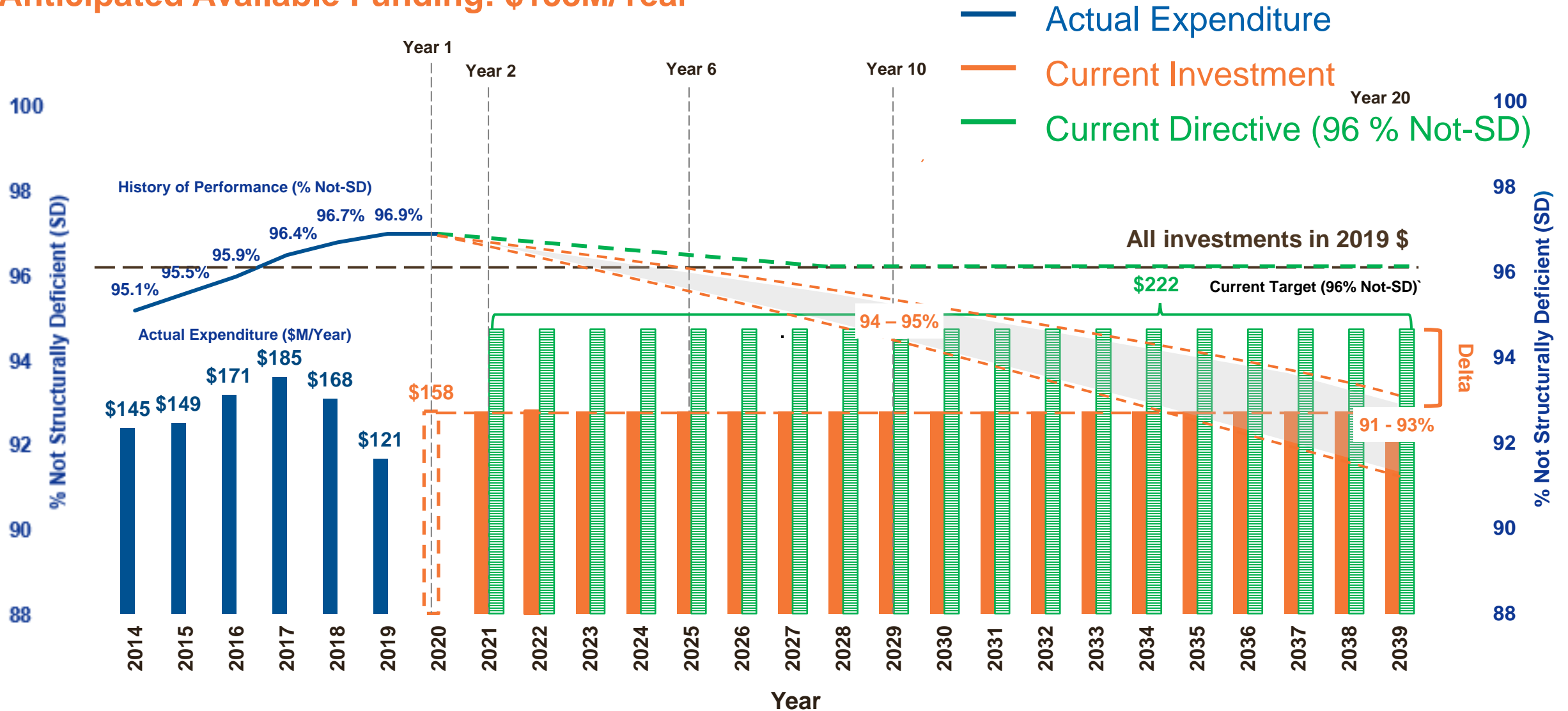
Interstate Network - 2019

Current Investment : \$113M/Year



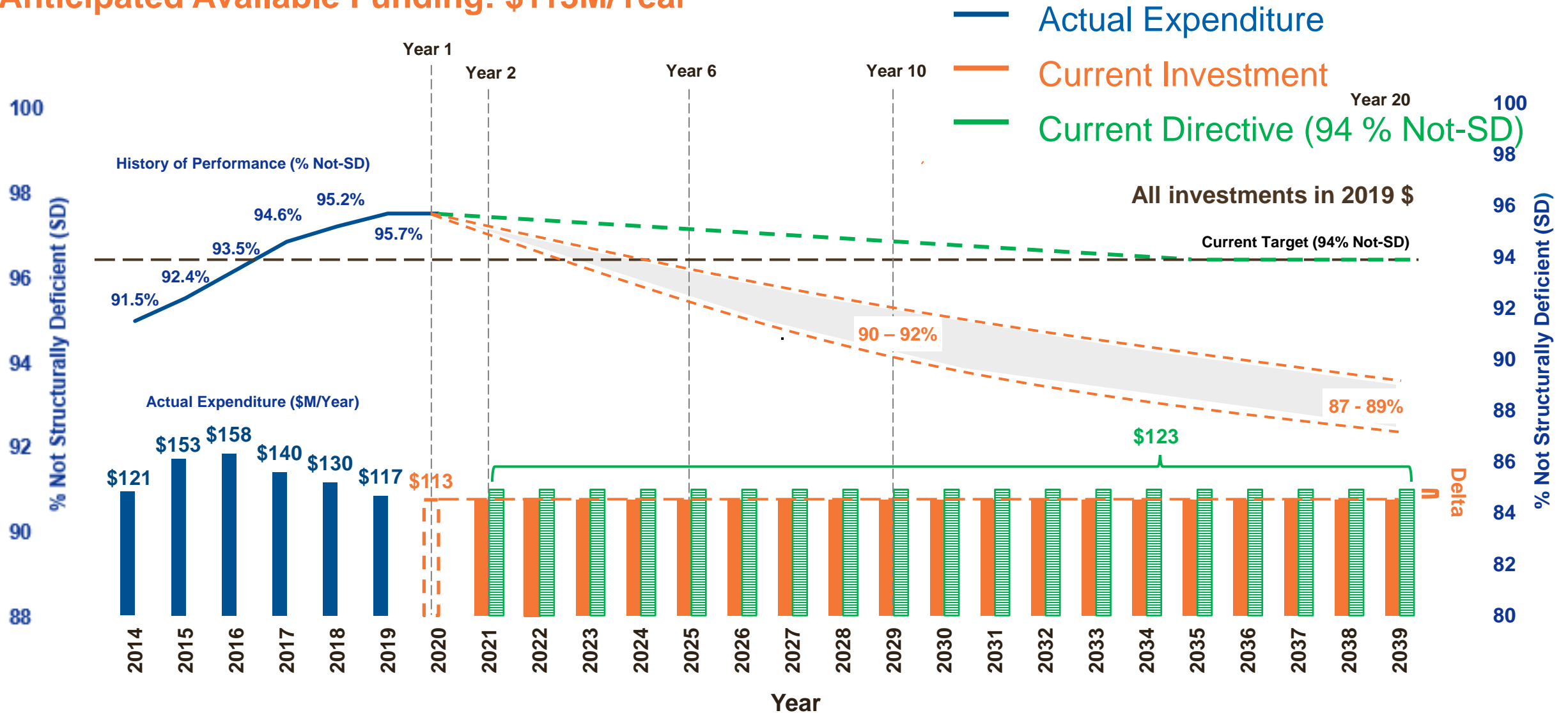
Primary Network - 2019

Anticipated Available Funding: \$158M/Year



Secondary Network - 2019

Anticipated Available Funding: \$113M/Year



Long Term Sustainability - Preservation Approach - 2019

- **Focus on overall inventory condition**
 - Not “Worst First”
- **“Worst First” cost higher than proactive preservation**
- **Preservation approach maintains long-term acceptable level of service**
 - Consistent with industry best practices - focus on balanced approach
- **Remaining poor bridges are safe**
 - Will continue to be monitored and programmed appropriately
- **State of Good Repair Program – add Cusp bridges**

Preservation First Approach - 2019

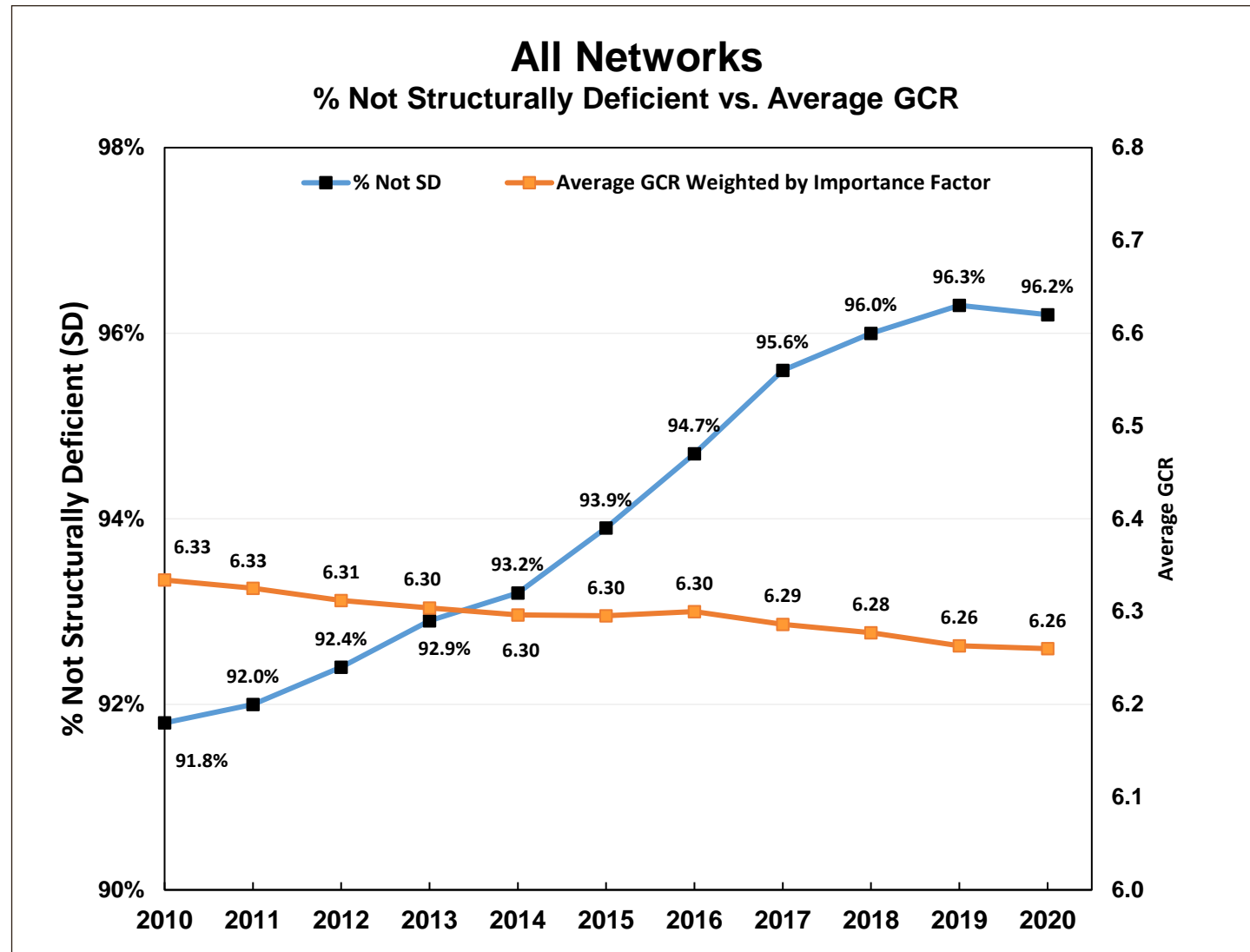
Preservation Activities and Investment Levels Evaluated (75%)

- Deck repair and preservation (overlays & joints)
- Superstructure repair (beam ends) and preservation
- Component or element replacement
- Substructure repair and preservation
- Culvert (liners)

Replacement Activities (25%)

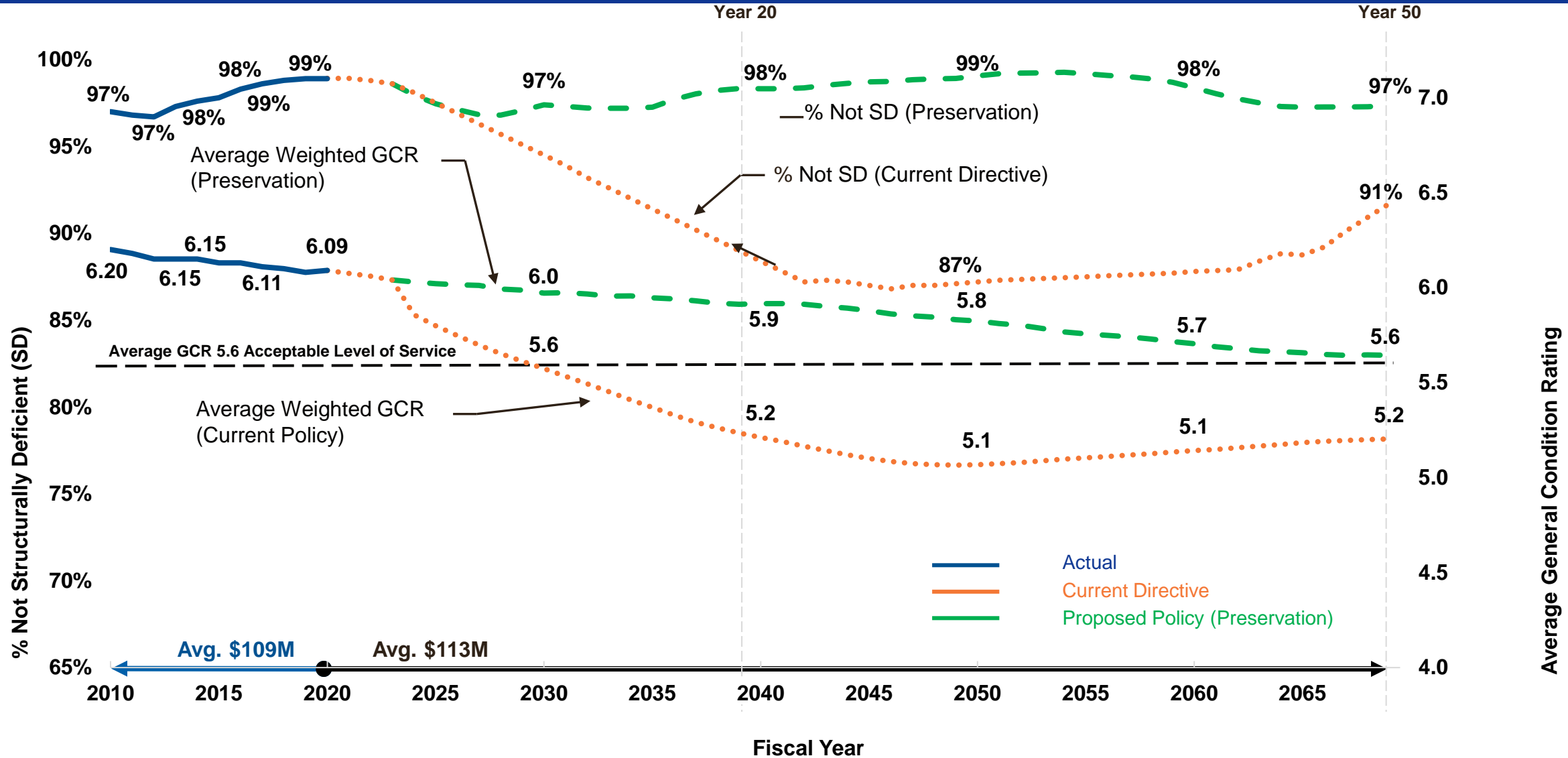
- Replace entire structure

Overall Inventory Condition – Historical - 2019



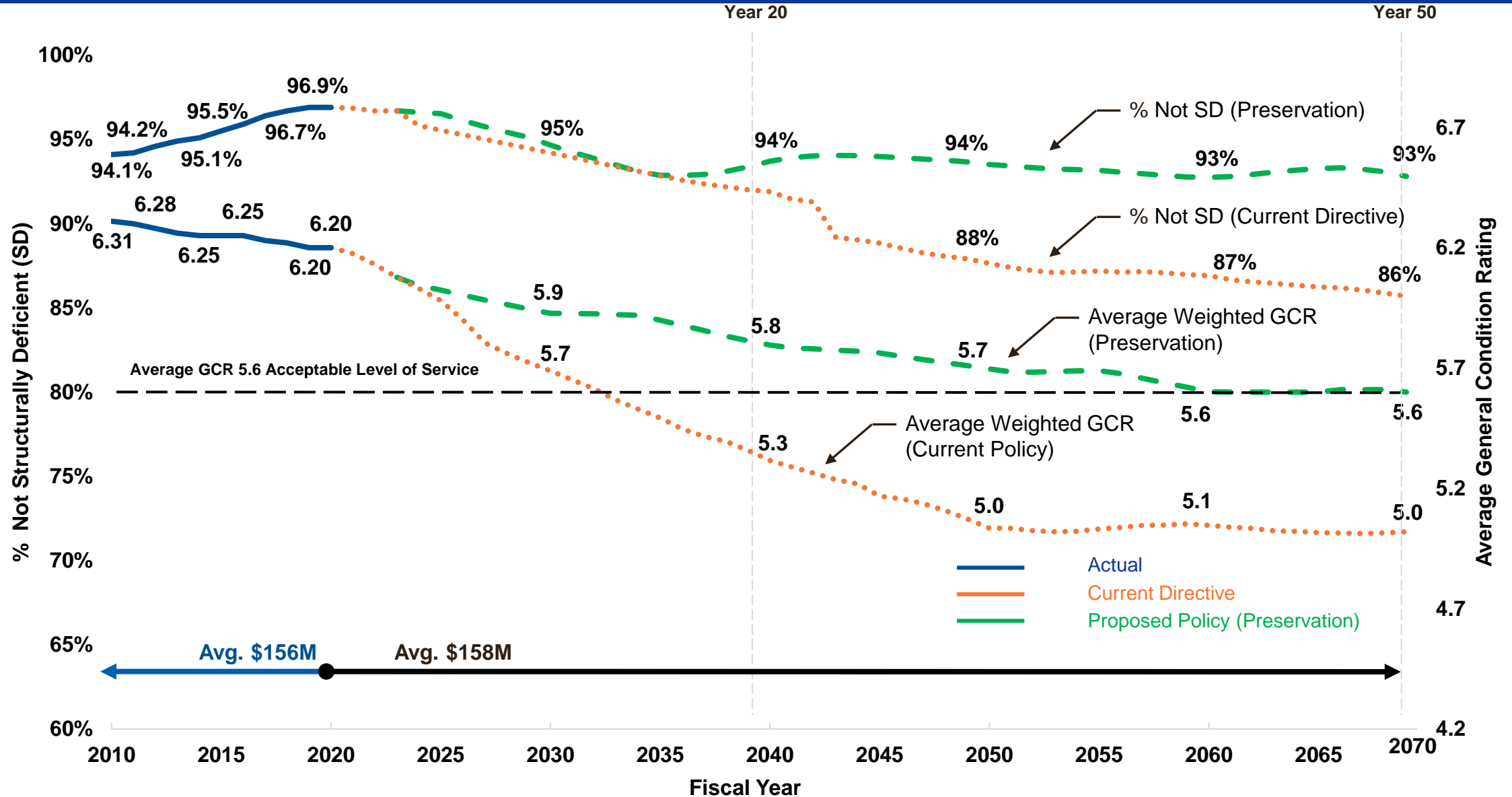
Interstate Network – 50 Year Outlook - 2019

2,404 Structures (12%)
26M SF Deck Area (28%)



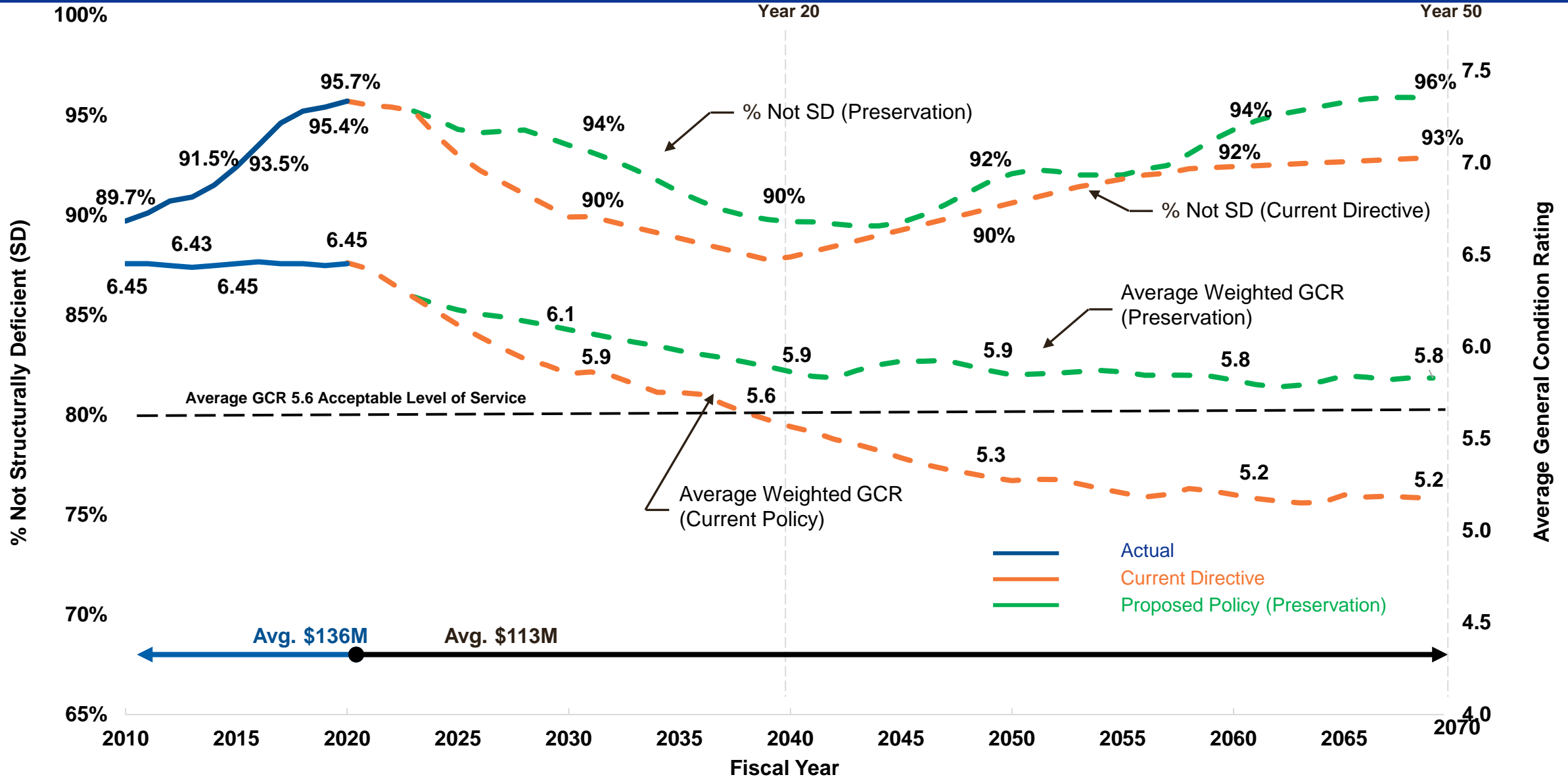
Primary Network – 50 Year Outlook – 2019

5,808 Structures (27%)
40M SF Deck Area (42%)



Secondary Network – 50 Year Outlook - 2019

12,961 Structures (61%)
29M SF Deck Area (30%)



Summary - Structures Investment Options - 2019

Current investment: \$384M per year, FY 2020

Targets, % Not-SD				Avg. Total Cost per Year, \$ Millions		
IS	PR	SC	All Systems Average GCR	Years 1-50		
				IS	PR	SC
2019 Investment – Current Directive						
99%	96%	94%	N/A	161	222	123
				\$506		
				(\$122)		
Proposed Investment – Proposed Target						
97% No Postings	93%	90%	Average GCR ≥ 5.6	113	158	113
				\$384		
				\$0		



Current Directive



Proposed Target

***All amounts in 2019 dollars**

Structures - Performance Measures Established in 2019

\$384M*
per year

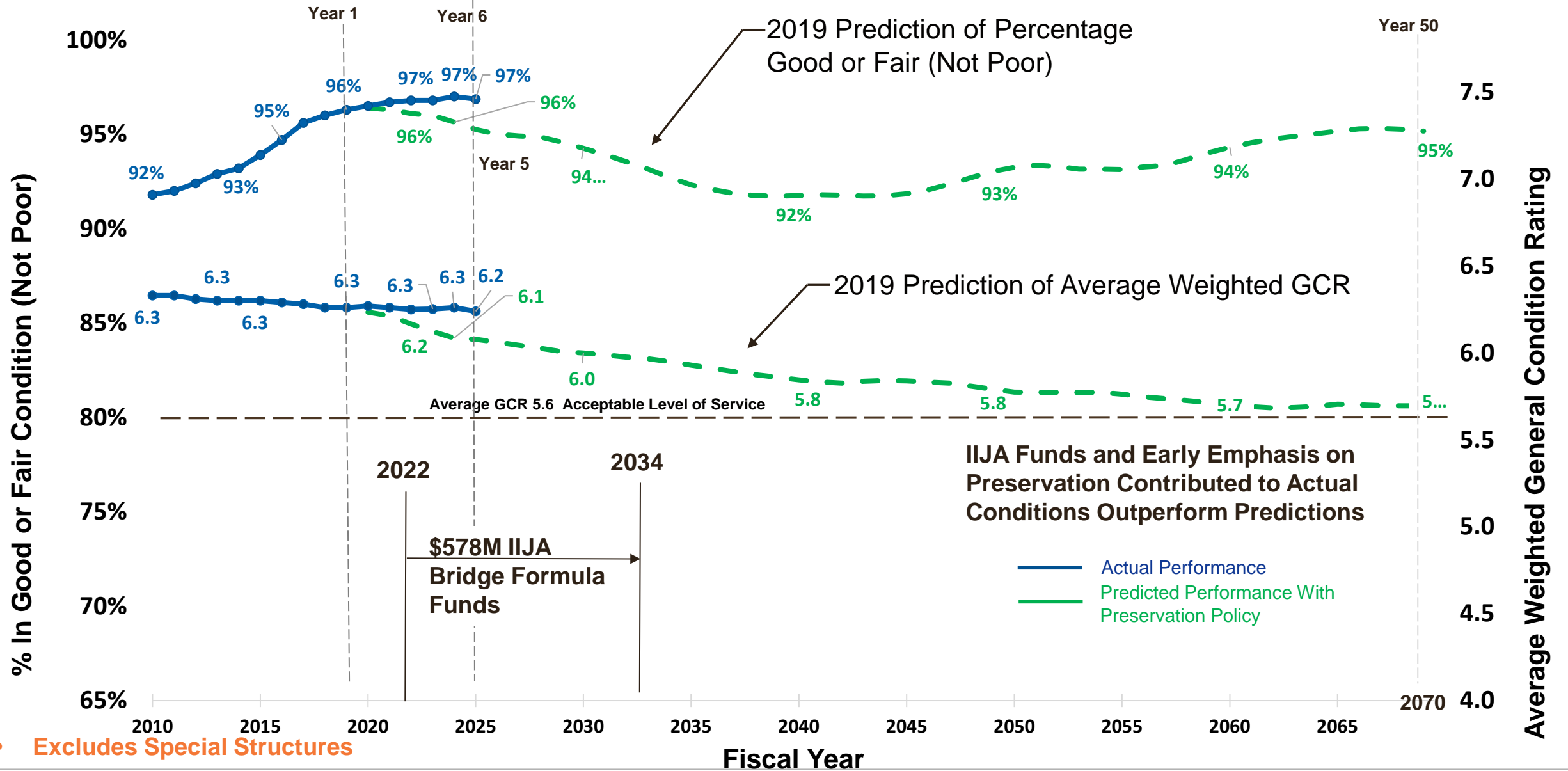
Performance Measure Description	Current Policy Preservation (CTB Approved December 2019)	
	Average General Condition Rating (GCR)	**% Not Poor
All Systems	≥ 5.6	N/A
Interstate		97% No Postings
Primary		93%
Secondary		90%

*2019 dollars

**% Not Poor – percentage of structures with a GCR of 5 (Fair) or better

All Networks Combined – 50 Year Outlook - 21,302 Structures

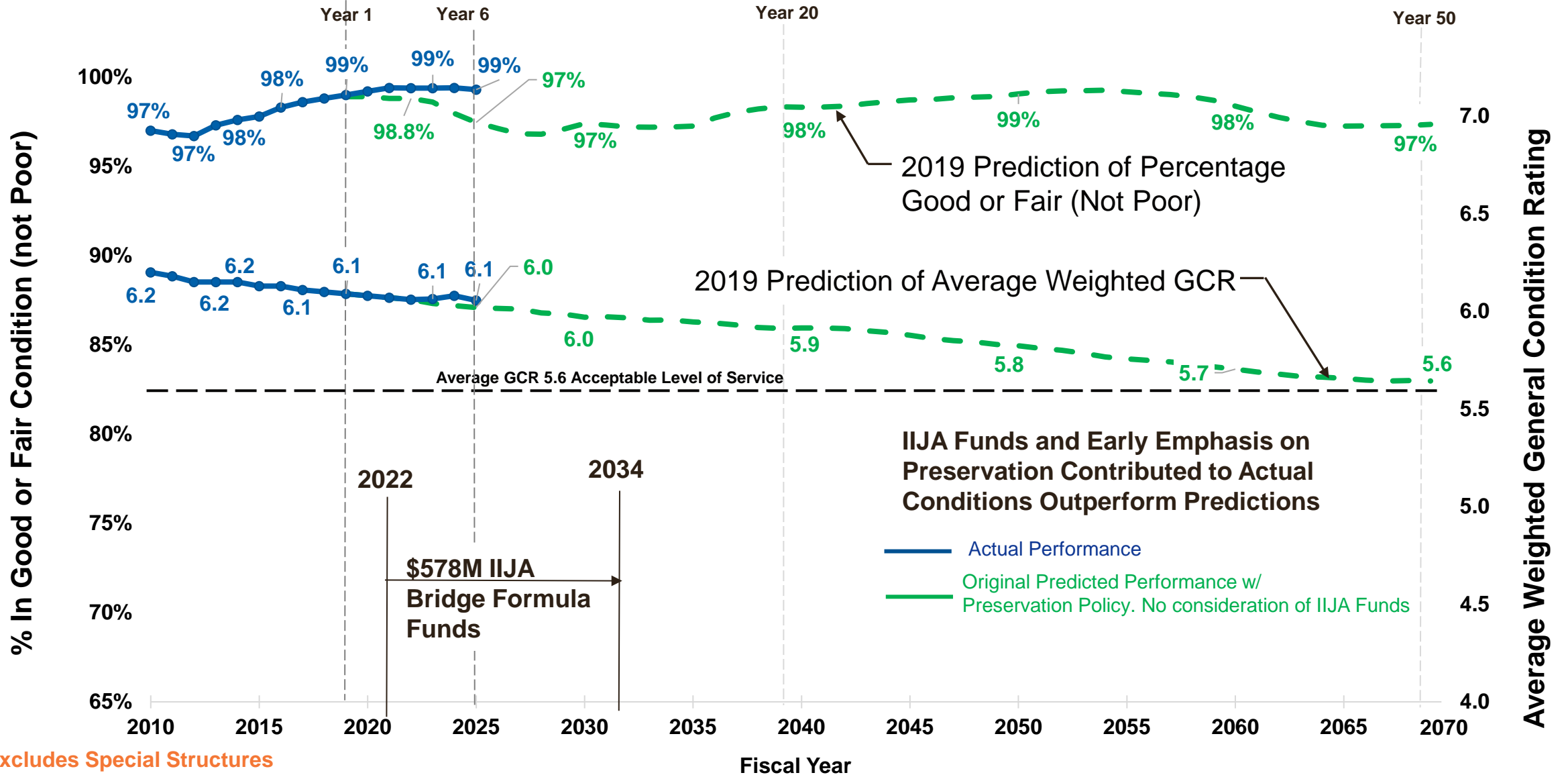
October 14, 2025



• Excludes Special Structures

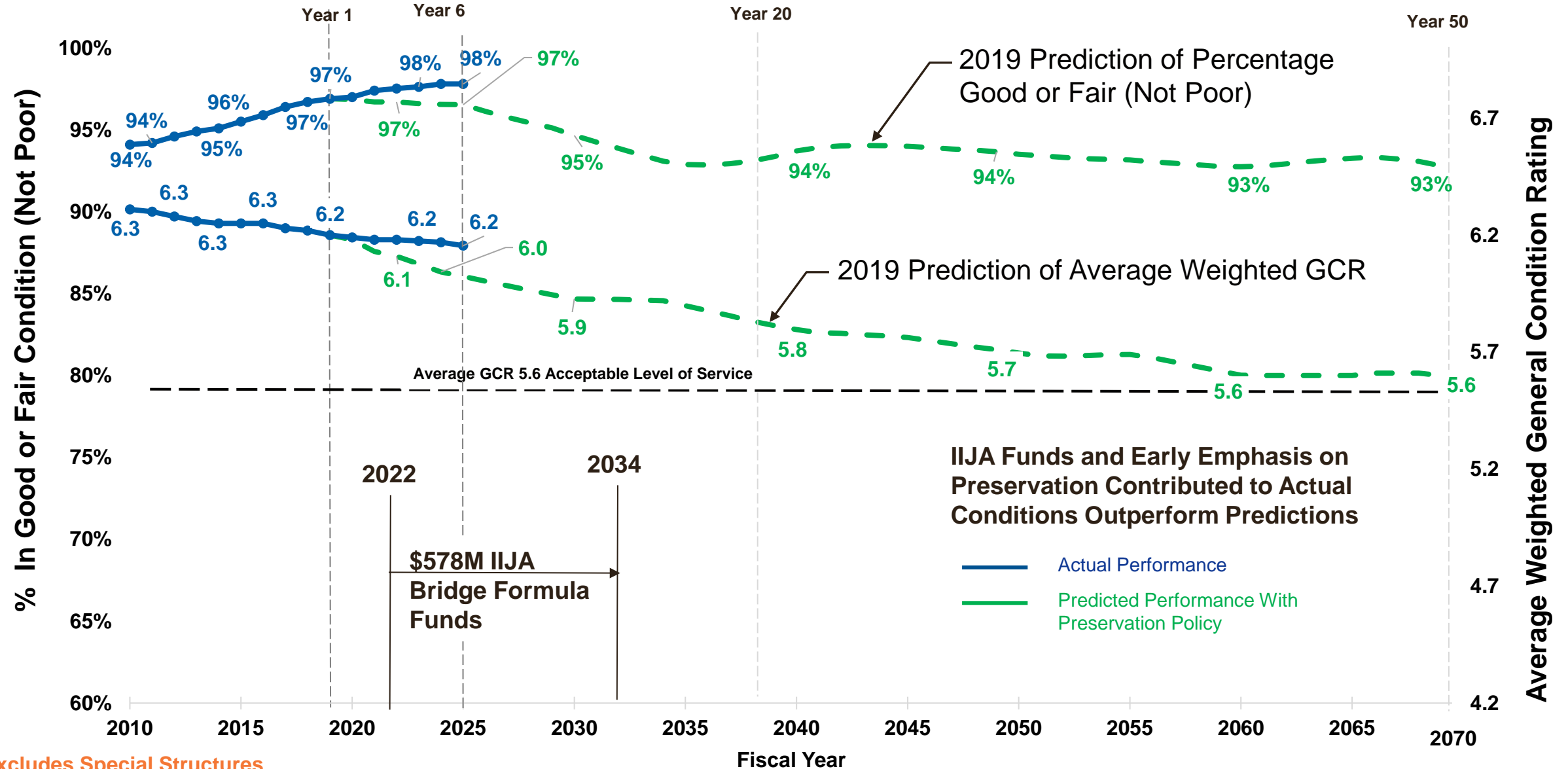
Interstate Network – 50 Year Outlook - 2,443 Structures

October 14, 2025



Primary Network – 50 Year Outlook - 5,818 Structures

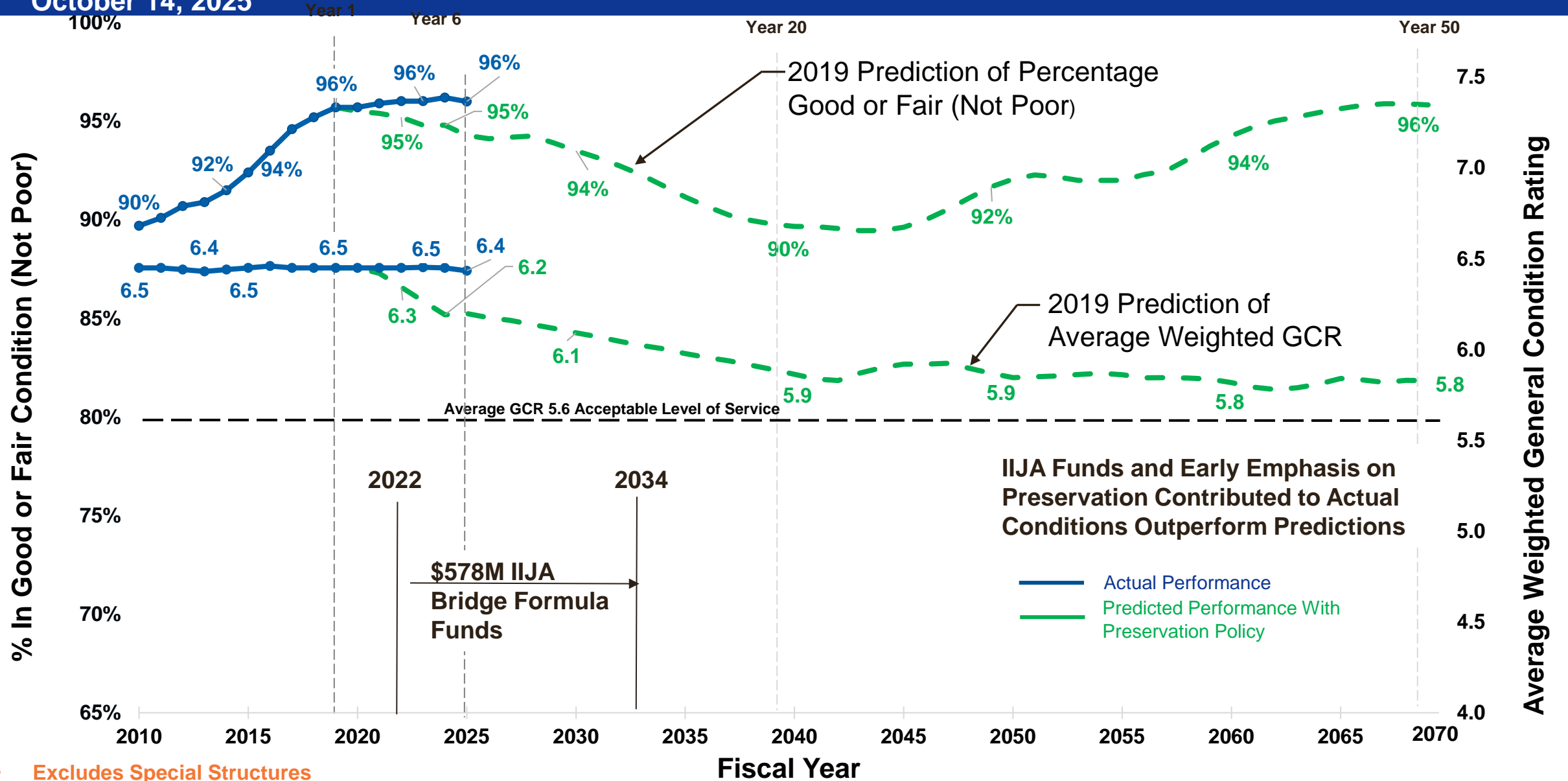
October 14, 2025



• Excludes Special Structures

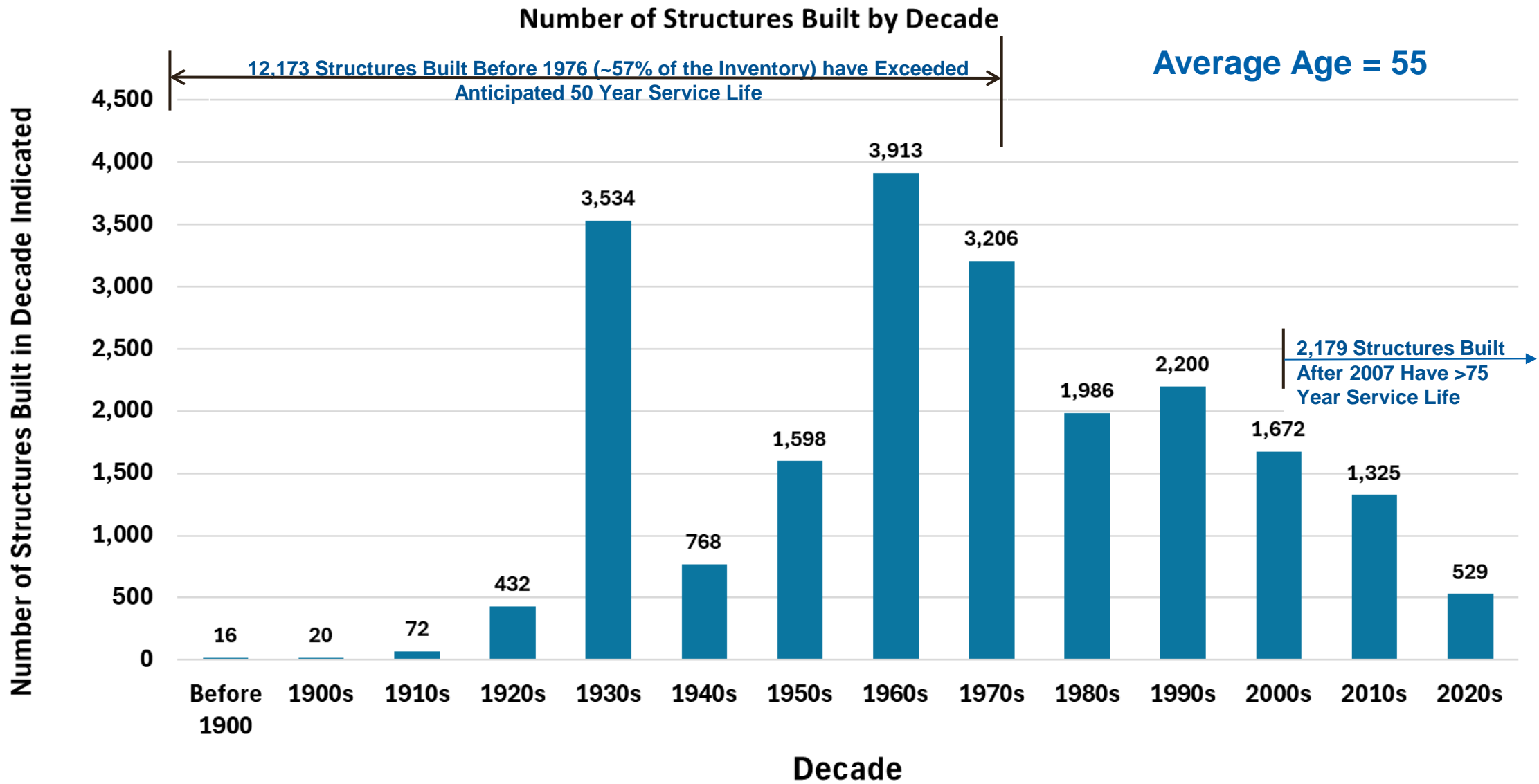
Secondary Network – 50 Year Outlook - 13,041 Structures

October 14, 2025



• Excludes Special Structures

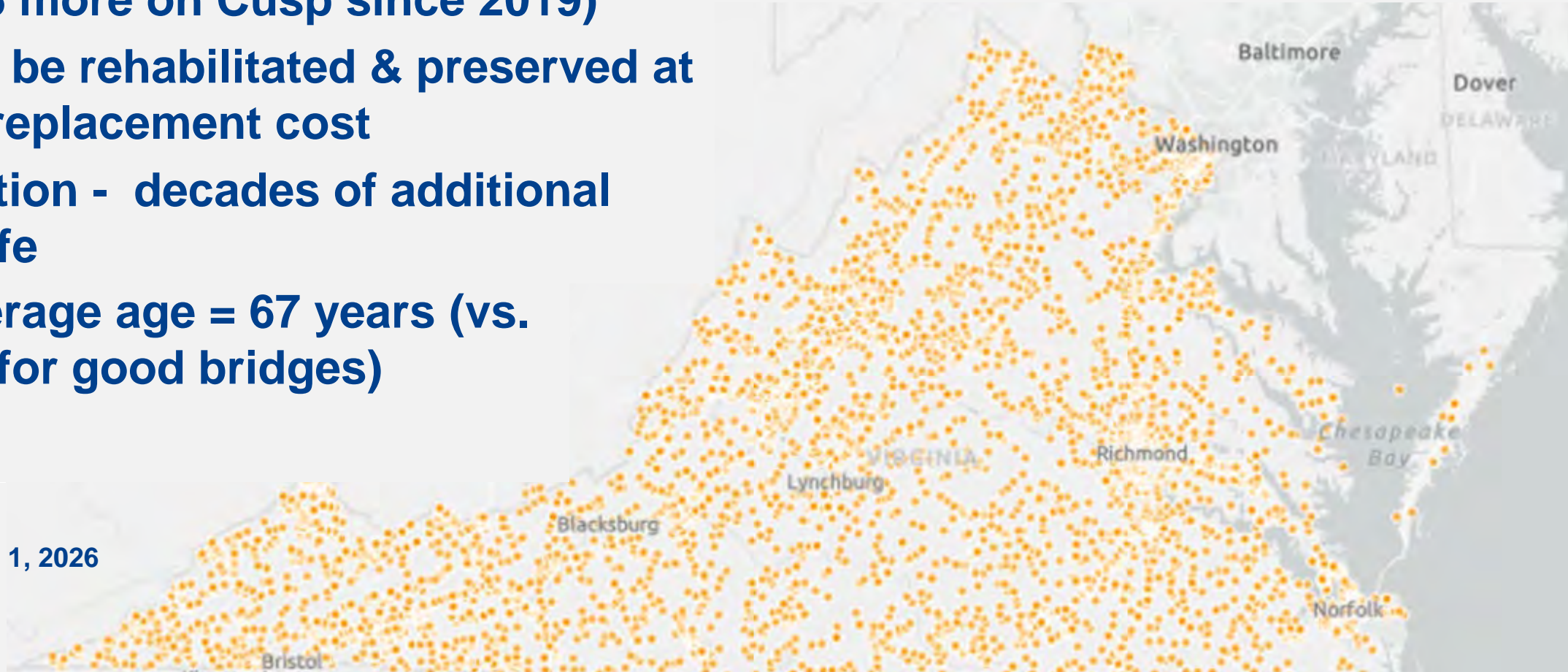
Bridge Inventory - Age



Continuing Challenge - 5,166 Structures on the Cusp of Becoming Poor

- One inspection rating from becoming poor (726 more on Cusp since 2019)
- Most can be rehabilitated & preserved at ~15% of replacement cost
- Preservation - decades of additional service life
- Cusp average age = 67 years (vs. 40 years for good bridges)

Data as of March 1, 2026



Current Challenges for 2026 Update

- **Update analysis using current conditions and deterioration rates**
 - Average age is now 55 vs 50 in 2019
 - Number of poor bridges increasing as predicted
- **21st Century bridges use better technology and deteriorate slower**
 - There are more modern bridges in the inventory vs 2019
 - Since the 2019 Study, 621 more durable bridges have been added or replaced
- **Significant cost changes since 2019**
 - Material and contracting costs have increased
 - Inspection costs are increasing due to new federal mandates
- **Seek more efficient ways to deliver the program**

NEXT STEPS

Upcoming CTB Meetings

Description	CTB Meeting Date
Overview of 2019 Maintenance and Operations Program Cont	May 19, 2026
Bridge Re-baseline	June 16, 2026
Pavement Re-baseline	July 21, 2026
Routine Maintenance Set Targets	September 15, 2026
Special Structures	October 14, 2026
CTB approval	December 9, 2026



DRPT Monthly Director's Report

April 2026



Growing Transit Ridership & Industry Outreach

The Best State for Commuters & Moving People

- January 2026 Transit Ridership was 10.9 million, up three percent from January 2025 despite significant weather impacts. See Slide 14 for more details.
- Virginia has been named #1 in the Nation for Commuters by the Center for Urban Transportation Research's Best Workplaces for Commuters.

Growing Fuel Costs

- DRPT sent a survey to the transit agencies operating in Virginia asking what their FY26 and FY27 fuel budgets are and how are/may be impacted by rising fuel costs.
- 35 agencies responded; 7 agencies noted that they expect not having enough funding to cover fuel costs for FY26. The majority agencies had anticipated and previously budgeted for fuel costs to remain flat into FY27 so future impacts may be seen later in the year.

Transit Service Delivery Advisory Committee (TSDAC)

- TSDAC met on April 14 to continue discussions regarding proposed policy changes to the MERIT Formula; the next meeting is scheduled for May 12 and DRPT staff will be conducting workshops with transit agencies this month to get additional input on potential changes.

Industry Engagement

- On March 18, DRPT hosted the Virginia Transit Leadership Institute for an all-day learning session.
- DRPT Director Zimmerman conducted several interviews over the last month including with the Virginia Mercury about the Tidewater Current, and WTKR (Hampton Roads) about the Virginia Statewide Rail Plan and the new Virginia Breeze "Tidewater Current" service opening on 4/20/2026.
- Director Zimmerman presented at the Virginians for High-Speed Rail "2026 State of Rail Town Hall" on April 9 along with VPRA Exec Director Stadtler, and VRE CEO Choe. Director Zimmerman last week joined local leaders for the newest Hampton Roads Transit Center groundbreaking.



Building Intercity Bus Service Throughout Virginia

Virginia Breeze Updates

Connecting Virginia with the Tidewater Current

- April 20 is the launch of the “Tidewater Current”, the fifth route of the Virginia Breeze intercity bus service funded by DRPT.
- It is the first east-west route, connecting ten cities and five counties along the I-64 corridor between Virginia Beach and Harrisonburg.
- Ticket prices are on sale at virginiabreeze.org for \$35 or less.
- All buses are equipped with a wheelchair lift; Free WiFi; ample luggage storage and on-board bathroom.

Providing Affordable Service with Capital Connector

- From March 16 to April 30, the Virginia Breeze’s Capital Connector route is offering reduced \$17 one-way fares between Richmond and Washington, D.C.

Providing Positive Impacts across the Commonwealth

- Transported over 68,000 passengers in 2025.
- Reduced single occupant vehicle travel by nearly 61 million miles and cut greenhouse emissions by more than 10,000 tons.



Promoting Transit as the Affordable Option

Your Story Campaign

- In March, DRPT launched the Your Story marketing campaign, highlighting public transportation as the most affordable mobility option for many households.
 - Across the U.S., the typical household spends around **\$12,000 annually** to own, maintain, and operate personal automobiles.
 - In contrast, the typical transit-riding American household spends around **\$800 annually** for public transportation.



Celebrating our Partners

Milestones from Across the Commonwealth

- Petersburg Area Transit received \$23.8M and Hampton Roads Transit received \$10.6M in [federal FY2026 Bus and Bus Facilities](#) funding.
- WMATA celebrated 50 years of Metrorail service in March. Operations began with the Red line in 1976; expanding into Virginia the next year.
- This April, Hampton Roads Transit broke ground on its Evelyn Butts Transfer relocation project in Norfolk.
 - The project is in the final design phase, with construction anticipated to start later this year, including building new bus shelters, bus lanes, and parking.
 - The project is partially funded through a DRPT TRIP grant and is anticipated to be completed in 2028.
- This May, Suffolk Transit will launch two new regional routes bus routes connecting Windsor and Portsmouth with Suffolk.
 - The Peanut Express (Windsor-Suffolk) and Seaport Express (Suffolk-Portsmouth) run five days a week and will connect at Suffolk Transit's Godwin Park and Ride.
 - Both routes received SMART SCALE funding for capital purchases.



Easing Congestion on I-95

Potomac & Rappahannock Transportation Commission

• **Corridor Improvement Plan:**

- Lack of commuter bus service south of Dale City on I-95 identified as a corridor challenge.
- IOEP funds new commuter routes that serve from as far south as Fredericksburg to the DC core in the north. The 3 routes are part of the 11 OmniRide Express routes that serve points north for commuters.
- The routes serve the following destinations:
 - Stafford to DC
 - Spotsylvania to Pentagon/Navy Yard
 - Falmouth to Pentagon/Rosslyn/Ballston
- The three funded projects were expected to carry more than 150 riders each morning.

• **New Services:**

- OmniRide did not start service until December 2023 because of pandemic ridership impacts and the continuance of remote work.
- As of January 2026, the routes outperformed expected ridership serving over 800 riders per day.
- The services contributed to growth in ridership of over 27% on OmniRide Express routes between FY24 and FY25, from 916,000 to 1.1 million, and have continued to grow ridership into the current fiscal year.

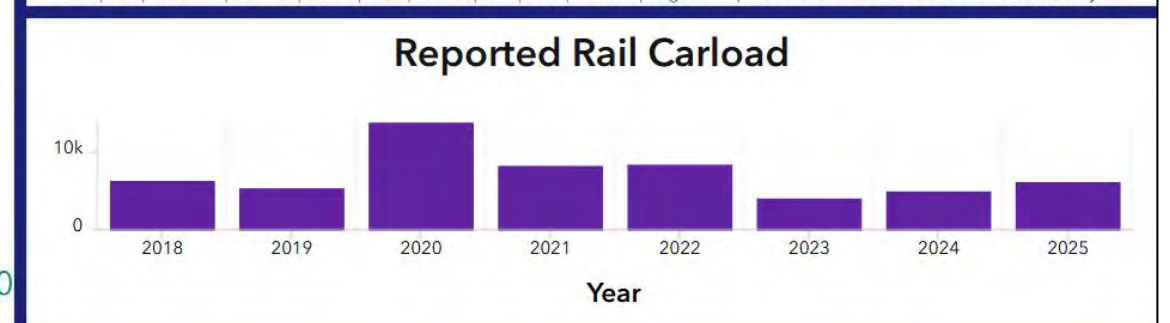
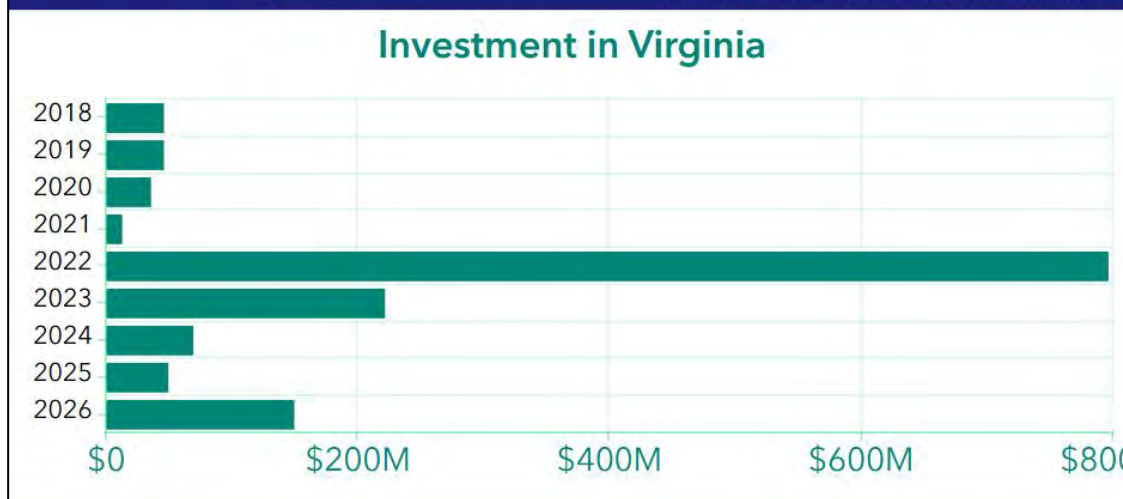
• **Recommendation:**

- DRPT recommends extending the three OmniRide Express routes funded by the I-95 CIP for an additional three years through December 31, 2029.
- No additional funding is being sought as there are funds available in the current awards to continue the service through December 2029.



Bringing Capital Investment and Jobs to Virginia

DRPT's Rail Industrial Access Program



Growing Freight Rail in Hampton Roads

Annandale Millwork & Allied Systems Corporation

- Annandale Millwork is a Winchester-based, family owned and operated business:
 - Has 380 employees.
 - Specializes in the production of structural building components, including roof trusses, wall panels, and other precision-engineered systems for residential and commercial construction.
 - Has requested funding for Newport News facility that will allow the company to expand operation further to the south to provide the Richmond and Tidewater regions.
- Annandale Millwork has applied for Rail Industrial Access (RIA) grant funds in the amount of \$625,100 to construct 800 feet of new track to serve its facility in the City of Newport News, Virginia.



Transform Rail 2.0

Rail Updates

2026 Statewide Rail Plan

- The Statewide Rail Plan's public and stakeholder surveys closed on March 27, receiving over 2,700 responses. DRPT will host workshops over the spring and summer.
- Draft Plan will be shared with CTB later in 2026; with additional opportunity for public comment.

Corridor Identification and Development Program

- On March 9-11, rail planners from DRPT, Virginia Passenger Rail Authority (VPRA), and the North Carolina Department of Transportation (NCDOT) joined staff from the Federal Railroad Administration (FRA) on a tour of the Charlotte to DC Rail Corridor.
- The Charlotte to DC corridor is under study by NCDOT as part of the Corridor Identification and Development Program (CID) and supports the Transforming Rail in Virginia initiative.
- DRPT is leading the CID planning for the Commonwealth Corridor and DC to Bristol corridor.

Transforming Rail in Virginia

Virginia Passenger Rail Authority Updates

Long Bridge Project

- North Package:
 - At Maine Ave. SW, a critical location for the project, crews are constructing the foundations for the first bridge pier.
 - The Washington Channel Trestle is being constructed to support bridge construction and project access.
 - Fiber, sewer, and electric utility relocations made progress in March.
- South Package:
 - The contractor has finished constructing a bulkhead on the Virginia shore of the Potomac River.
 - This bulkhead will be used throughout the project to launch construction equipment and materials onto barges, allowing safe and efficient movement on and off the water.

New River Valley Passenger Rail Project

- Work is on track and the service extension to the New River Valley is expected in Fall 2027.
- The parking lot retaining wall and grading were completed in March. The contractor is progressing construction of the high-level boarding platform. The retaining wall along Depot Street is being constructed.

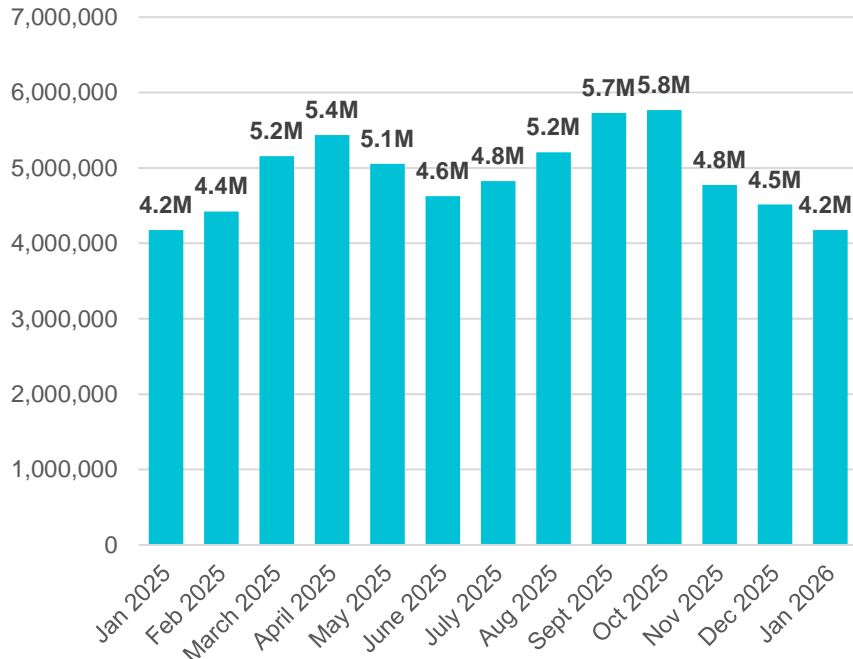
Alexandria Fourth Track

- CSX began early signal relocation activities at the northern interlocking.
- Removal of out-of-service track began in late March.
- CSX's contractor has begun clearing and grubbing & installing erosion and sediment control measures throughout the six-mile corridor.
- Construction is also beginning at the neighboring King & Commonwealth Bridges project led by VRE.
- Three cranes were delivered on site in late March.

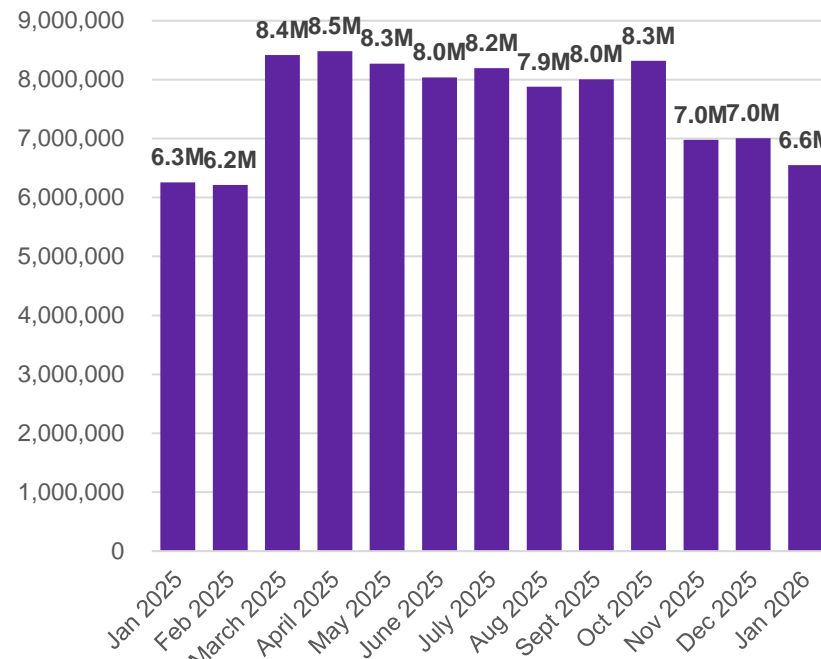
DRPT By The Numbers

Statewide Transit Ridership January 2025 to January 2026

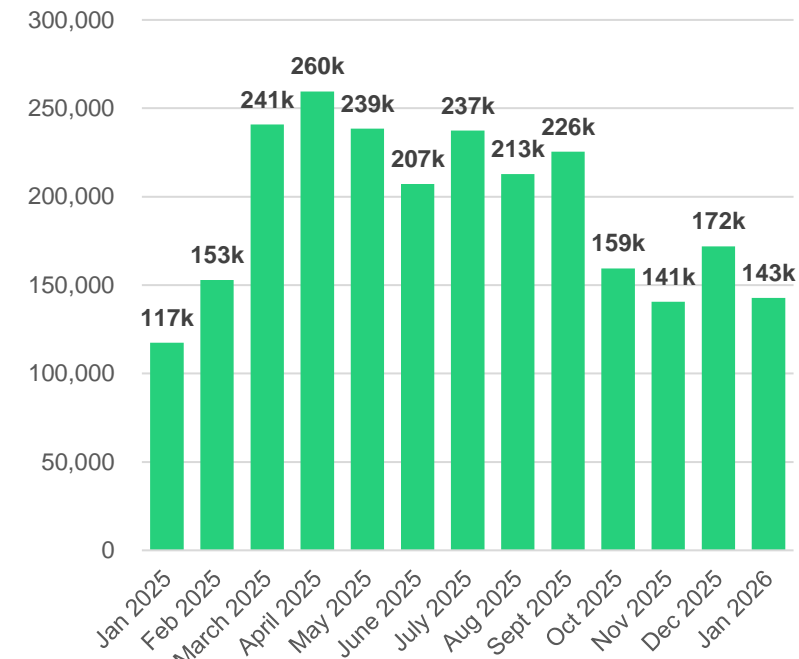
Statewide Transit Ridership – January 2025 to January 2026



Virginia Agencies



WMATA



VRE

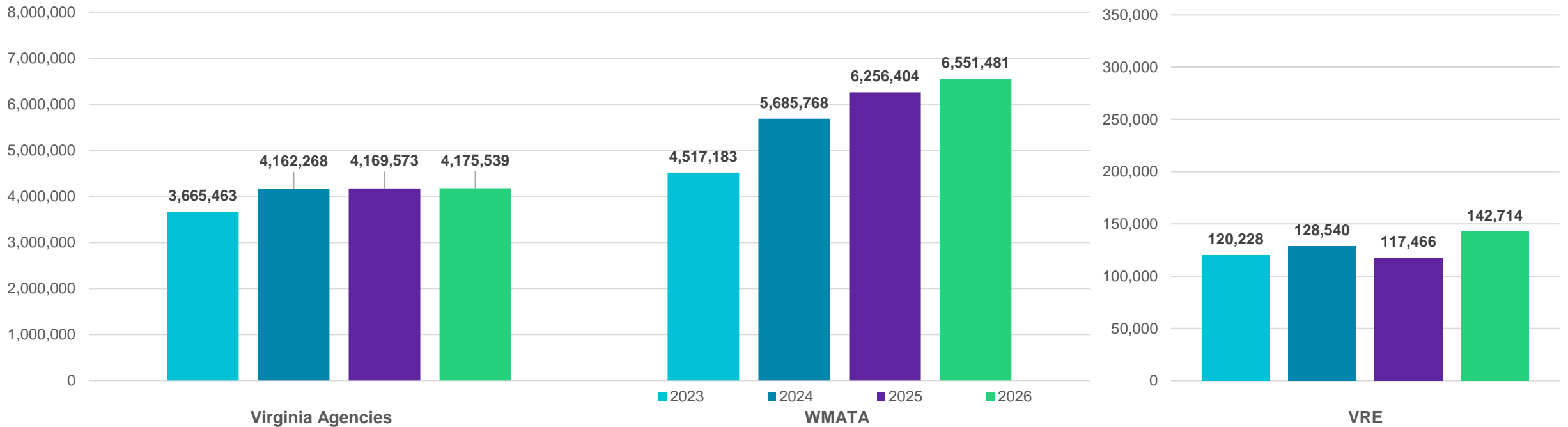
Agencies	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Total*
Virginia Agencies	4,177,150	4,422,149	5,155,217	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	4,175,539	59,685,136
VRE	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	159,390	140,553	171,887	142,714	2,389,118
WMATA	6,256,404	6,213,666	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	92,363,712
All Agencies + VRE + WMATA	10,551,020	10,788,697	13,814,586	14,180,393	13,564,688	12,870,048	13,261,290	13,298,951	13,960,386	14,245,753	11,892,912	11,690,528	10,869,734	154,437,966

*Last 12 Months

Statewide Ridership Comparison

January 2022 to 2025, Year-to-Year

Ridership Comparison: Year-to-Year
2023 – 2026



Mode	2023	2024	2025	2026	2026 vs 2023	2026 vs 2024	2026 vs 2025
Virginia Agencies	3,665,463	4,162,268	4,169,573	4,175,539	14%	0%	0%
VRE	120,228	128,540	117,466	142,714	19%	11%	21%
WMATA	4,517,183	5,685,768	6,256,404	6,551,481	45%	15%	5%
All Agencies + VRE + WMATA	8,302,874	9,976,576	10,543,443	10,869,734	31%	9%	3%

Virginia Breeze Ridership

January 2025 to January 2026

In January 2026, ridership on VA Breeze routes totaled 4,411 which was:

- 154% higher than original estimates, and
- 5% lower than January 2025

In January 2026, the VA Breeze contributed to a reduction of 185 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 3% lower than January 2025
- Farebox Rev. – 2% lower than January 2025

Piedmont Express:

- Ridership – 1% higher than January 2025
- Farebox Rev. – 3% higher than January 2025

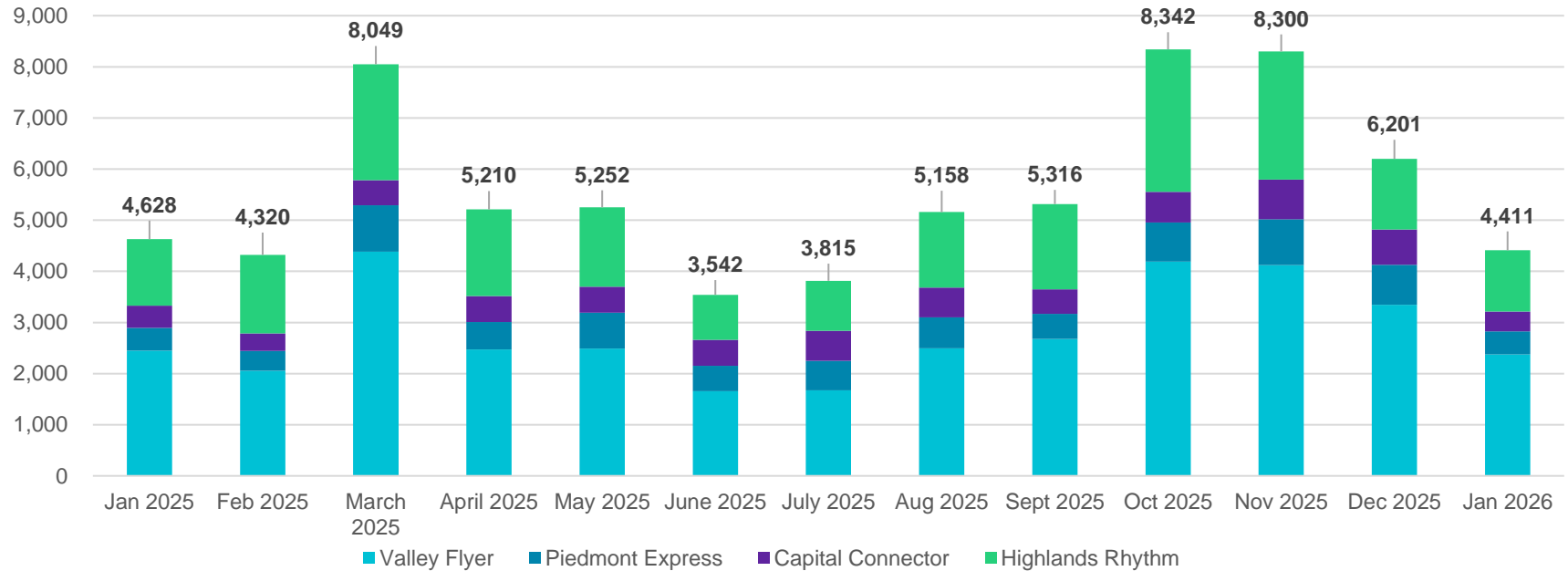
Capital Connector:

- Ridership – 10% lower than January 2025
- Farebox Rev. – 7% lower than January 2025

Highlands Rhythm:

- Ridership – 8% lower than January 2025
- Farebox Rev – 18% lower than January 2025

Virginia Breeze Ridership by Route – January 2025 to January 2026



Route	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Total
Valley Flyer	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	2,377	33,939
Piedmont Express	448	384	908	531	702	499	577	606	490	767	895	781	451	7,591
Capital Connector	432	345	490	513	508	504	585	581	484	598	778	694	389	6,469
Highlands Rhythm	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	1,194	19,917
All Routes	4,628	4,320	8,049	5,210	5,252	3,542	3,815	5,158	5,316	8,342	8,300	6,201	4,411	67,916

*Last 12 Months

DRPT FY26 Budget Q2 Update



Schedule of Budget vs. Actual
As of December 31, 2025
(\$ in Millions)

	Adopted FY 2026	Actual 12/31/2025	Remaining Balance	Percentage Remaining
Public Transportation Programs				
Operating Assistance	\$ 164.3	\$ 65.6	\$ 98.7	60.1%
Capital Assistance	213.2	67.4	145.8	68.4%
Special Programs	9.4	4.0	5.4	57.4%
Ridership Incentive Programs	77.2	11.7	65.5	84.8%
VRE Assistance	17.4	8.7	8.7	50.0%
WMATA Assistance	364.6	212.6	152.0	41.7%
Total	846.1	370.0	476.1	56.3%
Commuter Assistance Programs	7.3	9.3	(2.0)	-27.4%
Human Service Transportation Pgm	6.7	3.6	3.1	46.3%
Planning, Regulation, & Safety Pgm	6.7	2.7	4.0	59.7%
WMATA Dedicated	154.5	77.2	77.3	50.0%
Total Transit Programs	1,021.3	462.8	558.5	54.7%
Rail Assistance Programs				
Rail Preservation Programs	7.7	2.4	5.3	68.8%
Rail Industrial Access	2.7	1.1	1.6	59.3%
Freight Rail and Rail Planning Programs	23.2	6.0	17.2	74.1%
Total Rail Programs	33.6	9.5	24.1	71.7%
Administrative Expenses	19.9	9.5	10.4	52.3%
Agency Total before VPRA	\$ 1,074.8	\$ 481.8	\$ 593.0	55.2%
VPRA Recurring Payments	192.3	88.6	103.7	53.9%
Agency Total	\$ 1,267.1	\$ 570.4	\$ 696.7	55.0%

DRPT Q2 Resources & Commitments

Schedule of Resources and Commitments
As of December 31, 2025
 (\$ in Millions)

	12/31/2025			12/31/2024
	Rail	Transit	Total	Total
Resources				
Cash	\$ 62.3	\$ 574.3	\$ 636.6	\$ 624.0
Estimated Revenues - FY 2026	8.0	378.3	386.3	337.6
Accounts Receivable	-	7.9	7.9	3.3
Bonds Receivable	-	-	-	0.6
Anticipated Bond Proceeds	9.5	17.6	27.1	31.6
Anticipated Reimbursement - VDOT	-	223.0	223.0	151.1
Anticipated Reimbursement - VPRA	8.6	-	8.6	9.3
Anticipated Reimbursement - DEQ	-	6.5	6.5	7.3
Anticipated Reimbursement - Federal	40.1	99.7	139.8	158.8
Total Resources (A)	128.5	1,307.3	1,435.8	1,323.6
Commitments				
Transit & TDM Commitments	-	1,121.9	1,121.9	1,036.8
Rail Commitments	107.5	-	107.5	123.1
VPRA Commitments	15.5	-	15.5	12.0
Total Commitments (B)	123.0	1,121.9	1,244.9	1,171.9
Funds Available	\$ 5.5	\$ 185.4	\$ 190.9	\$ 151.7



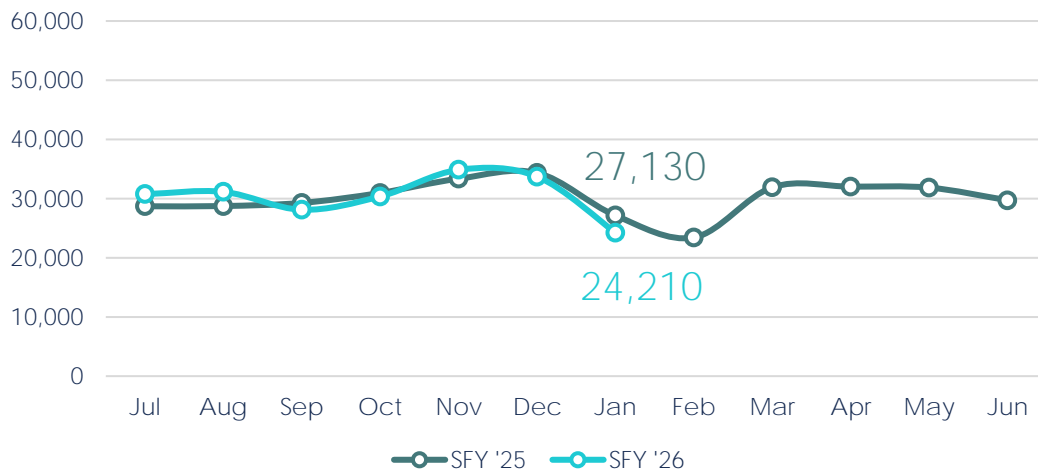
Virginia-Supported Monthly Ridership by Route SFY '26 vs. SFY '25

Route 51: WAS-RVM, ceased operations after January 12th due to LB construction.

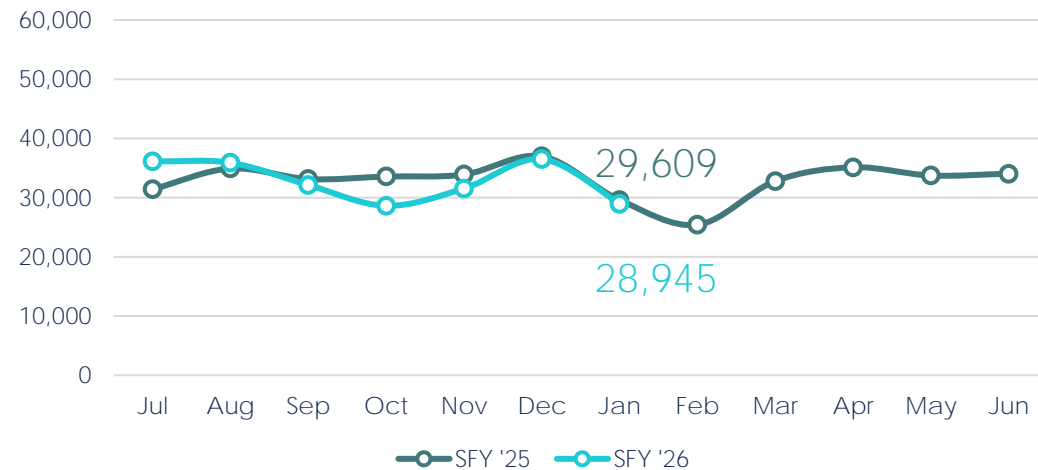
Winter Storms Fern & Gianna canceled 34 trains (8%). There were several days of no service & reduced operations during storm clean up.

Weekends are higher ridership periods and were impacted by the winter storms.

Route 46: Roanoke (-10.8%)

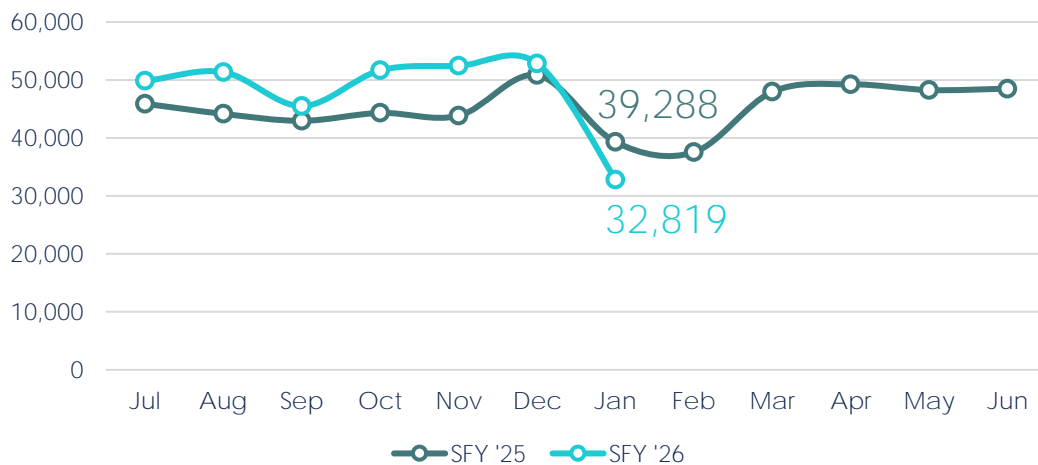


Route 47: Newport News (-2.2%)

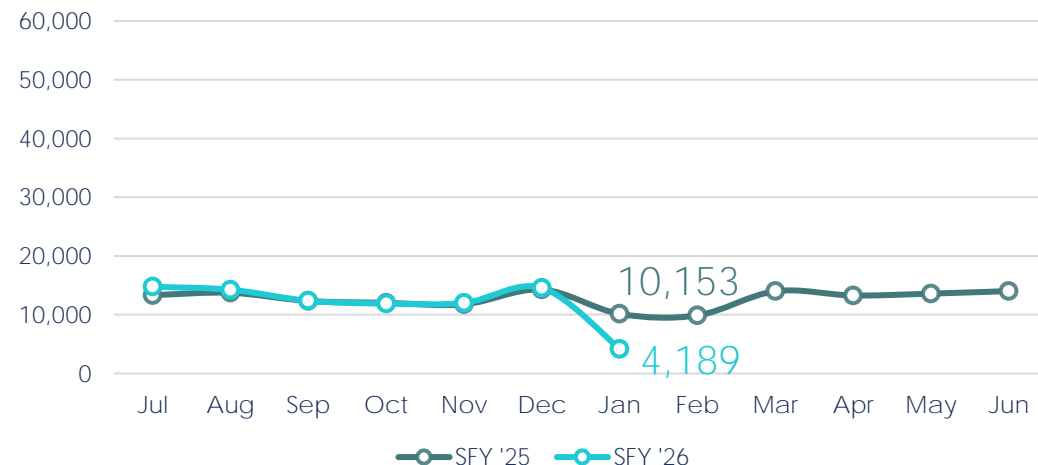


Note: Route ridership subject to Amtrak data finalization. To be reported in a future EDR appendix.

Route 50: Norfolk (-16.5%)



Route 51: Richmond (-58.7%)



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

