



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

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Richmond, Virginia 23219

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## COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

The Institute for Advanced Learning and Research  
150 Slayton Ave  
Danville, Virginia 24540  
May 20, 2025  
9:30 a.m.

1. I-95 Commuter Choice FY 26-27 Grants  
*Todd Horsley, Virginia Department of Rail and Public Transportation*  
*Andrew D'huyvetter, NVTa, Director of Programs and Policies.*  
*Daniel Knickelbein, NVTC, Commuter Choice and Policy Program Manager*
2. FY 2026 Urban and Arlington/Henrico  
Street Maintenance Payments  
*Angel Deem, Virginia Department of Transportation*
3. SMART SCALE FY 2026 (Round 6) Consensus Scenario  
*Brooke Jackson, Office of Intermodal Planning and Investment*
4. Director's Items  
*Tiffany Robinson, Virginia Department of Rail and Public Transportation*
5. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
6. Secretary's Items  
*Shep Miller, Secretary of Transportation*

## #



# I-395/95 Commuter Choice Program Recommendations (FY26-27)

## DRPT/NVTC Presentation to CTB

Todd Horsley

Director of Northern Virginia Transit Programs

May 20, 2025



# Annual Transit Investments from Express Lanes Toll Revenues



## **I-66 Outside the Beltway**

- Annual funding program managed by DRPT through MOA between VDOT & DRPT
  - Annual Transit Investment from Express Mobility Partners (EMP)



## **I-66 Commuter Choice**

- Biannual funding program managed by NVTC through MOA between CTB, VDOT, DRPT & NVTC
  - Toll revenues collected by VDOT from I-66 Inside the Beltway with annual payment to NVTC



## **I-395/95 Commuter Choice**

- Biannual funding program managed by NVTC & PRTC through MOA between CTB, VDOT, DRPT, NVTC & PRTC
  - Annual Transit Investment from Transurban



# I-395/I-95 Annual Transit Investment Governance

- Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)
  - Replaced original MOA dated December 20, 2017
  - Parties to MOA include the CTB, VDOT, DRPT, NVTC and PRTC
  - Provides for transfer of ATI funds from VDOT to DRPT to NVTC
  - “NVTC and PRTC will select and administer ATI-Funded Projects, which must be approved by the CTB”
- Agreement Between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds (January 25, 2019)
  - “NVTC shall serve on behalf of the Commissions as the recipient of all ATI funds disbursed to them”
  - “...the Commissions shall establish a process to be used for the selection of capital and operating projects to be funded, in whole or in part, with the ATI funds...”



# I-395/95 Commuter Choice Program Improvement Goals



Maximize person throughput in the Corridor



Implement multimodal improvements

- *Improve mobility along the Corridor*
- *Support new, diverse travel choices*



Enhance transportation safety and travel reliability

# I-395/I-95 ATI Project Criteria

"To be approved by the CTB, each proposed ATI-Funded Project must meet each of the following four criteria (the "Project Criteria")...."

- a) Must reasonably relate to or benefit the toll-paying users of the I-95/I-395 Project
- b) Must have the capacity to attain one or more of the Improvement Goals
- c) Must be one of the following types of multimodal transportation improvements serving the Corridor (which term, for the avoidance of doubt, includes adjacent and nearby routes)
  - Eight types of multimodal transportation improvements identified in the MOA
  - Limitations on operating costs
- d) Must demonstrate that the ATI-Funded Projects will be in compliance with all applicable laws, rules, and regulations and have received or will receive all required regulatory approvals



# Commonwealth Roles

The CTB, VDOT and DRPT all have roles related to ensuring ATI funds are properly budgeted

- VDOT
  - ✓ Transfer ATI funds it receives to DRPT
- DRPT
  - ✓ Provide technical assistance to NVTC and PRTC during selection of ATI-funded projects
  - ✓ Provide CTB with analysis of whether proposed ATI-funded projects meet requirements of MOA; includes coordination of legal review by OAG
  - ✓ Joint presentation to CTB with NVTC
  - ✓ Transfer ATI funds received from VDOT to NVTC
- CTB
  - ✓ Approval of ATI-funded projects in DRPT's Six Year Improvement Program

# I-395/I-95 Annual Transit Investment Budgeting

- ATI revenues are specified in Exhibit A to the “Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)” and are included in DRPT’s FY 26 SYIP
  - \$35,225,687 = FY26-27 ATI revenues available for NVTC’s biannual program
    - \$17,395,401 (FY 26 ATI) + \$17,830,286 (FY 27 ATI)
- Disbursement of I-395/95 ATI funds are reflected in DRPT’s FY 26 Budget under “Public Transportation Programs (Capital Assistance, Program Type 60901)”
- I-395/95 ATI revenues are disbursed annually to NVTC from DRPT’s I-395 Fund (04315)

# I-395/95 Commuter Choice Draft FY 2026-2027 Program of Projects

**Commonwealth Transportation Board (CTB)**

May 20, 2025





# About the Program

I-395/95 Commuter Choice is a partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia, administered by NVTC. Roles and responsibilities for each agency are outlined in a Memorandum of Agreement (MOA).

The Program uses a portion of toll revenues collected in the I-395/95 corridor to competitively fund public transit and other transportation improvements along the corridor.



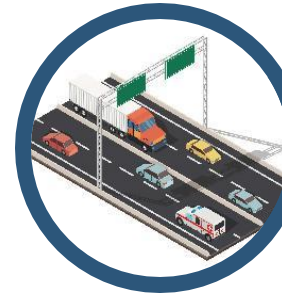
Maximize person throughput



Support new, diverse travel options



Improve mobility



Enhance safety and reliability



# Roles and Responsibilities I-395 Commuter Choice

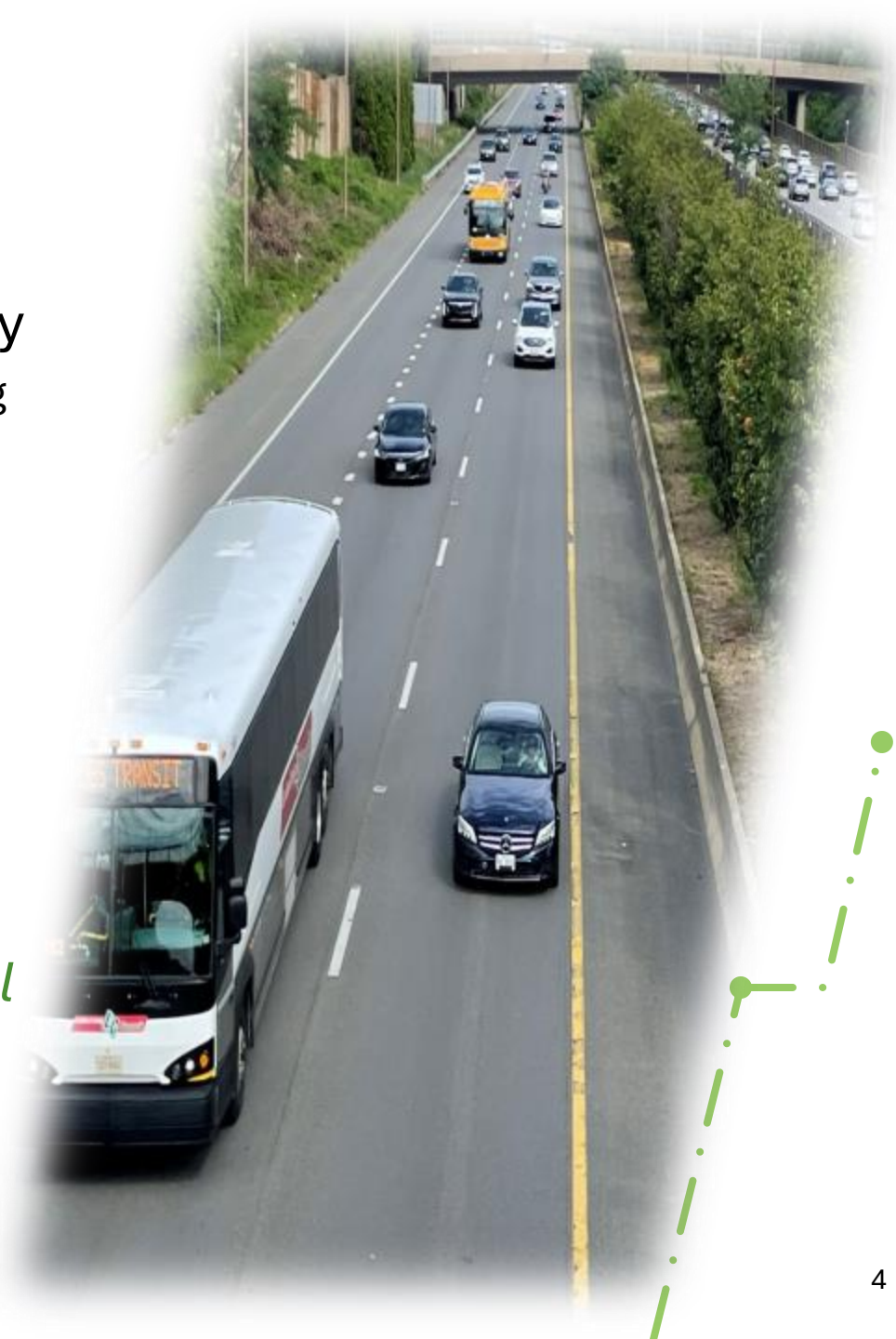


## MOA Outlines Role of Each Agency

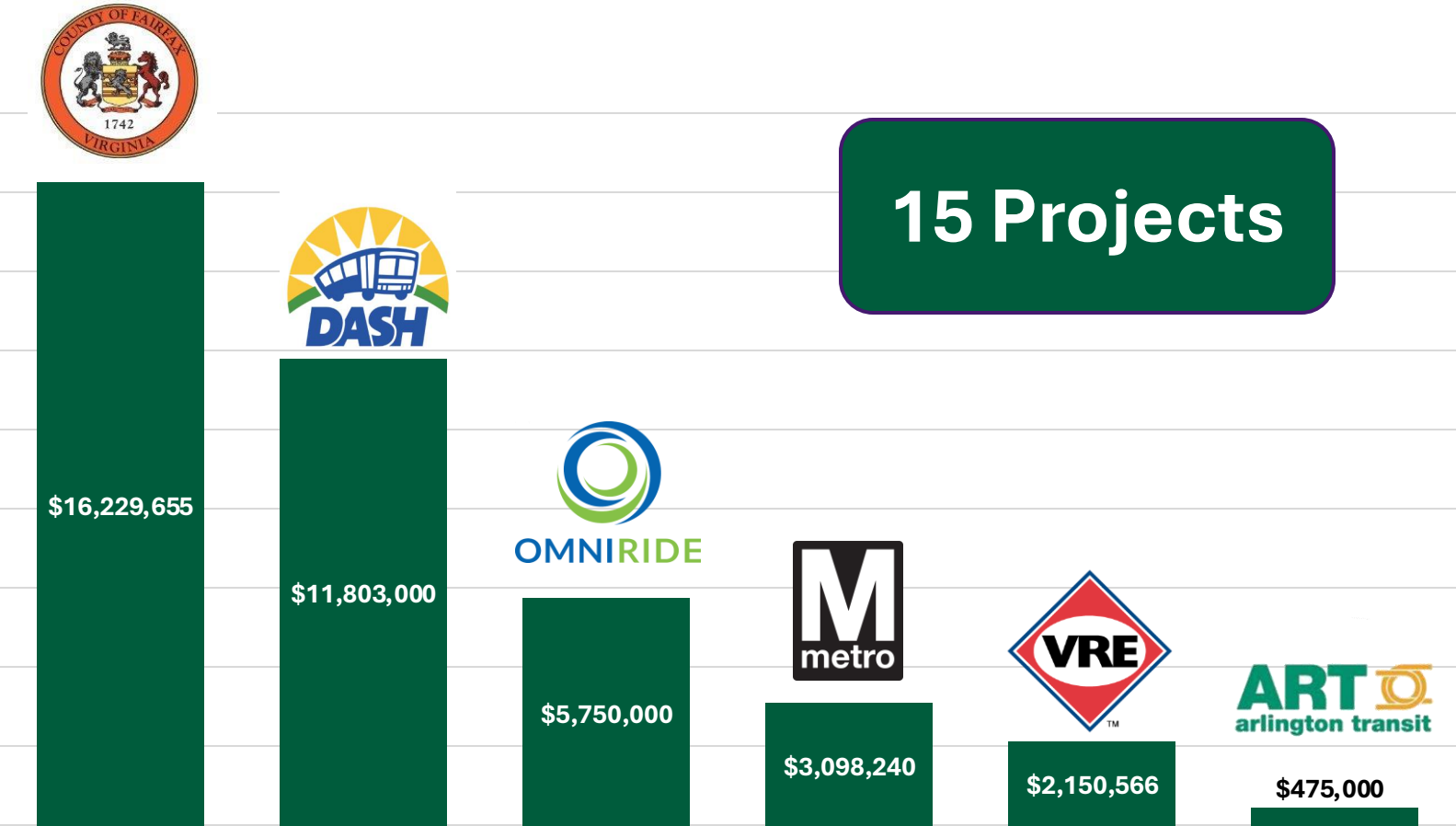
- **CTB** approves projects identified by NVTC via DRPT SYIP
- Receives annual Commuter Choice report
- **VDOT** transfers toll revenue to DRPT
- **DRPT** transfers toll revenue to NVTC, reviews projects for eligibility in coordination with OAG and forwards selected projects to CTB for inclusion in SYIP
- **NVTC** and **PRTC** approve final Program of Projects for transmittal to CTB
- **NVTC** administers the Program on behalf of both Commissions including:
  - Selecting multimodal improvements
  - Monitoring effectiveness of projects
  - Developing annual program report for CTB
- **Local jurisdictions and transit operators** apply for funding and implement projects

# Program Development Process

- Call for Projects closed in December
- Initial project eligibility review with DRPT in January
  - One application deemed ineligible for Commuter Choice funding
- Scores finalized in February
- Public comment period held in March and April
- Public hearing held on April 24
- Final project eligibility concurrence received from OAG in May
- NVTC and PRTC Commissions briefed on May 1
- *NVTC and PRTC Commissions approve transmittal of final Program of Projects to CTB on June 5*
- *CTB approval of new FY 26-30 SYIP on June 25*



# Draft I-395/95 Commuter Choice FY 26-27 Program of Projects: By the Numbers



**3,800**  
people moved each weekday

**22 million**  
fewer annual vehicle miles traveled

**\$2.4 million**  
annual reduced fuel costs

**6,200**  
metric tons of GHG reduced annually

**53,000**  
hours of travel time savings annually

# Draft FY 2026-2027 Program of Projects *(Slide 1 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	<b>Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station</b> <i>Second funding installment supporting construction of a seven-mile, nine-station BRT line along U.S. 1.</i>	\$10,000,000*	N/A
OmniRide	<b>Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation)</b> <i>Continues two additional morning and evening trips from Dale City to the Rosslyn-Ballston corridor.</i>	\$555,400	78
WMATA	<b>New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)</b> <i>Adds a new peak-period service (Route A29) running between Van Dorn Street, Mark Center, Southern Towers, and Shirlington to Metro Center in Downtown Washington.</i>	\$2,357,200	78
OmniRide	<b>Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation)</b> <i>Continues enhanced commuter express service between Stafford County and the Pentagon.</i>	\$1,972,700	77
DASH	<b>Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation)</b> <i>Continues 10-minute all-day weekday service and 15-minute all day weekend service between Alexandria's West End and the Pentagon via the I-395 Express Lanes.</i>	\$7,414,500	76
DASH	<b>Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)</b> <i>Continues 15-minute all-day service between the Mark Center, Shirlington and the Potomac Yard area.</i>	\$4,388,500	71
OmniRide	<b>Route 1 Local Enhanced Bus Service (Continuation)</b> <i>Continues enhanced peak-period local bus service along U.S. 1 in Prince William County.</i>	\$677,700	69
OmniRide	<b>Prince William Metro Express Enhanced Bus Service (Continuation)</b> <i>Continues enhanced peak-period service between Woodbridge and the Franconia-Springfield Station.</i>	\$607,000	69

\*This is the second \$10,000,000 award for the Richmond Highway BRT project that was originally awarded a \$20,000,000 in the prior I-395/95 funding round to be split across two funding cycles

# Draft FY 2026-2027 Program of Projects (Slide 2 of 2)

Applicant	Title	Proposed Award	Score (100 Points)
OmniRide	<b>Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation)</b> <i>Continues enhanced commuter express service between Stafford County and Downtown Washington.</i>	\$1,937,200	66
Arlington County	<b>Route 87 (Shirlington to the Pentagon) Enhanced Bus Service</b> <i>Provides enhanced service on ART Route 87, operating between Shirlington and the Pentagon Metro Station on weekdays.</i>	\$475,000	63
WMATA	<b>Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)</b> <i>Provides enhanced service on WMATA Route A25, running from Landmark Transit Center in Alexandria to the Pentagon.</i>	\$741,040	62
Fairfax County	<b>Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation)</b> <i>Continues peak-period express bus service between Springfield and the Pentagon.</i>	\$1,958,651	59
Virginia Railway Express (VRE)	<b>Leeland Road Station Improvement Project</b> <i>Supports engineering/design activities to lengthen the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train.</i>	\$2,150,566	53
Fairfax County	<b>Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service</b> <i>Provides enhanced service on Fairfax Connector Route 321/322, which operates in a loop and provides connections to the Franconia Springfield VRE and WMATA Stations and Van Dorn Street.</i>	\$2,128,807	45
Fairfax County	<b>Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)</b> <i>Continues enhanced service between the Lorton Park &amp; Ride Lot, the Lorton VRE Station, and the Franconia-Springfield Metro Station.</i>	\$2,142,197	45
<b>Proposed Total Funding</b>		<b>\$39,506,461</b>	

# Public Comment

- Online public comment period ran from March 12 – April 11
- 458 submissions received via an online survey (English and Spanish) and email
- Video greetings from NVTC Program Advisory Committee Chair Dalia Palchik
- Paid ads on Facebook and Instagram
- Public hearing held on April 24



NVTC's Commuter Choice program would add service to three **Fairfax Connector** routes near Franconia-Springfield.

Tell us what you think at [novatransit.org/commuterchoice](http://novatransit.org/commuterchoice)



Did you miss the Commuter Choice public comment opportunity?

*There's one more chance to share your thoughts.*

**Join the Public Hearing!**

**What:** I-395/95 Commuter Choice Public Hearing

**When:** 4 p.m., Thursday, April 24

**Where:** Online



Dalia Palchik  
NVTC Program Advisory Committee

# Key Upcoming Dates

- Today** Commonwealth Transportation Board (CTB) briefing on Draft Program of Projects
- June 5** NVTC and PRTC action to transmit Program of Projects to CTB for inclusion in DRPT Six Year Improvement Program (SYIP)
- June 25** CTB action on DRPT SYIP
- July 1** Commuter Choice funding available to projects included in FY 26-27 Program of Projects



# Questions?



# APPENDIX: Commuter Choice Impacts and Scoring Criteria



# Commuter Choice Impacts

Since 2017, Commuter Choice's \$178 million dollar investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians.

**135M**  
fewer vehicle  
miles traveled



**71%**  
greenhouse gas  
emission reduction  
relative to  
single-occupancy  
vehicle trips



**200**  
automobile  
crashes avoided

**1.3M**  
hours of travel  
time savings



**7M**  
Commuter Choice-  
supported trips  
on the I-66 and  
I-395/95 corridors



**\$46M**  
in regional economic  
benefit from reduced  
travel delay



**\$19M**  
in fuel cost savings  
for commuters



**45** buses to  
operate expanded  
services



**31** bus service  
improvements



**14** new express  
bus routes



**7** commuter  
incentive programs



**5** bikeshare  
expansion projects



**4** rail station  
enhancements

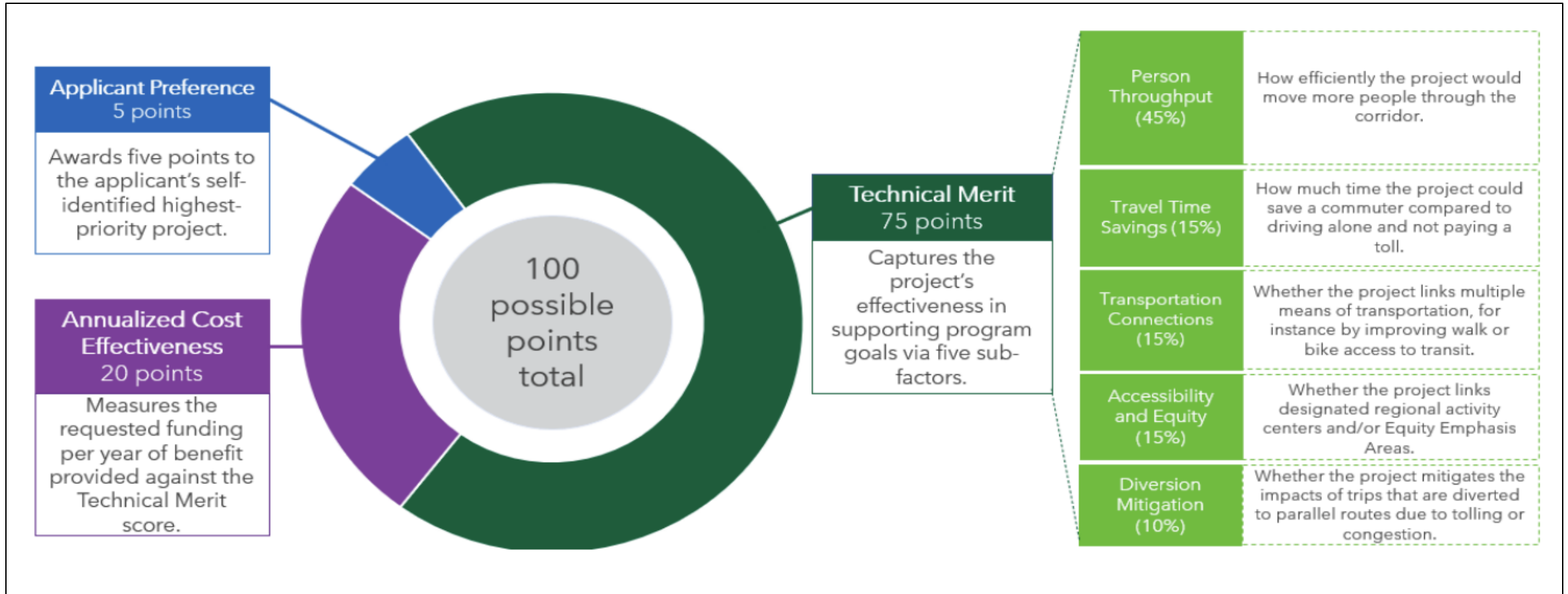


**3** park-and-  
ride lots



**1** bus rapid  
transit line

# Application Scoring



Source: [Commuter Choice Handbook, Chapter 4](#)

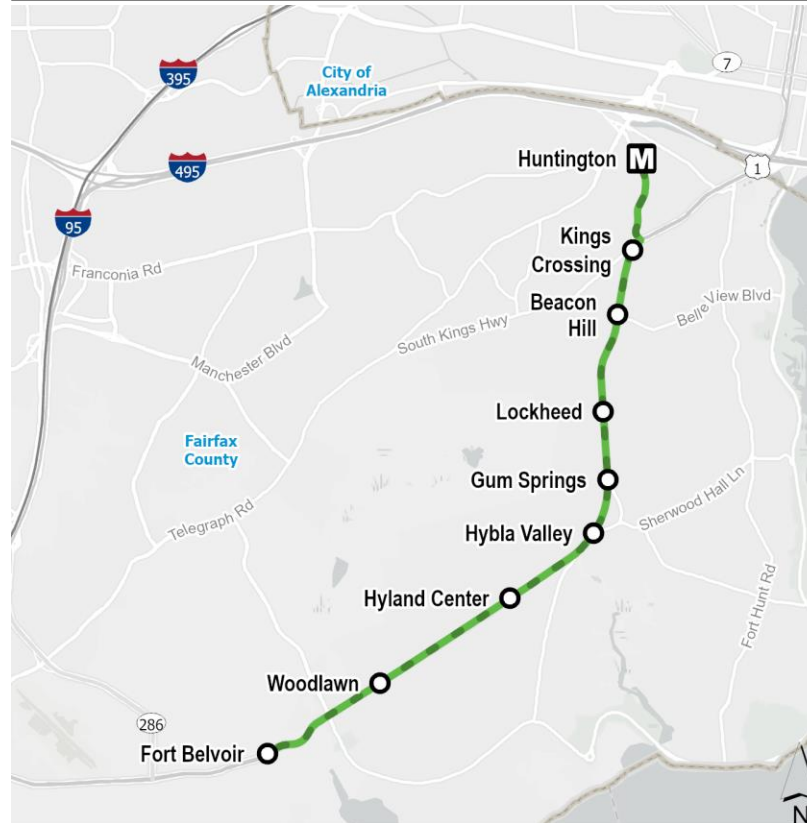
# APPENDIX: I- 395/95 Commuter Choice FY 2026-2027 Project Profiles



# FAIRFAX COUNTY RICHMOND HIGHWAY BUS RAPID TRANSIT IMPLEMENTATION: FORT BELVOIR TO HUNTINGTON STATION



Funding Award: \$10,000,000 \*



Commuter Choice funding will help fund the construction of a seven-mile, nine-station bus rapid transit line operating in new median lanes along U.S. Route 1. The line will connect dense residential and commercial development between Fort Belvoir and Huntington Station with quick and reliable service thanks to dedicated median lanes and limited stops at new rail-like stations. The bus rapid transit line is one of several such lines planned for busy travel corridors in northern Virginia.

\*Second installment of a total \$20 million dollar funding award committed as part of the I-395/95 Commuter Choice FY 24-25 Program of Projects

## Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	
Annualized Cost Effectiveness <i>(up to 20 points)</i>	
Applicant Preference <i>(up to 5 points)</i>	
Total Application Score	N/A

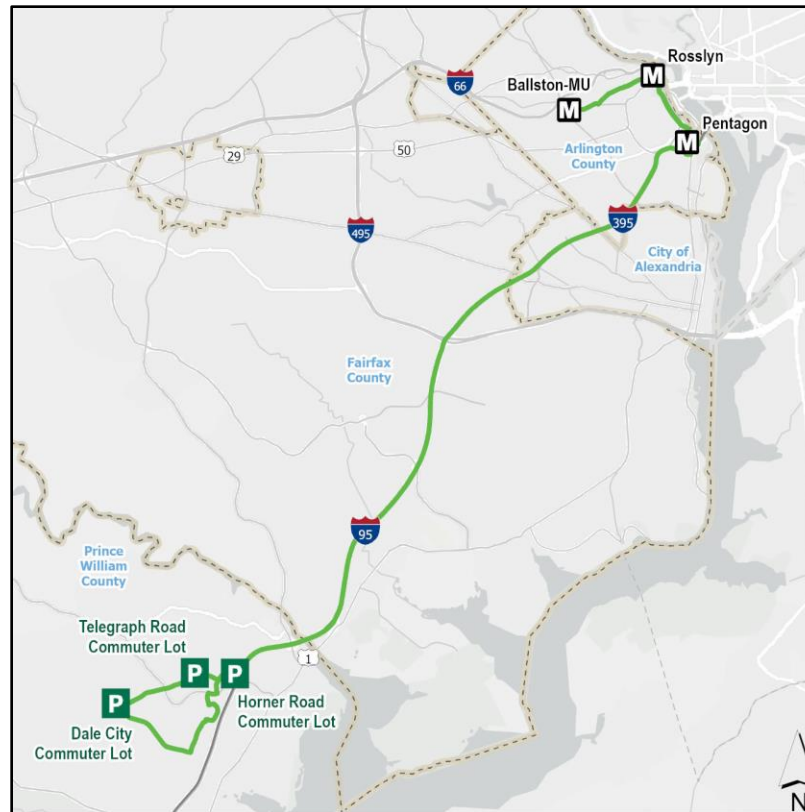
# OMNIRIDE

## DALE CITY TO ROSSLYN-BALLSTON ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of two morning and two evening trips operating from Dale City in Prince William County to the Rosslyn-Ballston corridor in Arlington County via the I-95/395 express lanes and the Pentagon.

Funding Request: \$555,400



### Application Score

Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
<b>Total Application Score</b>	<b>78</b>

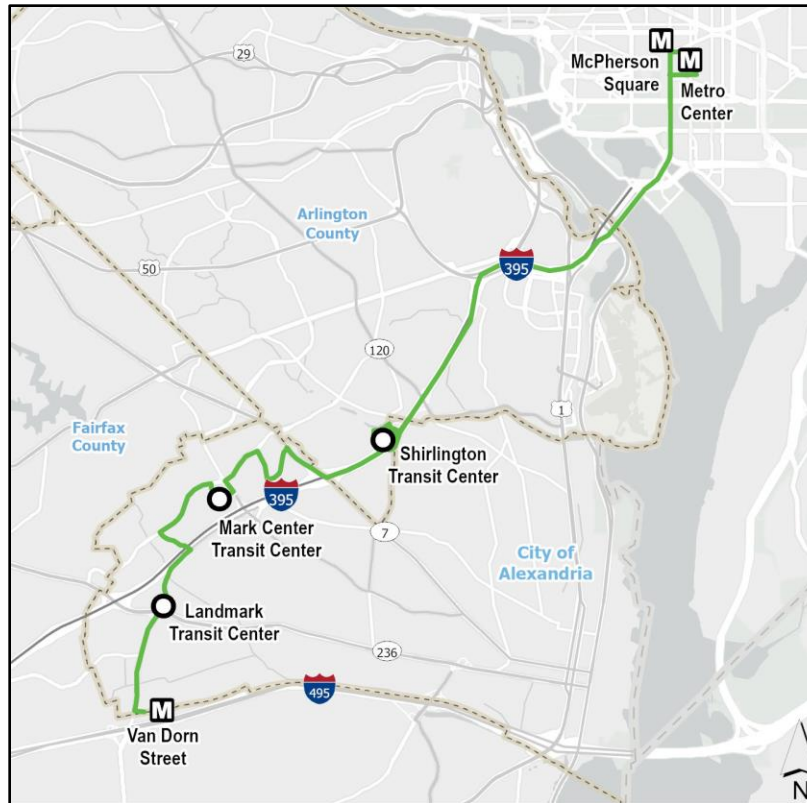
# WMATA

## NEW BUS SERVICE FROM VAN DORN STREET STATION TO DOWNTOWN D.C. (ROUTE A29)



This project adds a new peak-only service (Route A29) between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers, and Shirlington to Metro Center Station in Downtown Washington. It would offer a new weekday peak option for commuters in west Alexandria and south Arlington to access Washington without a transfer at the Pentagon at a 24-minute frequency during the morning and evening peak-period on weekdays.

Funding Request: \$2,357,200



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	60
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	5
<b>Total Application Score</b>	<b>78</b>

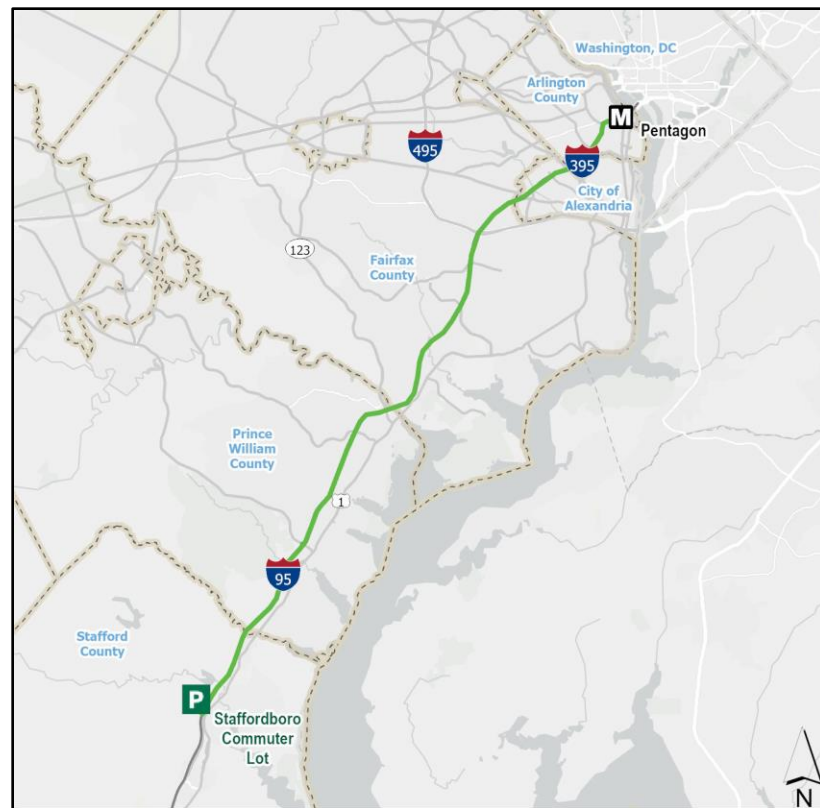
# OMNIRIDE

## STAFFORDBORO COMMUTER LOT TO THE PENTAGON ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and the Pentagon via the I-95/395 express lanes.

Funding Request: \$1,972,700



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	64
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	0
<b>Total Application Score</b>	<b>77</b>

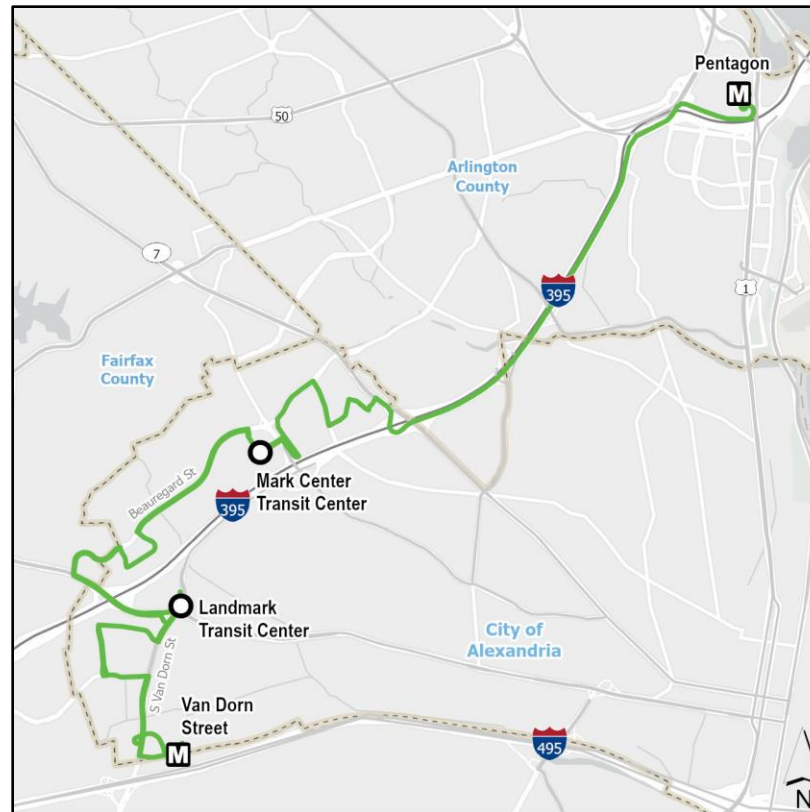
# DASH

## LINE 35 (VAN DORN METRO TO THE PENTAGON) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continuation of frequent, all-day service on DASH Line 35, which operates between Alexandria's West End and the Pentagon via the I-395 Express Lanes. With this funding, Line 35 would continue to run every 10 minutes all day on weekdays and every 15 minutes all day on weekends.

Funding Request: \$7,414,500



### Application Score

Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
<b>Total Application Score</b>	<b>76</b>

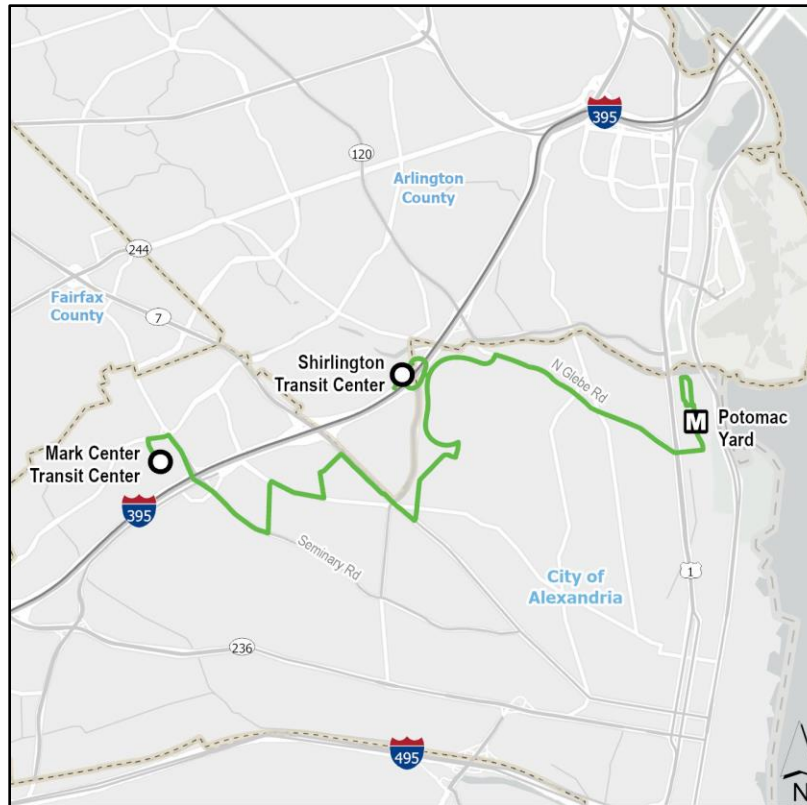
# DASH

## LINE 36 (MARK CENTER TO POTOMAC YARD) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continuation of frequent, all-day service for DASH Line 36A/B, which operates between the Mark Center, Shirlington, and Potomac Yard. With this funding, Line 36A/B would continue to run every 15 minutes all day, seven days per week.

Funding Request: \$4,388,500



### Application Score

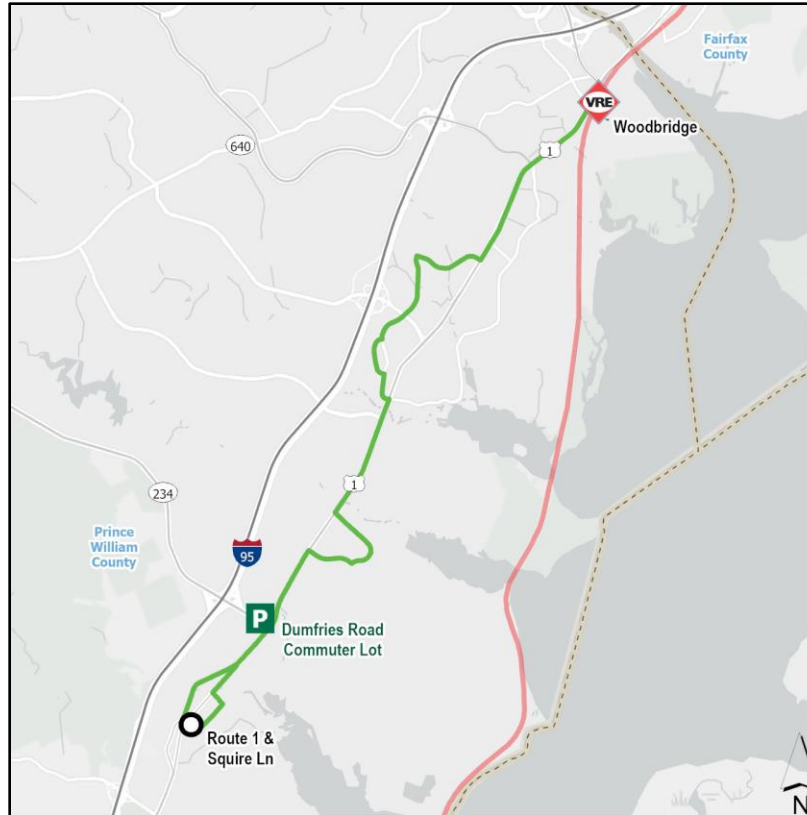
Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>71</b>

# OMNIRIDE ROUTE 1 LOCAL ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued a.m. and p.m. enhanced service for OmniRide's Route 52 local, operating primarily on Route 1 in Prince William County between Dumfries and the Woodbridge VRE Station.

Funding Request: \$677,700



## Application Score

Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>69</b>

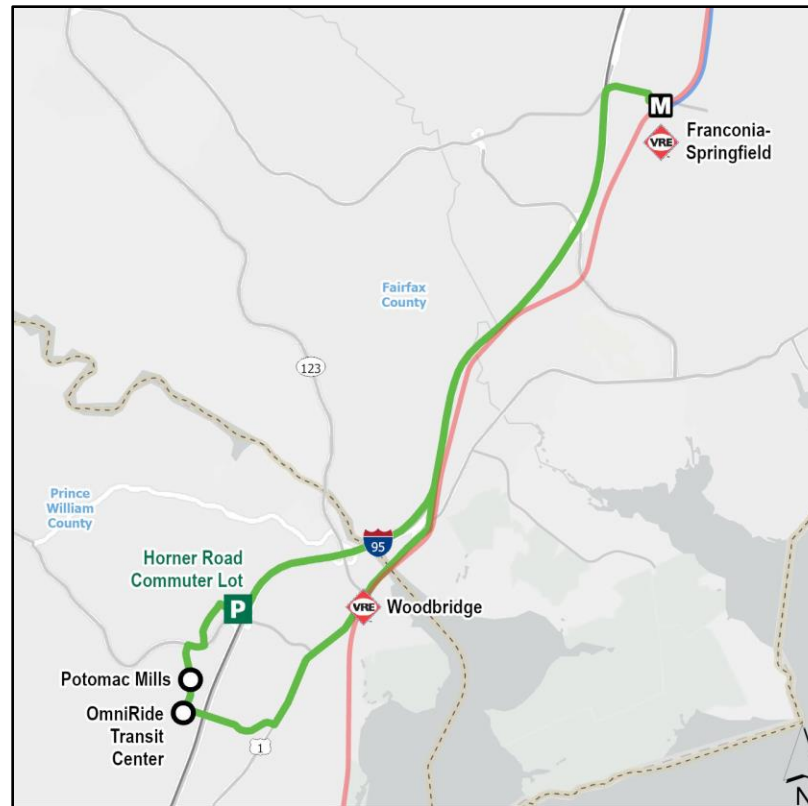
# OMNIRIDE

## PRINCE WILLIAM METRO EXPRESS ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued a.m. and p.m. enhanced service for OmniRide's Prince William Metro Express, which operates between Dale City in Prince William County, the Woodbridge VRE Station, and the Franconia-Springfield Metro Station.

Funding Request: \$607,000



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	49
Annualized Cost Effectiveness <i>(up to 20 points)</i>	20
Applicant Preference <i>(up to 5 points)</i>	0
<b>Total Application Score</b>	<b>69</b>

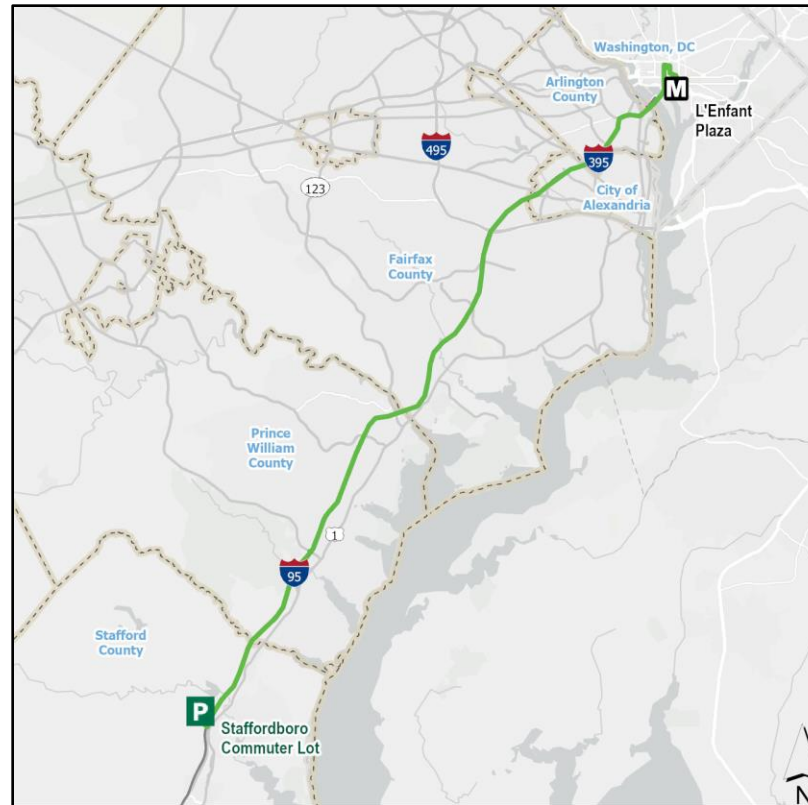
# OMNIRIDE

## STAFFORDBORO COMMUTER LOT TO DOWNTOWN D.C. ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and Downtown Washington via the I-95/395 express lanes

Funding Request: \$1,937,200



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	53
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	0
<b>Total Application Score</b>	<b>66</b>

# ARLINGTON COUNTY

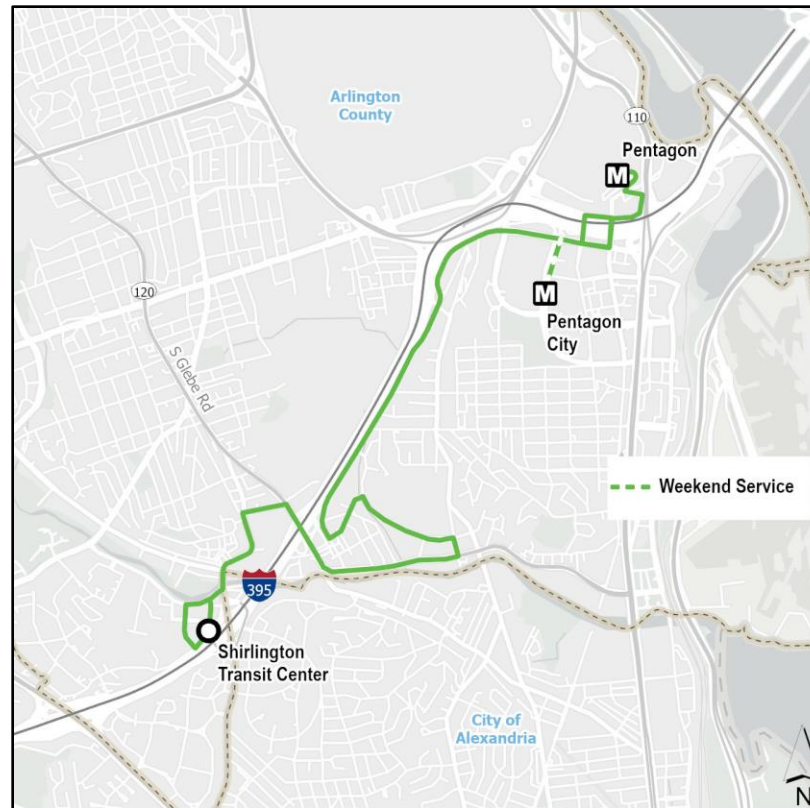
## ROUTE 87 (SHIRLINGTON TO THE PENTAGON)

### ENHANCED BUS SERVICE



This project will fund enhanced service on ART Route 87, which operates between the Shirlington Bus Station in Arlington and the Pentagon Metro Station on weekdays. Funding would support the consolidation of several route variants and increase headways in the morning and evening peak.

Funding Request: \$475,000



### Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
<b>Total Application Score</b>	<b>63</b>

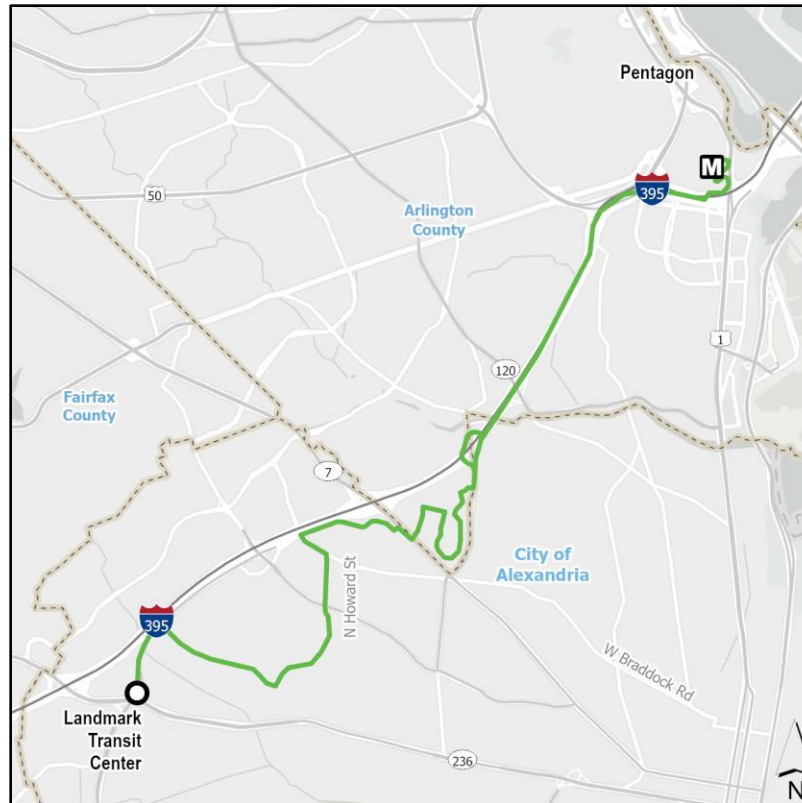
# WMATA

## ENHANCED BUS SERVICE FROM LANDMARK AND SEMINARY VALLEY TO THE PENTAGON (ROUTE A25)



This project supports enhanced service on Metro’s Route A25, a proposed peak-period, peak-direction route running from the Landmark Transit Center in Alexandria to the Pentagon in Metro’s 2025 Better Bus Network. Currently, Metro plans on providing service at a 30-minute frequency; this funding would allow Metro to provide additional service at a 15-minute frequency.

Funding Request: \$741,040



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	49
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	0
<b>Total Application Score</b>	<b>62</b>

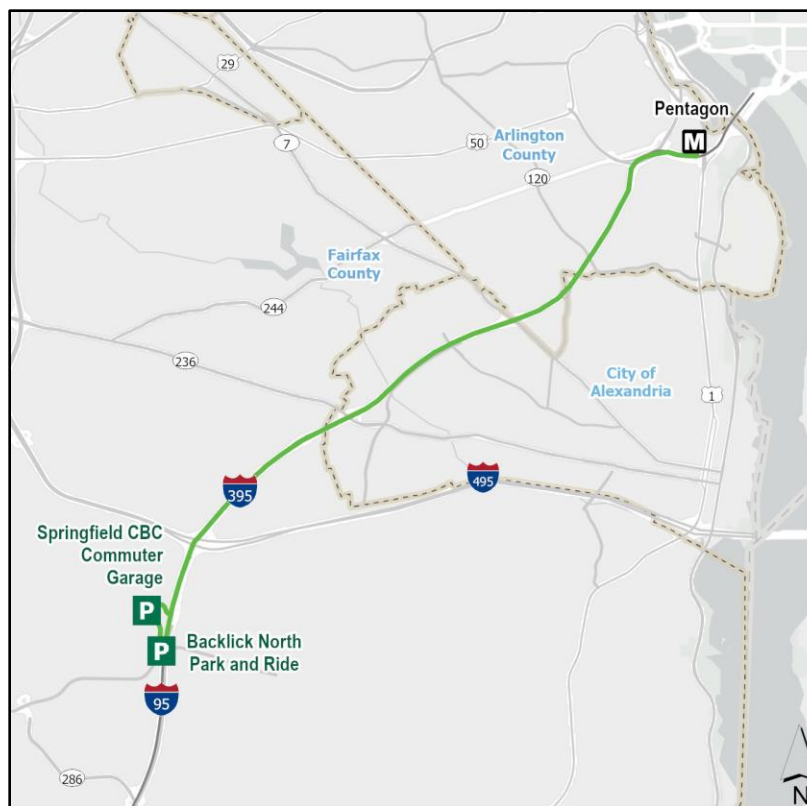
# FAIRFAX COUNTY

## ROUTE 396 (BACKLICK NORTH PARK AND RIDE TO THE PENTAGON) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of Route 396, a peak-period, peak-direction commuter route which operates between the Backlick North Park and Ride Lot in Fairfax County and the Pentagon via the I-95/395 Express Lanes.

Funding Request: \$1,958,651



### Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	41
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	5
<b>Total Application Score</b>	<b>59</b>

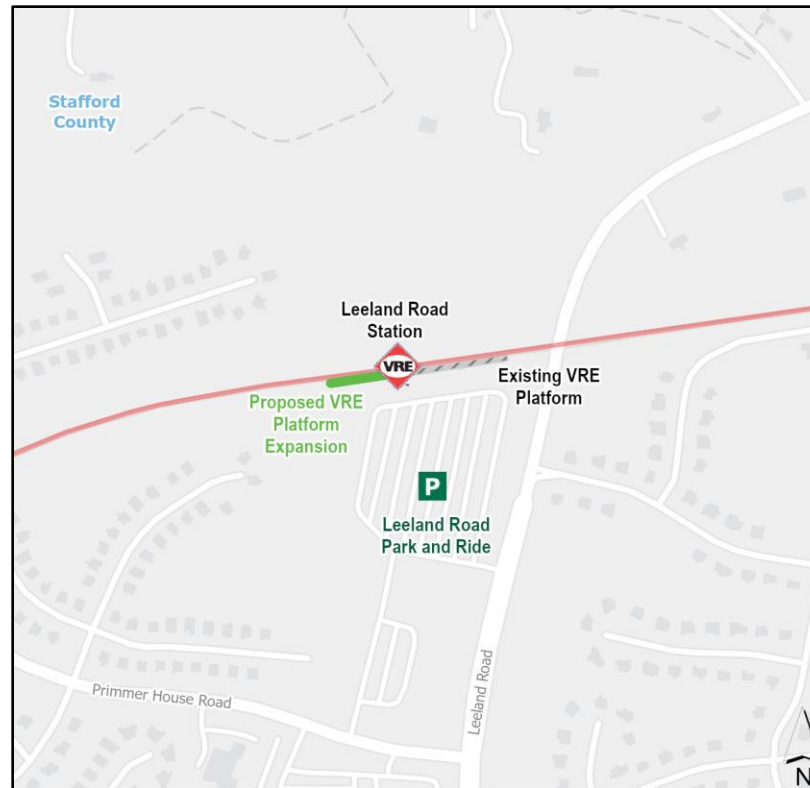
# VIRGINIA RAILWAY EXPRESS

## LEELAND ROAD STATION IMPROVEMENT PROJECT



This project lengthens the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train. Currently only five cars can service the platform at the Leeland Road Station.

Funding Request: \$2,150,566



### Application Score

Measure	Score
Technical Merit (up to 75 points)	41
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
<b>Total Application Score</b>	<b>53</b>

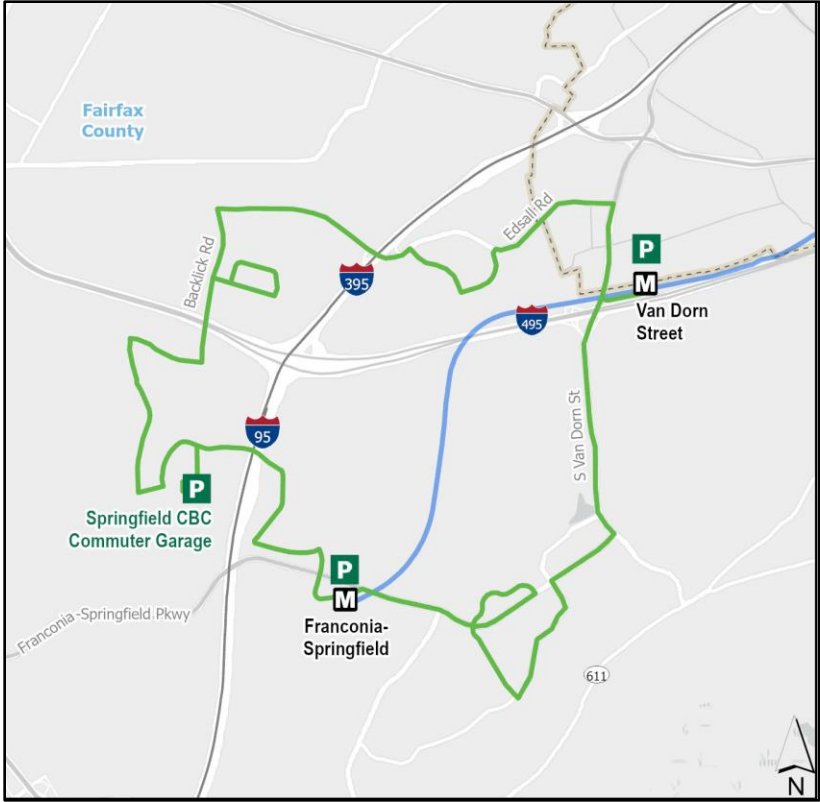
# FAIRFAX COUNTY

## ROUTE 321/322 (GREATER SPRINGFIELD CIRCULATOR) ENHANCED BUS SERVICE



This project funds enhanced service on Fairfax Connector Route 321/322, "Greater Springfield Circulator", improving headways from 30 minutes to 20 minutes. Route 321/322 runs in a loop, providing connections to the Franconia-Springfield Metro and VRE Stations, the Van Dorn Street Metro Station, and the Springfield Community Business Center Multimodal facility.

Funding Request: \$2,128,807



### Application Score

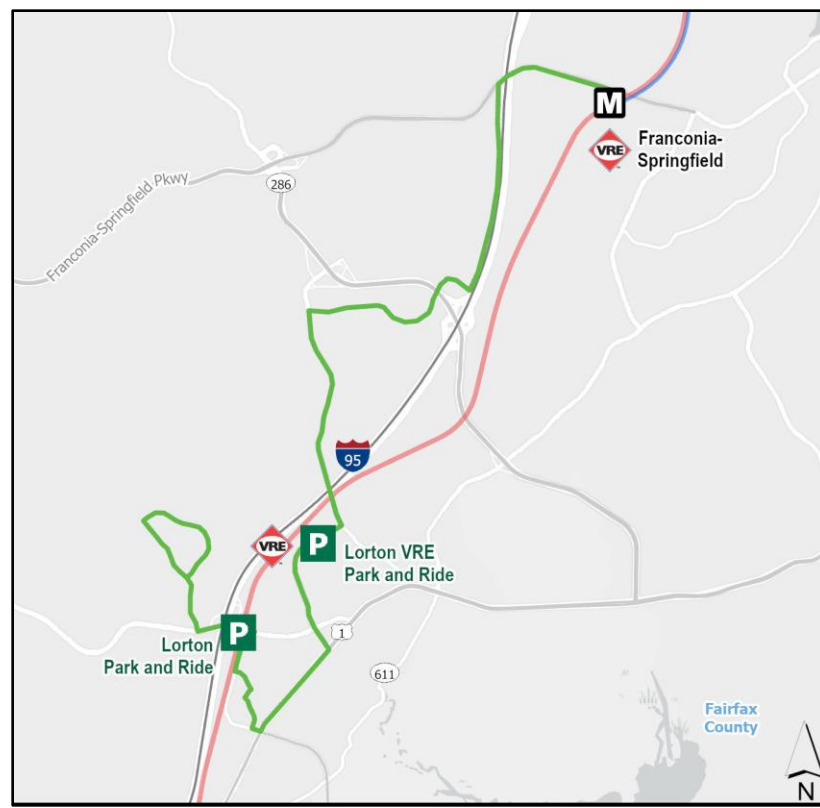
Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>45</b>

# FAIRFAX COUNTY ROUTE 371 (LORTON PARK AND RIDE TO FRANCONIA- SPRINGFIELD) ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued funding for enhanced service on Route 371, which runs between the Lorton Park and Ride Lot in Fairfax County, the Lorton VRE Station, and the Franconia-Springfield Metro Station. The route operates every 15 minutes during rush hour.

Funding Request: \$2,142,197



Application Score	
Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>45</b>



# FY 2026 URBAN AND ARLINGTON/HENRICO STREET MAINTENANCE PAYMENTS

 Angel Deem  
Chief of Policy

May 20, 2025

# Urban Maintenance Program Street Maintenance Payments

## Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/deletions
- CTB established annual payment rates
- Arterial Routes Inspected annually

## Payment - General

- Payments based on moving lane miles (lanes available to traffic during peak-traffic hours)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

## Payment Categories – Based on Functional Classifications

- Principal and Minor Arterial Roads
- Collector Roads and Local Streets

# County (Arlington/Henrico) Street Maintenance Payments

## Eligibility Requirements for Maintenance Payments:

- Established by Code Section: 33.2-366
- These counties maintain their own system of local roads
- CTB establishes maintenance payments
- Annual submission of additions/ deletions provided by county
- Annual arterial inspection not required by Code

## Payment - General

- No differential in payment rates based on Functional Classifications
- CTB approves payment amounts to localities
- Annual growth rate is based upon the base rate of growth for VDOT's Maintenance Program
- Payments to localities made quarterly

# Additional Quarterly Payments

**Overweight Permit Fees – Distributed across Urban System and Arlington/Henrico Counties based on lane mileage**

**\$1 Million (\$250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges; Payments began in 2005**

**\$1 Million Virginia Port Authority Payment compensating Localities with Tax-exempt Real-estate (Newport News, Portsmouth, Norfolk, Warren County)**

# Proposed FY 2026 Urban Locality Payments

- **FY 2026 Urban Budget = \$542.5M**
  - *FY 2025 Budget = \$ 525.1M*
- **Payment Rates:**
  - Principal and Minor Arterial Roads ≈ \$30,023 per lane mile
  - Collector Roads and Local Streets ≈ \$17,627 per lane mile
- **FY2026 overweight permit fee distribution = \$203,765**
  - Rate of \$7.69 per lane mile
- **Continue \$1M to Chesapeake to address additional costs associated with movable bridges**
- **VPA Tax Exempt Payments to Warren County, Newport News, Portsmouth, Norfolk - \$1M shared based on throughput**

# Proposed FY 2026 Arlington/Henrico Payments

- **FY 2026 Arlington/Henrico Budget = \$94.4M**
  - *FY2025 Arlington/Henrico Budget = \$91.3M*
- **Payment Rates:**
  - Arlington = \$25,408.56 per lane mile
  - Henrico = \$18,488.63 per lane mile
- **FY2026 overweight permit fee distribution = \$36,203**
  - Rate = \$7.69 per lane mile

# Next Steps

**June Resolution Approving Urban Inventory / Payments to Urban Localities**

**June Resolution Approving Payments to Arlington and Henrico Counties**





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## SMART SCALE Round 6 Consensus Scenario

Kimberly Pryor, AICP – Director, Infrastructure Investment Division

Brooke Jackson, P.E. – SMART SCALE Program Manager

May 20, 2025



## SMART SCALE Round 6

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- **Staff Recommended Scenario released in January**
- **Total Funds Available - \$1,079.3 million**
  - **Allocated to 53 projects - \$983.6 million**
    - DGP \$602.5 million
    - HPP \$381.04 million
  - **Total Amount unallocated - \$83.1 million**
    - DGP - \$79.5 million
    - HPP - \$3.6 million
- **Draft SYIP**
  - **Funded cost increases on prior round projects - \$12.6 million**

## Staff Recommended Funding Scenario Summary (millions)

District	Number of Applications	DGP Available	Previous DGP Cost Increases	HPP Available	Step 1		Step 2		Funded in Staff Scenario	Total Allocated
					DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining		
Bristol	20	\$37.0			\$27.2	\$9.8	\$0.0		3	\$27.2
Culpeper	24	\$68.0	-\$6.6		\$57.0	\$4.3	\$36.4		4	\$93.5
Fredericksburg	34	\$76.2			\$73.5	\$2.7	\$16.8		4	\$90.3
Hampton Roads	31	\$121.6			\$111.9	\$9.7	\$27.3		11	\$139.2
Lynchburg	12	\$85.9			\$82.4	\$3.5	\$0.0		4	\$82.4
Northern Virginia	23	\$97.4			\$88.7	\$8.8	\$0.0		4	\$88.7
Richmond	65	\$104.9			\$82.6	\$22.2	\$255.8		14	\$338.5
Salem	34	\$64.3			\$53.9	\$10.3	\$0.0		3	\$53.9
Staunton	27	\$39.4	-\$6.0		\$25.3	\$8.1	\$44.7		6	\$69.9
Statewide HPP				\$384.7						
<b>Total</b>	<b>270</b>	<b>\$694.6</b>		<b>\$384.7</b>	<b>\$602.5</b>	<b>\$79.5</b>	<b>\$381.0</b>	<b>\$3.6</b>	<b>53</b>	<b>\$983.6</b>

<b>Starting Total</b>	<b>\$1,079.3</b>
<b>Remaining Total</b>	<b>\$83.1</b>

## SMART SCALE Round 6 Consensus Scenario

- **Consensus Scenario is an update to the Staff Recommended Scenario based upon feedback from the CTB members and input from the Spring Public Meetings**
- **53 Projects Recommended for Funding**
  - DGP
    - Unfunds six projects
    - Funds six projects
    - Net zero projects added/removed
  - HPP – No Changes
- **Amount unallocated - \$49.5 million**
  - DGP - \$45.9 million
  - HPP - \$3.6 million

## Proposed Modifications - Bristol

- **Unfund from DGP**
  - App ID 11589 Route 75 at Green Springs Church Road Turn Lane Improvements submitted by Washington County for \$11.5M
  - App ID 11735 Cummings St at US 11 and Remsburg Dr Improvements submitted by the Town of Abingdon for \$10.4M
  - Both applicants support unfunding, so that the regional project below can be funded
- **Fund with DGP**
  - App ID 11586 French Moore Blvd Extension submitted by Bristol MPO for \$28.5M (in town of Abingdon)
    - Regionally significant new alignment project that will be combined in construction with the previously funded App ID 9233 Cook Street Extension (total combined cost of \$62.2M)

## Proposed Modifications - Culpeper

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- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP (\$4.3M) to be held in reserve

## Proposed Modifications – Fredericksburg

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- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP (\$2.6M) to be held in reserve

## Proposed Modifications – Hampton Roads

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- **Unfund from DGP**

- App ID 11683 Little Creek Road Bicycle Improvements submitted by the City of Norfolk for \$5.4M
  - Safety and access management concerns for bicyclists

- **Fund with DGP**

- App ID 11491 Cheriton RCUT submitted by Northampton County for \$6.8M
  - Project is next in the funding line

## Proposed Modifications – Lynchburg

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- **No revisions to the Round 6 Staff Recommended Scenario**
- **Remaining DGP (\$3.5M)**
  - DGP amount being used to cover previous DGP cost increases, as done in Culpeper and Staunton

## Proposed Modifications – Northern Virginia

- **Unfund from DGP**
- **Both Applicants are in FY 2025 Locality Sustained Performance Program (LSPP)**
  - App ID 11496 Duke St and Route 1 Intersection Improvements submitted by the City of Alexandria for \$6.6M
    - Applicant's performance has not improved
  - App ID 11469 Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr) submitted by Loudoun County for \$9.3M
    - Applicant LSPP performance has improved, and has requested a swap (below)
- **Fund with DGP**
  - App ID 11466 Route 15 at Braddock Road Roundabout submitted by Loudoun County for \$14.5M
    - Project is next in the funding line and capitalizes on \$32.4M applicant leverage
    - Project will be administered by VDOT

## Proposed Modifications – Richmond

- **Fund with remaining DGP (\$22.2M)**
  - App ID 11761 U.S. Route 60 at State Route 13/603 RCUT submitted by Powhatan County for \$3.6M
    - Capitalizes on a high percentage of leverage and aligns with the applicant's priorities
  - App ID 11470 I64 Exit 211 Interchange Improvement Project submitted by New Kent County for revised request amount of \$18.2M
    - Request amount reduced due to leverage from external partners
    - Project supports major economic development accessed by this interchange

## Proposed Modifications – Salem

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- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP (\$10.3M) to be held in reserve

## Proposed Modifications – Staunton

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- **Unfund from DGP**

- App ID 11604 Waynesboro Transit Access Project submitted by the City of Waynesboro for \$2.6M
  - Optimize value and acknowledge other funding program opportunities

- **Fund with DGP**

- App ID 11809 US 50 and Hayfield Road RCI submitted by Frederick County for \$8.0M
  - Project is next in funding line that can be fully funded with remaining DGP

## Consensus Scenario Summary (millions)

District	# of Apps	DGP Available	Previous DGP Cost Increases	HPP Available	Step 1		Step 2		Step 3 - Consensus		Funded in Consensus Scenario	Total Allocated
					DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	DGP Allocated	DGP Remaining		
Bristol	20	\$37.0			\$27.2	\$9.8	\$0.0		\$6.7	\$3.1	2	\$33.9
Culpeper	24	\$68.0	-\$6.6		\$57.0	\$4.3	\$36.4		\$0.0	\$4.3	4	\$93.5
Fredericksburg	34	\$76.2			\$73.5	\$2.7	\$16.8		\$0.0	\$2.7	4	\$90.3
Hampton Roads	31	\$121.6			\$111.9	\$9.7	\$27.3		\$1.4	\$8.3	11	\$140.6
Lynchburg (see slide 9)	12	\$85.9	-\$3.5		\$82.4	\$3.5	\$0.0		\$0.0	\$0.0	4	\$85.9
Northern Virginia	23	\$97.4			\$88.7	\$8.8	\$0.0		\$1.3	\$7.5	3	\$90.0
Richmond	65	\$104.9			\$82.6	\$22.2	\$255.8		\$21.8	\$0.4	16	\$360.3
Salem	34	\$64.3			\$53.9	\$10.3	\$0.0		\$0.0	\$10.3	3	\$53.9
Staunton	27	\$39.4	-\$6.0		\$25.3	\$8.1	\$44.7		\$5.4	\$2.7	6	\$75.3
Statewide HPP				\$384.7								
<b>Total</b>	<b>270</b>	<b>\$694.6</b>		<b>\$384.7</b>	<b>\$602.5</b>	<b>\$79.5</b>	<b>\$381.0</b>	<b>\$3.6</b>	<b>\$33.6</b>	<b>\$45.9</b>	<b>53</b>	<b>\$1,017.2</b>

Starting Total \$1,079.3

Remaining Total \$49.5

\*HPP Dollars were not recommended to change in Step 3

## Next Steps

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- **May** – CTB action to approve the Consensus Scenario
- **June** – CTB approval of the Final FY2026-2031 SYIP



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*Office of the*  
SECRETARY *of* TRANSPORTATION

Thank you.





# Director's Report

May 2025



# DRPT Next Stop 2030

# Next Stop: 2030

## DRPT's Strategic Plan

**Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment

**Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes

**Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively

**Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

# Create a positive impact on the Commonwealth

## Improve access to reliable transportation.

- The Central Shenandoah Planning District Commission released its 2024 report on the Afton Express commuter bus on April 1. Among other highlights, the Afton Express transported over 19,000 people in CY 2024, a 16% increase year over year and its record high. Additionally, in 2024, the Afton Express and UVA partnered to create the Wahoo Commute commuter rewards program, providing UVA commuters rides on the Afton Express.
- On April 3, DRPT joined the Williamsburg Area Transit Authority for the ground-breaking of their new Northern Transfer Center. DRPT Director Tiffany Robinson provided remarks at the event. DRPT provided engineering, technical assistance, and funding for the project.

## Increase throughput of people and goods.

- WMATA Virginia ridership in February 2025 was 5.9 million, up 5% from February 2024.
- VRE ridership in February 2025 was 153,000, up 11% from February 2024.
- Virginia Agency (non-WMATA or VRE) ridership in February 2025 was 4.4 million, up 2% from February 2024. Ridership was impacted by widespread snowstorms and having one fewer calendar day in 2025.
- DRPT research on express lanes in Northern Virginia showed that around 900 bus trips daily use some portion of Northern Virginia express lanes. By using express lanes, these buses can make significantly faster, more efficient, and more frequent trips than if they were to travel in general purpose lanes. In recent weeks, a significant number of these bus trips report travelling at or over capacity, with some buses reporting passengers standing during trips.

# Foster innovative practical solutions

## Be the 'go-to' organization for best practices, technical assistance, and implementation of innovative transportation solutions.

- On April 22, the Joint Subcommittee of Northern Virginia Growing Needs of Public Transportation (SJ28) met for the first time in 2025. The Joint Subcommittee heard reports from the DMVMoves Task Force and the funding structures of local bus transit providers in the region. The Joint Subcommittee also received a status update on ongoing work by the Technical Working Group.

## Minimize complexities and facilitate pragmatic solutions.

- On April 24, WMATA presented to its Safety & Operations Committee a preliminary plan to achieve Grade of Automation 4 and expand bus priority in order to become a "World Class Transit" agency, reduce operating costs, and improve safety. Together, they could potentially obviate the need for more costly alternatives for the Blue/Orange/Silver Line Capacity and Reliability Study (BOS). A business plan for rail automation and a revision to the BOS Study is anticipated for December.

## Foster a culture of innovation.

- On April 23, the Northern Virginia Transportation Authority released its Bus Rapid Transit Action Plan, which identifies up to 28 potential BRT routes to expand all-day transit service. The Action Plan identifies preliminary estimates for ridership, cost, readiness, and more. BRT provides significantly improved transit service over traditional fixed-route buses with a lower capital cost compared to subways/heavy rail or a light rail, while maintaining operational flexibility.

# Convene with partners and stakeholders

## **Collaborate proactively with partners and stakeholders.**

- On April 1, DRPT hosted a virtual meeting of the Transit Service and Delivery Advisory Committee (TSDAC) to discuss statewide transit performance and the upcoming state operating and capital program review. The goal of this review is to evaluate the current MERIT program scoring and prioritization methodology and propose recommendations to ensure DRPT is delivering the most value and the best outcomes for our customers as efficiently as possible. TSDAC met again on May 13.

## **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**

- On April 10, the WMATA Board approved an approximate \$5 billion capital and operating budget for FY 26. The budget incorporates tens of millions of efficiencies into the budget, while also expanding weekend service hours, and improving rail frequencies and services. Approximately \$200 million in capital expenditures were deferred or delayed.

# Cultivate a sustainable well-managed organization

## Attract, develop, and retain a diverse and engaged workforce focused on customer service.

- DRPT has hired Tivoli Pleasants to be the agency's Accountant.
- DRPT has hired Alex Krupp as a Senior Grants Financial Analyst.
- DRPT has hired Beth Levermore to serve as the Chief of Administration.
- DRPT has hired Jacob Hotinger to join the transit team as a Project Engineer.

## Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.

- On April 16, DRPT joined NCDOT for a presentation on microtransit in Virginia as part of a virtual series covering different innovative mobility topics for state DOT public transit programs.

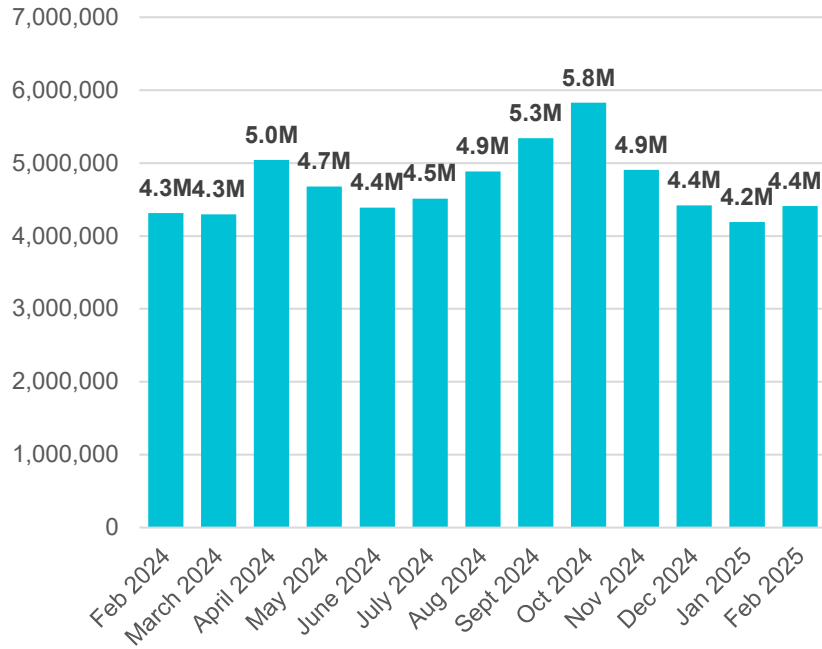
## Be good stewards of public resources.

- On April 1 DRPT inspected work completed on the Buckingham Branch Railroad's Buckingham Division Tie and Rail Replacement project on April 1. The project is partially funded through a DRPT Rail Preservation Fund grant from FY2020 and is now 90% complete.

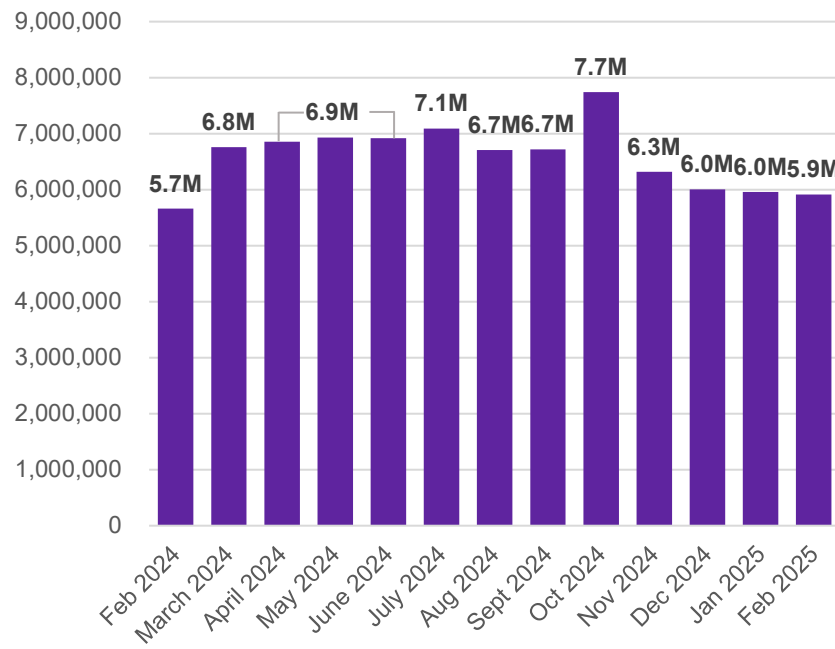
# Performance Measures

# Statewide Transit Ridership

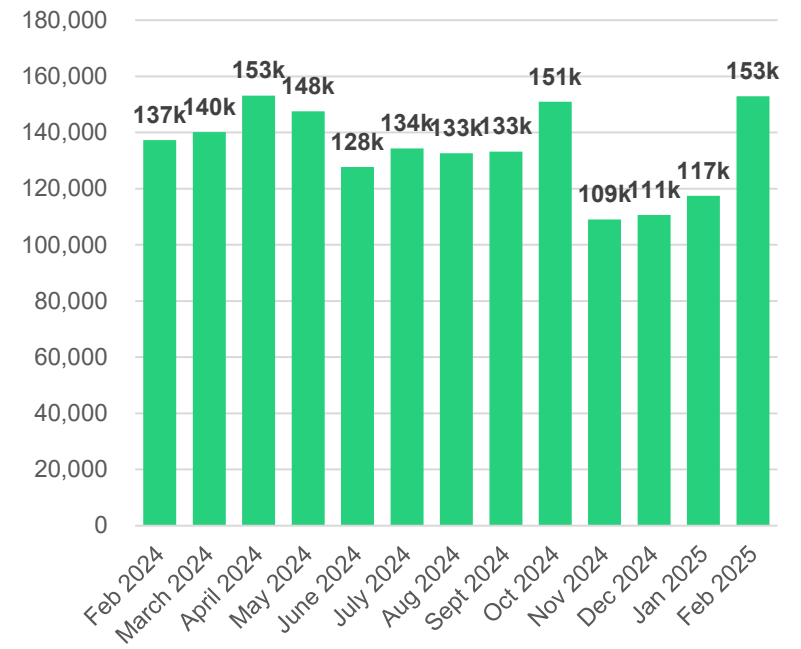
## Statewide Transit Ridership – February 2024 to February 2025



Virginia Agencies



WMATA



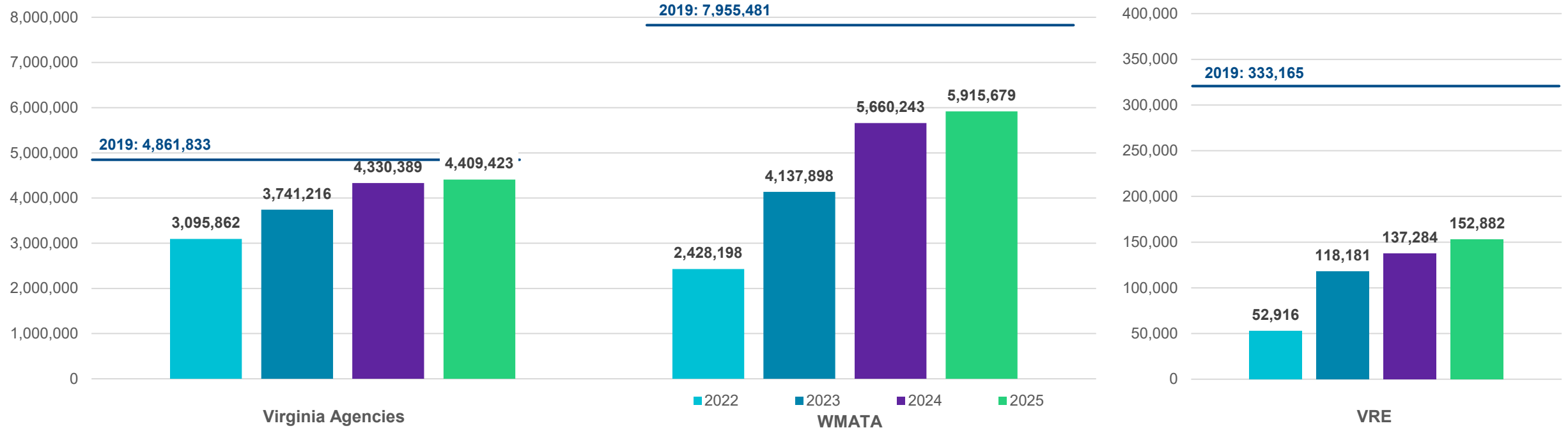
VRE

Agencies	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total*
Virginia Agencies	4,315,366	4,297,568	5,042,731	4,676,698	4,390,153	4,511,440	4,884,296	5,341,916	5,827,866	4,905,143	4,419,335	4,189,929	4,409,423	61,211,864
VRE	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	1,747,111
WMATA	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	85,581,962
<b>All Agencies + VRE + WMATA</b>	<b>10,112,893</b>	<b>11,197,283</b>	<b>12,052,409</b>	<b>11,755,017</b>	<b>11,434,716</b>	<b>11,735,241</b>	<b>11,727,104</b>	<b>12,192,717</b>	<b>13,721,210</b>	<b>11,334,748</b>	<b>10,535,082</b>	<b>10,264,533</b>	<b>10,477,984</b>	<b>148,540,937</b>

\*Last 12 Months

# Statewide Ridership Comparison: February Year-to-Year

Ridership Comparison: Year-to-Year  
2022 – 2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,095,862	3,741,216	4,330,389	4,409,423	42%	18%	2%
VRE	52,916	118,181	137,284	152,882	189%	29%	11%
WMATA	2,428,198	4,137,898	5,660,243	5,915,679	144%	43%	5%
<b>All Agencies + VRE + WMATA</b>	<b>5,576,976</b>	<b>7,997,295</b>	<b>10,127,916</b>	<b>10,477,984</b>	<b>88%</b>	<b>31%</b>	<b>3%</b>

# Virginia Breeze Ridership - February

In February 2025, ridership on VA Breeze routes totaled 4,320 which was:

- 151% higher than original estimates, and
- 1% lower than February 2024

For the month of February 2025, the VA Breeze contributed to a reduction of 144 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 6% lower than February 2024
- Farebox Rev. – 8% lower than February 2024

## Piedmont Express:

- Ridership – 12% higher than February 2024
- Farebox Rev. – 12% higher than February 2024

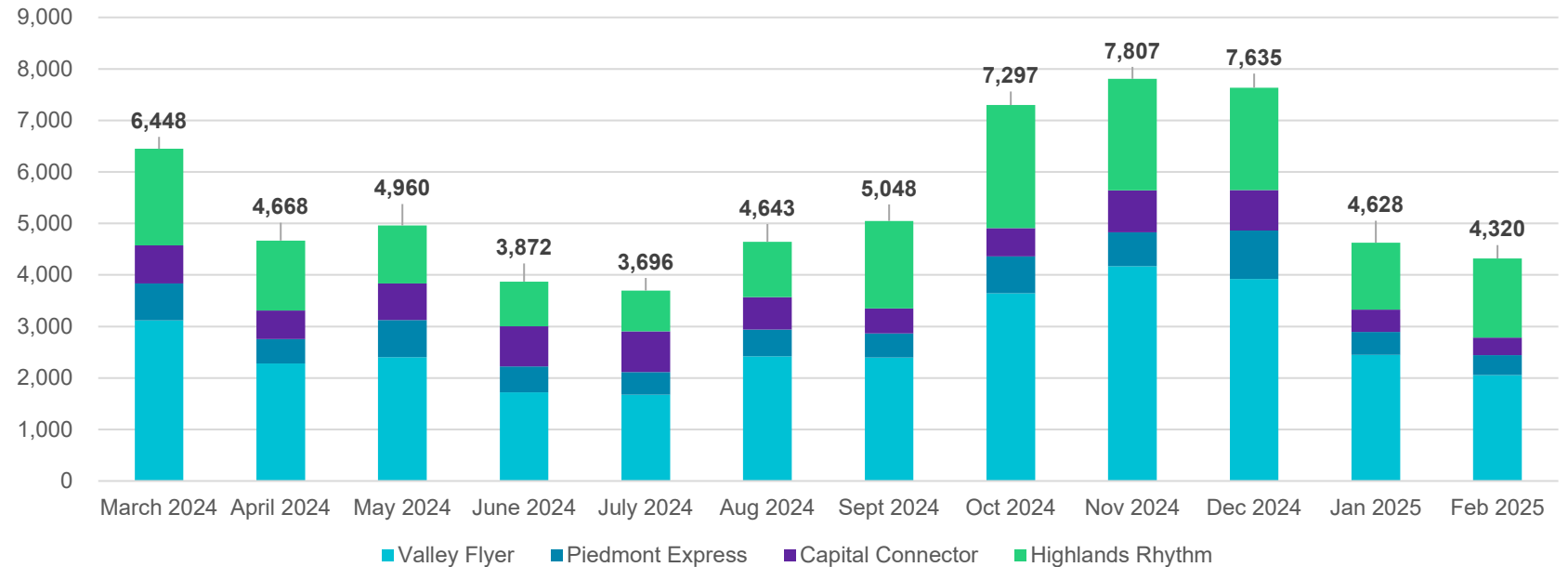
## Capital Connector:

- Ridership – 29% lower than February 2024
- Farebox Rev. – 32% lower than February 2024

## Highlands Rhythm:

- Ridership – 13% higher than February 2024
- Farebox Rev – 14% higher than February 2024

Virginia Breeze Ridership by Route – March 2024 to February 2025

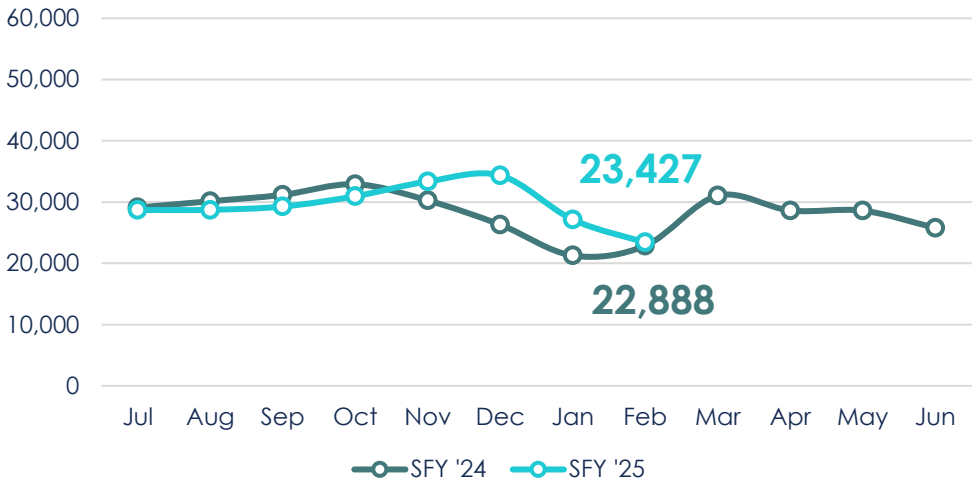


Route	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total
Valley Flyer	3,117	2,281	2,404	1,722	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	32,261
Piedmont Express	719	476	719	500	440	518	467	717	656	940	448	384	6,984
Capital Connector	736	551	714	781	789	631	483	545	816	790	432	345	7,613
Highlands Rhythm	1,876	1,360	1,123	869	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	18,164
<b>All Routes</b>	<b>6,448</b>	<b>4,668</b>	<b>4,960</b>	<b>3,872</b>	<b>3,696</b>	<b>4,643</b>	<b>5,048</b>	<b>7,297</b>	<b>7,807</b>	<b>7,635</b>	<b>4,628</b>	<b>4,320</b>	<b>65,022</b>

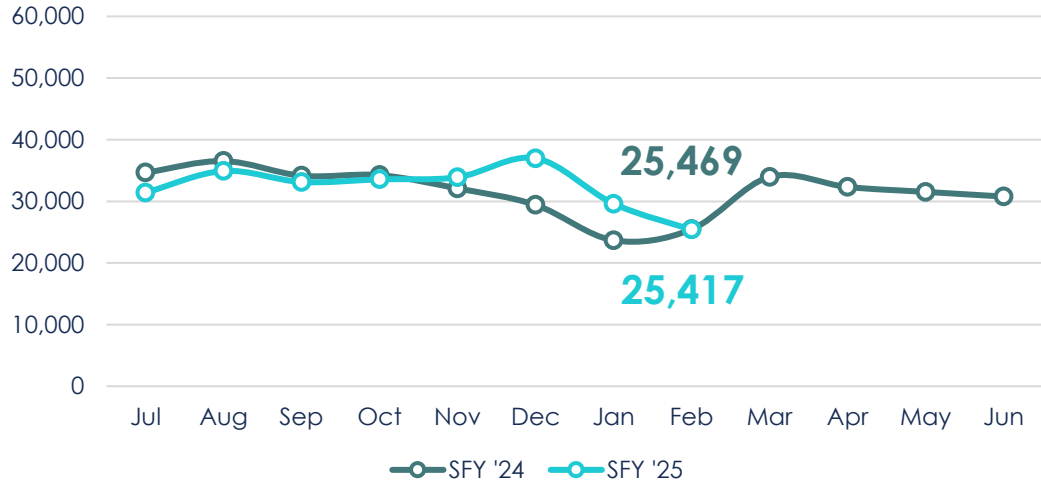
# Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

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

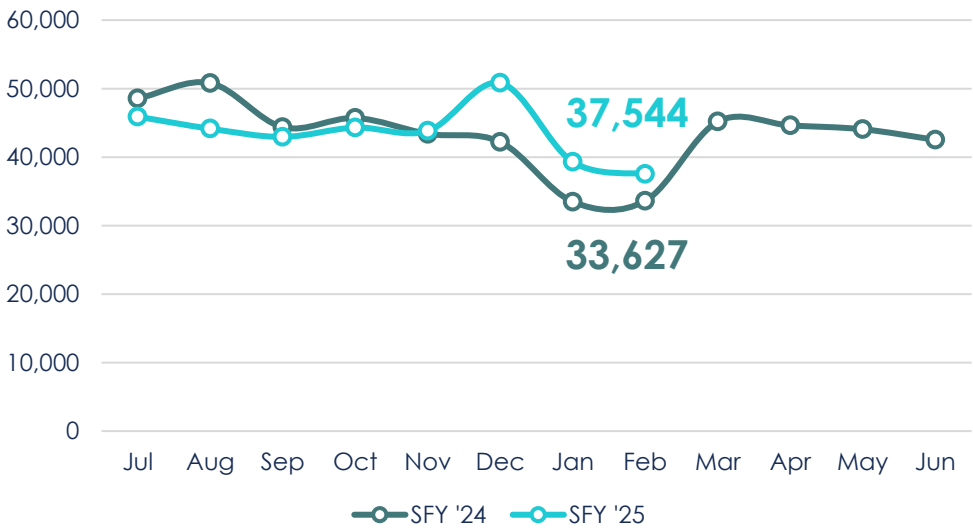
**Route 46: Roanoke (+2.4%)**



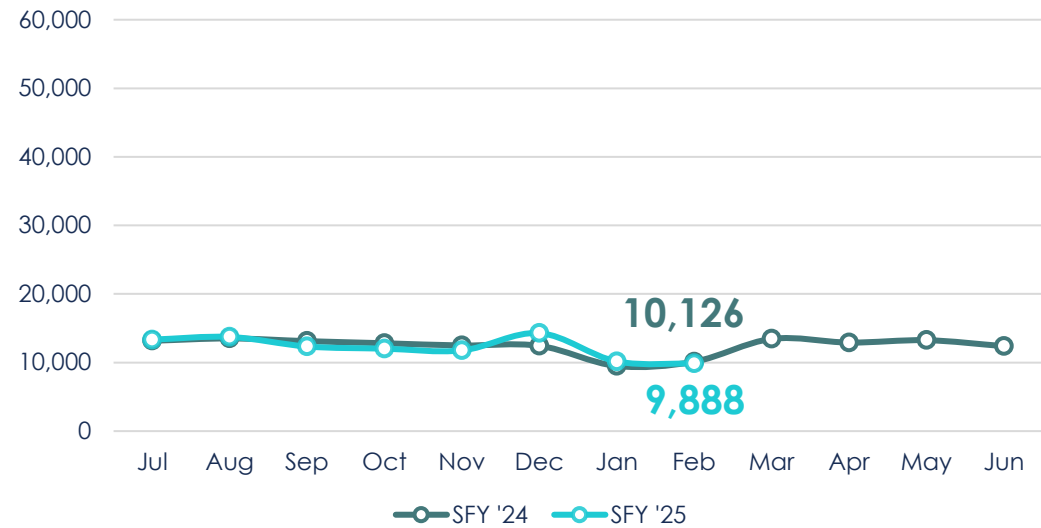
**Route 47: Newport News (-0.2%)**



**Route 50: Norfolk (+11.6%)**



**Route 51: Richmond (-2.4%)**



Friday – Sunday are most popular ridership days.

One additional day in Feb '24 due to leap year.

Eight train cancellations due to winter weather & eight train cancellations due to infrastructure improvements.



# Virginia & Comparable State-Supported Service Ridership

## Normalized: Monthly Ridership ÷ Daily Trains

