



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
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DRAFT MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
October 13, 2026
8:00 a.m.

The workshop meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on October 13, 2026. The Chairman, Nicholas Donohue, presided and called the meeting to order at 8:06 a.m.

Present: Messrs. Davis, Fowlkes, Good, Gribbin, Minchew, Morison, Moye, Payne, Smoot, Stant, Ms. Dunlop, Ms. Green, Ms. Johnson, Ms. Radcliff, Mr. Brich, ex officio, Commissioner of Highways and Ms. Mariia Zimmerman, ex officio, Director of the Department of Rail and Public Transportation

Absent: None

- Agenda 1.** VDOT Resilience
Estimating Cost of Resilience for the Construction Program
Chris Swanson, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda 2.** Offsetting Construction Impacts of Increased Maintenance Crossover
Laura Schewel, Deputy Secretary of Transportation
Referenced by attachment of presentation.
- Agenda 3.** SMART SCALE Update
Brooke Jackson, Office Intermodal Planning and Investment
Referenced by attachment of presentation.
- Agenda 4.** Comprehensive Review- Routine Maintenance
Stephen Brich, Virginia Department of Transportation
Referenced by attachment of presentation.

- Agenda 5.** Interstate 81, Corridor Improvement Program Annual Progress Report
Ben Mannell, Virginia Department of Transportation
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.
- Agenda 6.** Proposed MERIT and TRIP Policy Changes
Allan Fye, Virginia Department of Rail and Public Transportation
Referenced by attachment of presentation.
- Agenda 7.** Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
- Agenda 8.** Commissioner's Items
Stephen Brich, Virginia Department of Transportation
- Agenda 9.** Secretary's Items
Nicholas Donohue, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 10:51 a.m. on October 13, 2026.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Office Auditorium
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October 13, 2026
8:00 a.m.

1. VDOT Resilience
Estimating Cost of Resilience for the Construction Program
Chris Swanson, Virginia Department of Transportation
2. Offsetting Construction Impacts of Increased Maintenance Crossover
Laura Schewel, Deputy Secretary of Transportation
3. SMART SCALE Update
Brooke Jackson, Office Intermodal Planning and Investment
4. Comprehensive Review- Routine Maintenance
Stephen Brich, Virginia Department of Transportation
5. Interstate 81, Corridor Improvement Program Annual Progress Report
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VDOT RESILIENCE

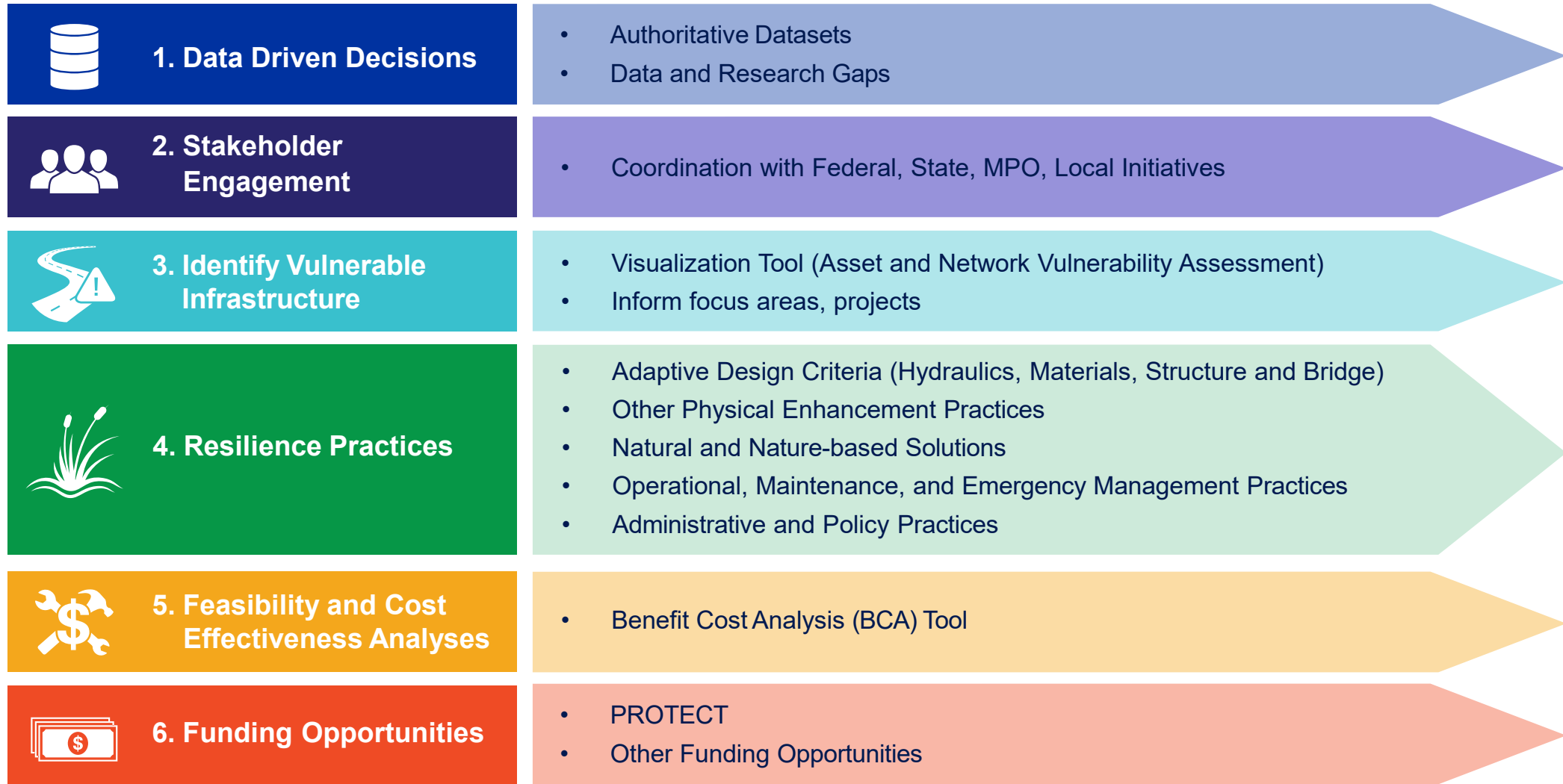
Estimating Cost of Resilience for the Construction Program

| 10/13/2026

Why are we here?

- Follow up from September resilience overview – Cost implications of resilience
- Present findings of study estimating cost to incorporate resilience practices on highly vulnerable construction projects
- Return in December to discuss incorporation of resilience practices for operation and maintenance activities
- January discussion on elements of resilience policy

VDOT Resilience Plan Layout: Objectives & Strategies

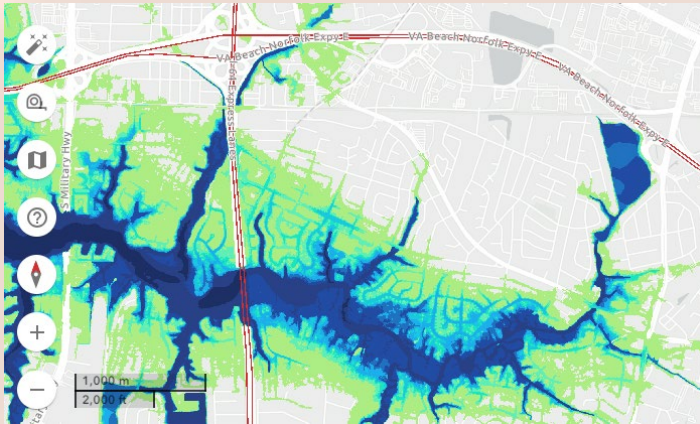


Resilience Tools

1

Identify Highly Vulnerable Infrastructure

Identify if project or activity includes vulnerable assets



Visualization Tool

2

Options to Address/Mitigate Vulnerability

Identify design/construction, traffic operations, maintenance, and emergency management practices

	Adaptive Design Criteria (Structures & Bridge, Hydraulics, Materials)
Construction	Natural and Nature Based Solutions
	Other Physical Enhancement Practices
Traffic Operations	Power Redundancy
	Transportation Network Redundancy
	Equipment Resilient Design/Installation
Maintenance	Pre-Storm Best Practices
	Upsizing vs. In-Kind Replacement
OSSEM	Flood Forecasting during weather events
	Enhancement to Processes for Identifying Mitigation Opportunities

Resilience Practices Toolbox

3

Evaluate Cost Effectiveness of Resilience Options

Evaluate if benefits of reduced replacement, maintenance, closure, and traffic outweigh costs

STEP 1: What is at-risk?			
1.1	Hazard you are looking to mitigate	Coastal Flooding	
	Hazard Exposure Score (Visualization Tool)	2.31-2.45	
1.2	Size of the relevant at-risk asset(s)	Road:	20 MI
	e.g., 20 lane miles of road are at-risk due to the selected hazard at this site	Bridge:	0 SQF
		Culvert:	0 LF
STEP 2: What resilience practice(s) are you proposing to mitigate this risk?			
2.1	Primary resilience practice (RP 1)	Raise Roadway (by 2 feet)	
2.2	Details of RP 1	Design Size:	1000 CYD
		Unit Cost:	\$922.50 per
		Cost of RP 1:	\$922,500.00

Benefit Cost Analysis Tool

**Tools are in development and have not yet been released*

Goal: Provide a suite of vetted resilience practices for potential inclusion in projects to mitigate for coastal flooding, inland flooding, and landslides

Practice	Primary Division(s)	Resilience Purpose/Developed Tools
Adaptive Design Criteria	Structures & Bridge (S&B)	Structure and Bridge Chapter 33 (2020): Enhance scour protection, increase superstructure elevation, include corrosion resistant materials
	Location & Design (L&D)	Drainage Manual Chapter 18 (Draft): Enhance hydraulic design to incorporate increase in precipitation and sea level rise
	Materials	Material Memorandum of Instruction – Geotechnical, Pavement (Draft): Enhanced pavement and geotechnical design to incorporate increase saturation due to increased precipitation and flooding
Other Physical Enhancement Practices	Environmental/ L&D	VDOT OPEP Reference Materials Report (Draft): Coastal (Breakwaters, Groins), Riverine (Riverine Vanes, Flood Diversion Berms), and Slope and Bank Stability
Natural and Nature-Based Solutions	Environmental	Living Shoreline NNBS Pilot Simonson Rd. NNBS Reference Manual (Draft) NNBS Prioritization Tool (help select among sites) NNBS BCA Tool (help select among NNBS scenarios)

2

Example Toolbox - Geotech and Landslides

- Identification of Vulnerable Infrastructure includes landslide hazards
- Resilience Toolbox includes landslide mitigation practices
 - Rockfall Protection Mesh
 - Geosynthetic Reinforcement (reinforced soil slopes)
 - Geosynthetic Reinforcement (constructing reinforced soil slope embankments)
 - Revetments (stream restoration)
 - Revetments (riprap armoring streambanks)

Estimating the Cost of Resilience – Analyze Sample Set

An illustrative analysis to estimate the cost of resilience across the construction program

- No changes to scope of existing project

SYIP was screened with the At-Risk Infrastructure Visualization Tool for:

- VDOT administered projects
- Projects in final design, awarded, or in construction
- Projects with Construction estimates over \$100K
- Located in areas highly vulnerable to coastal flooding, inland flooding, and/or landslides

Initial screening resulted in **71 bridge and roadway projects** across all 9 Districts

Evaluation:

- Total incremental cost estimated for incorporating cost-beneficial resilience practices
- Internal feedback gathered on constructability and cost of recommended resilience practices
- Results synthesized to estimate cost of resilience across construction program in the current SYIP

Estimating the Cost of Resilience – Analyze Sample Set

1

Identify Highly Vulnerable Assets

Look up the asset, pull exposure / sensitivity / adaptive-capacity scores for each hazard (0-3 scale).

Verify vulnerability using project specific details including elevations, etc.

2

Applicable Adaptive Design Criteria & Candidate Practices

Match the hazard to the governing chapters:

- Ch. 33 of S&B Manual (coastal/SLR bridges)
- Draft Ch. 18 of VDM (drainage/rainfall)
- Draft MOI Sections (pavement and geotechnical)
- Shortlist of resilience practices per asset from the Resilience Practices Toolbox or a documented outside practice.

3

BCA Tool → Benefit Cost Ratio

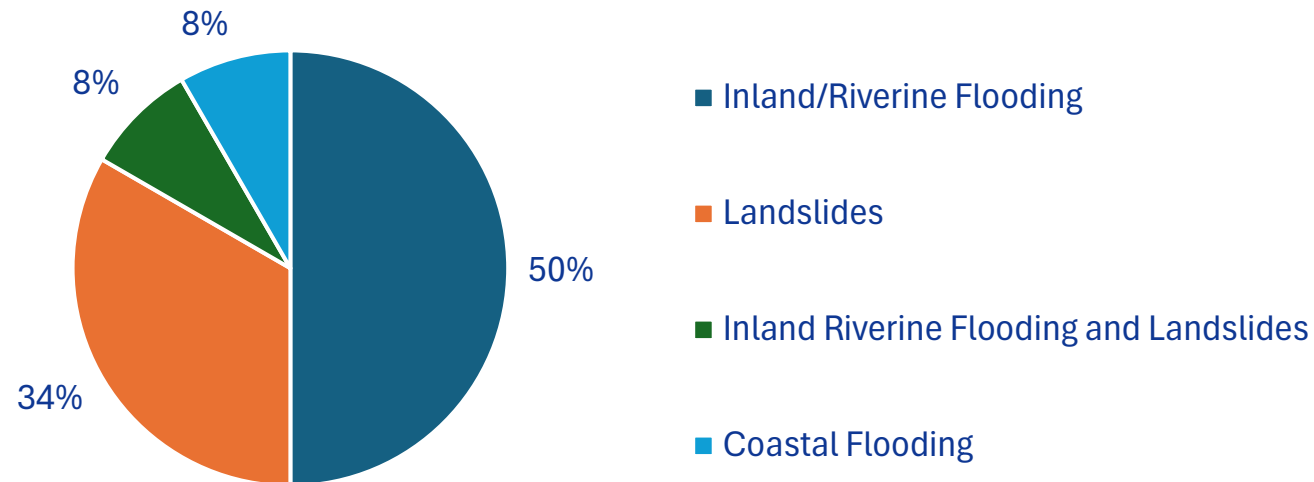
Enter design size, unit cost, O&M, and life expectancy; the tool compares traffic, maintenance (routine and emergency), user and ecosystem benefits against annualized cost.

Recommend Resilience Practice

Estimating the Cost of Resilience – Analyze Sample Set

- Started with 71 projects using Visualization Tool for screening vulnerabilities
- 35 were excluded from the analysis:
 - 24 projects were deemed not vulnerable based on detailed project data (elevations, slopes, etc.)
 - 11 projects were excluded based on lack of relevance (no plan project, vulnerable segments outside project limits, etc.)
- Of the 36 projects that were evaluated:

Distribution of Evaluated Projects by Hazard Type



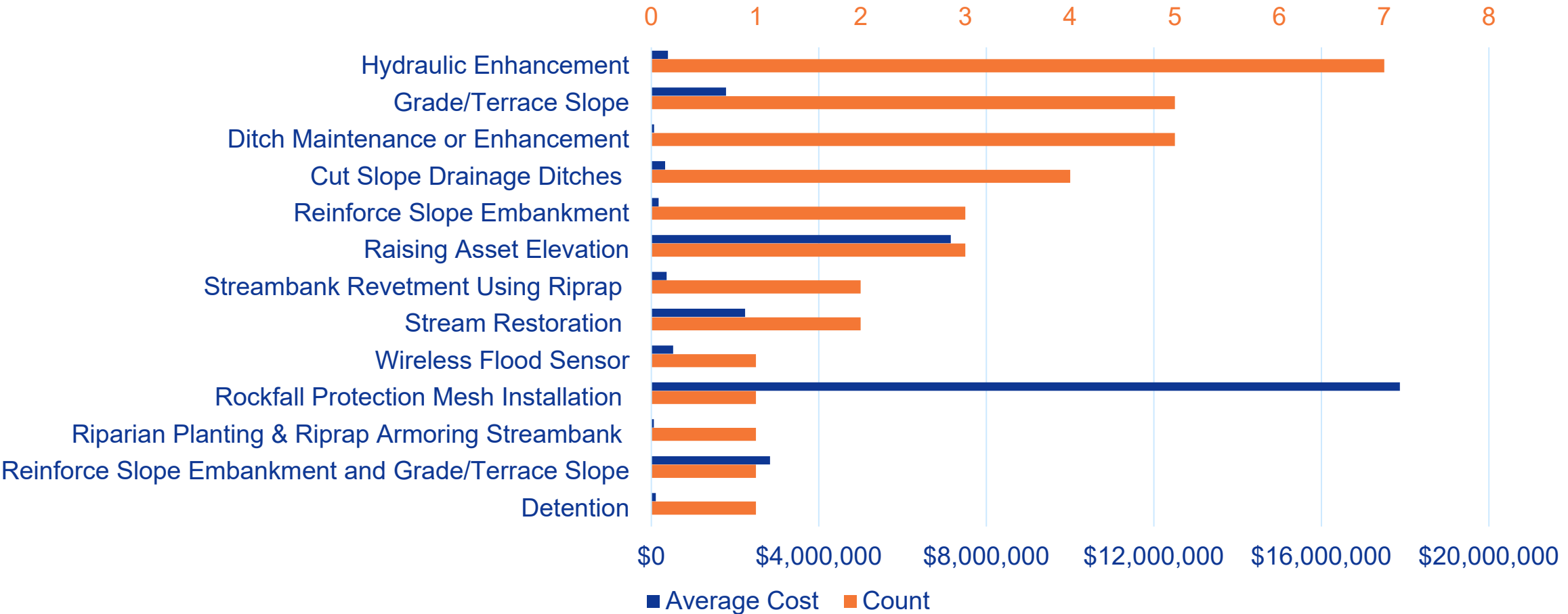
Sample Set Analysis – Results

Total Incremental Cost of Adding Resilience per Hazard

Total Incremental Cost of Adding Resilience (% increase from baseline)			
Functional Class	Coastal Flooding	Inland/Riverine Flooding	Landslides
Interstate	\$521,625 (9%)	\$7,662,250 (1%)	\$6,431,939 (6%)
Primary		\$13,237,842 (4%)	\$25,453,632 (11%)
Secondary	\$8,702,600 (83%)	\$166,813 (1%)	\$35,391 (0.1%)
Grand Total	\$9,224,225 (46%)	\$ 21,066,905 (3%)	\$31,920,962 (8%)

Sample Set Analysis – Results

Frequency of Recommended Resilience Practices

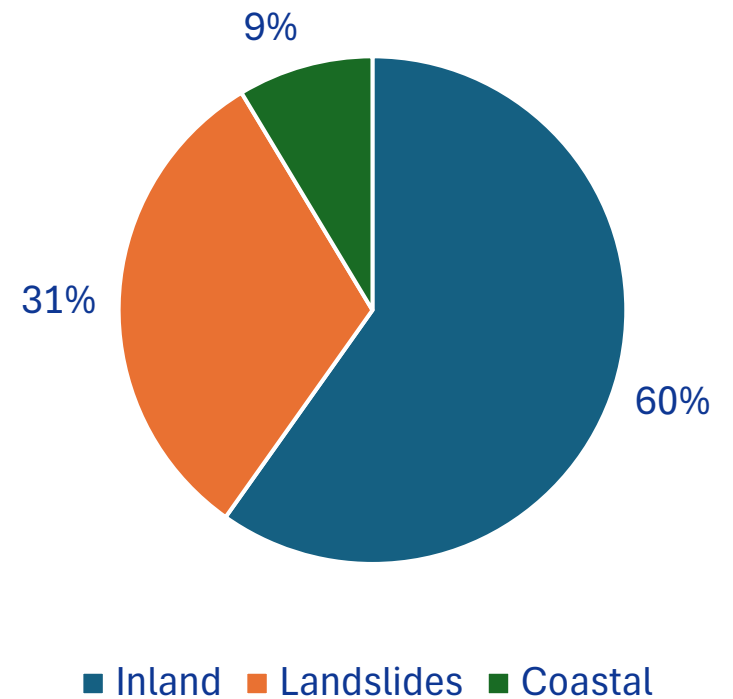


Estimating the Cost of Resilience – Extrapolation

Extrapolating Results Across Construction Program (SYIP)

Screening	No. of Projects
Starting SYIP projects	1,675
Screened and removed projects based on: • Vulnerability - removed projects that have no or low vulnerability to coastal and inland flooding and landslides • Relevance - removed signalization, bike/ped, trails, re-surfacing	- 674 - 665
SYIP projects used to extrapolate cost increase data from pilot results across Construction Program	336

Distribution of the 336 Construction Projects by Hazard



Estimating the Cost of Resilience – Extrapolation

Extrapolating Results Across Construction Program (SYIP)

Functional Class	Coastal	Inland	Landslides
Interstate	\$1,022,538,116	\$8,289,880,371	\$3,046,642,504
Primary	\$1,413,057,728	\$3,171,414,606	\$1,664,142,693
Secondary	\$12,356,016	\$459,975,812	\$65,305,009
Urban/Miscellaneous	\$23,532,856	\$62,638,504	\$13,801,028
Total	\$2,471,484,716	\$11,983,909,293	\$4,789,891,234
Average % Increase from Baseline Cost from Pilot per hazard	46%	3%	8%
Resilience Incremental Cost*	\$682,000,000- \$910,000,000-	\$216,000,000- \$288,000,000-	\$230,000,000- \$307,000,000-

*Based on results of Pilot Study, assuming 20-40% of the SYIP projects screened will be deemed not vulnerable upon verification with project details (elevation, % slope, etc.)

Estimating the Cost of Resilience – Key Takeaways

- Important to account for factors beyond direct cost of resilience practices
 - ROW acquisition, permitting, utility relocation
- Incorporating resilience on interstates yields the highest benefit in the construction program
 - Avoid road closures affecting large number of users
- Coastal flooding is the most expensive hazard to address due to high price of mitigation practices
 - Raising bridges and roadways
- Cost-beneficial construction resilience practices were not identified for all vulnerable SYIP projects
- Many vulnerable assets were not impacted by SYIP projects
 - Cost-beneficial O&M practices should be evaluated to provide resilience statewide

Next Step: Resilience Practices in VDOT O&M

- Currently performing a similar analysis in maintenance program
 - Do processes and workflows, using the 3 tools, need to be revised?
 - Are there additional practices that are lower upfront cost, shorter timeline, and wider scale than construction alone?
 - Do we need to improve mapping of hazard incidents and hazard-driven maintenance work?
 - Do we need improved early warning device technology, detour planning and redundancy?
- Continue this discussion in December





COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Crossover Needs and Options to Mitigate Impact on New Construction Funds

October 2026



VIRGINIA DEPARTMENT
of Aviation



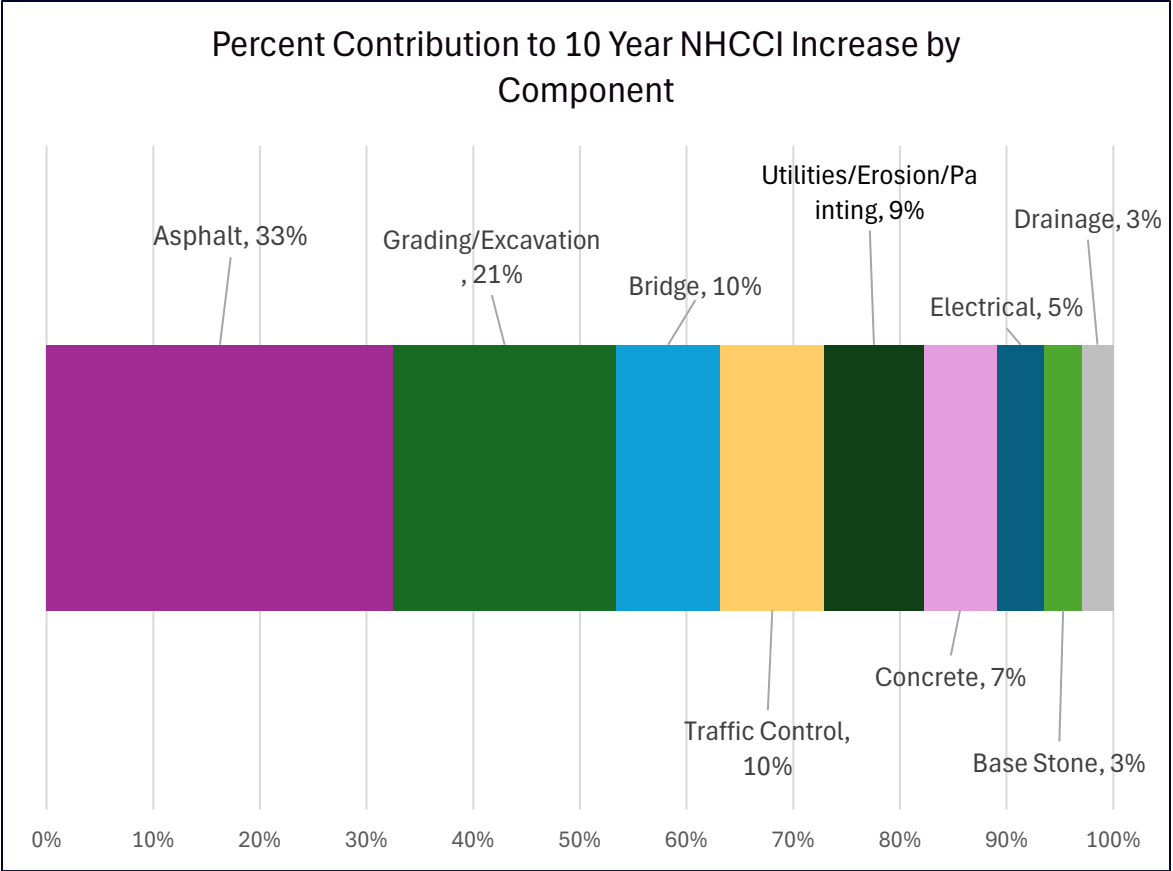
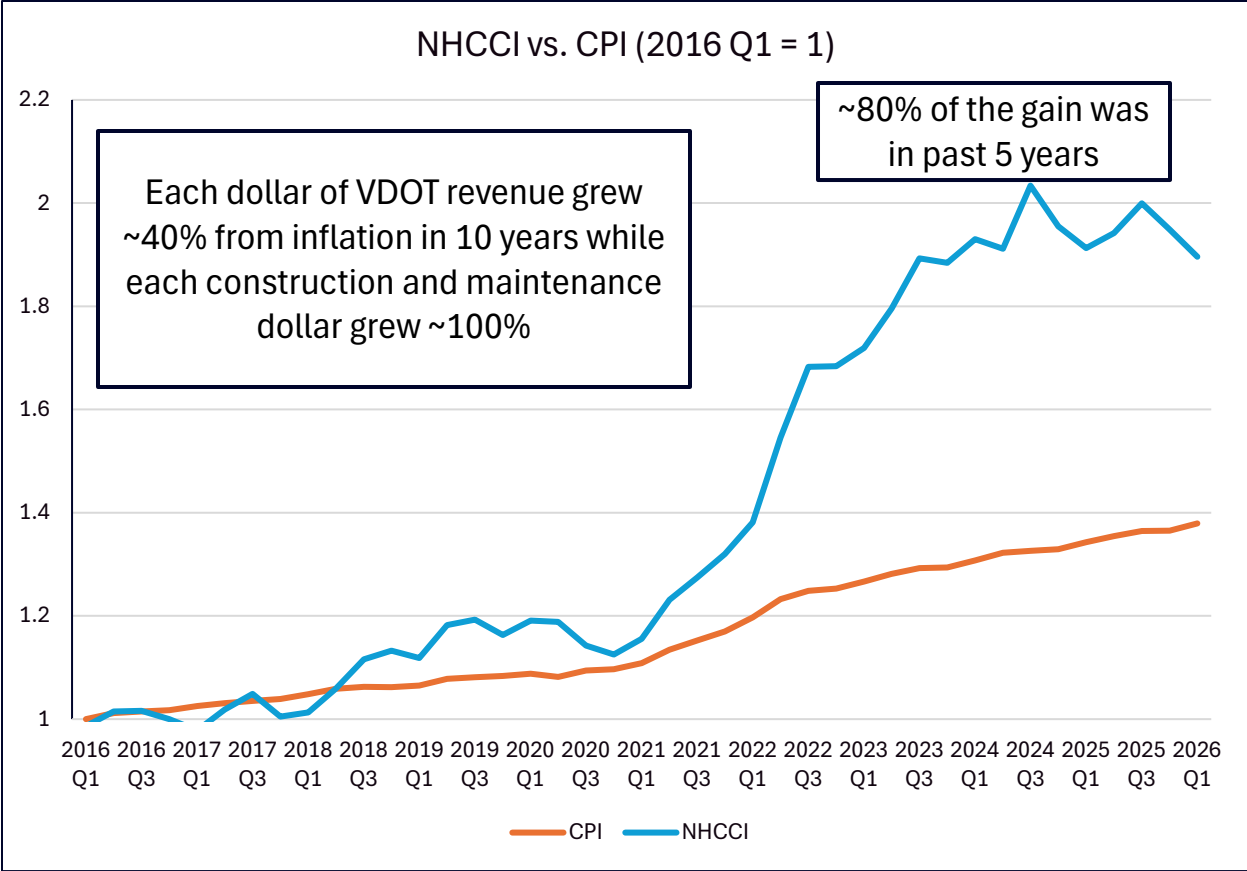
VIRGINIA SPACEPORT
AUTHORITY



Goals for this Presentation

- **Today we will review how we got to this decision point:**
 - **Construction and maintenance costs have spiked in the last 6 years.**
 - **This would have caused a resource crunch no matter what.**
 - **The impacts of the crunch weren't fully studied or explained before.**
 - **Now that we know more, we need to adjust our funding to avoid**
 - A) Degraded pavements with exponential growth in paving costs in a few years
 - B) Significant cuts to the construction program
- **Today we will outline the recommended “crossover” to avoid (A) and recommended actions the board can take to mitigate (B)**
- **Board action is needed in December to allow release of SMART SCALE base funding.**

Construction & Maintenance Costs have Doubled in Past 10 years Due to Spiking NHCCI



NHCCI and component data: <https://www.fhwa.dot.gov/policy/otps/nhcci/>

Virginia is a Maintenance First State

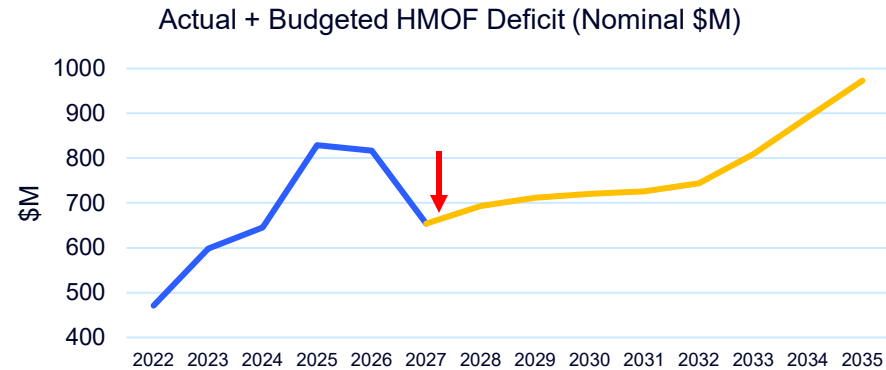
VA Code requires the Board to set aside funds for adequate maintenance before funding construction

- 33.2-358 A The Board shall allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the Interstate System, the primary state highway system, and the secondary state highway system and for city and town street maintenance payments

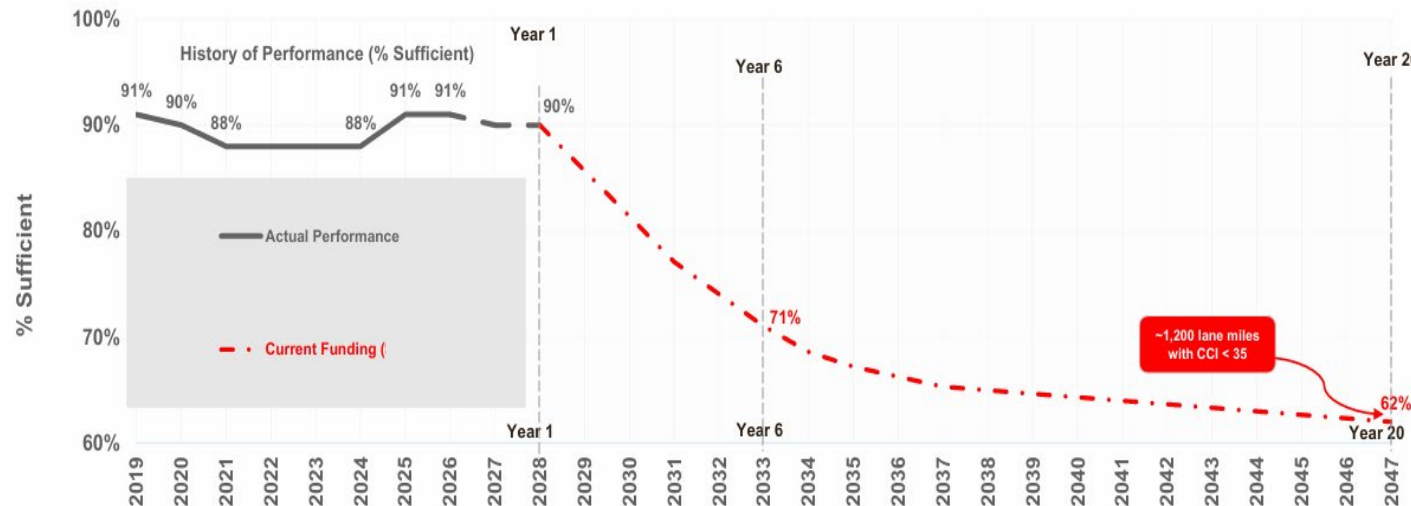
The Appropriation Act establishes maintenance and operations of existing assets as the top priority

- Item 420 A.1 The maintenance of existing transportation assets to ensure the safety of the public shall be the first priority in budgeting, allocation, and spending. The highway share of the Transportation Trust Fund shall be used for highway maintenance and operation purposes prior to its availability for new development, acquisition, and construction

Pavement / Routine Maintenance History (2022-2026) and Plan (2027-2031) per Last Adopted CTF Budget



← Chart from September CTB meeting showing decrease in crossover for maintenance budgeted for remainder of SYIP (and continued for 2 years)



← Chart from July CTB meeting showing decrease in Interstate pavement condition if the budget shown above is used.

Policy Considerations

The Secretary recommends that the Board adopt a policy to

1. Re-baseline pavement and bridge conditions every 4 years, and report on findings to CTB.
2. Re-baseline must forecast impact of current CTF budget funding levels out at least 20 years on pavement and bridge conditions.
3. Reduction in pavement and bridge maintenance spending over 5% YoY must be accompanied by a description of anticipated impact on conditions.

VDOT Takes and Will Continue To Develop Approaches to Maximize Efficiency of These Dollars

Pillar 1 – Contract Optimization

Opportunities to bundle work activities to get better fees from contractors (reduces mobilization, admin, etc. costs)

Pillar 2 – Technical Innovation

VTRC Pavement lab researching how to achieve better performance and reduce mix costs

Pillar 3 – Pro-active Sufficient Condition

Bridges – we used to do "worst first." That's more expensive so we changed in 2019. Ditto approach to keeping high targets for pavements, pipes, etc.

Pillar 4 – Asset Management

Improvement in schedules through routine maintenance cycling, sensing advancement
(see today's presentation)

How Much Do we Need for VDOT Pavements?

- Roads falling into disrepair is an economic and safety liability.
- VDOT and SOT recommend keeping existing targets as it is cheaper over time.
- SGR budget contributes to these targets too.
- Gap to budget is \$239M/year in 2028.
- **SOT recommends keeping the paving budget for 2027 (no increase) then increasing by \$239M from 2028 onwards.**

	Current Performance % Sufficiency	Avg Cost / Year (2028 – 2048) in \$2026	Predicted Performance through 2048
Interstate – Keep at Current Performance	91%	\$165M	91%
Primaries - Keep to CTB Targets	82% (75% for low volume)	\$330M	82% (75% for low volume)
Secondaries – Keep to CTB Targets	82% (60% for low volume)	\$344M	82% (60% for low volume)
Total/Year		\$839M	
Delta to Prior Budget		\$239M	

How Much Do we Need for Bridges?

- Bridge costs follow NCCHI growth too. Initial VDOT ask was an extra \$109M/yr to keep meeting current targets.
- The IIJA infused money into bridge repair and maintenance. The Federal Surface Reauthorization Act seems likely to continue that bridge money to states.
- **VDOT and SOT recommend maintaining current bridge budgets, and assuming the federal bridge program continues.**
- This will lead to some degradation in sufficiency for Primary and Secondaries.
- If the federal reauthorization does not extend the bridge program, we will revisit this.

	Current CTB Target Sufficiency (Current actuals)	Avg Cost / Year (2028 – 2050) \$2026	Sufficien cy expected by 2032	Sufficiency expected by 2048
Interstate – Keep at Current Performance	>97% (97%)	\$179M	99%	99%
Primaries - Keep to CTB Targets	>93% (97%)	\$216M	97%	95%
Secondaries – Reduce targets	>90% (97%)	\$90M	92%	91% (degrades after that)
Total/Year		\$530M		
Delta to Budget (assuming Federal Bridge program)		\$0		

How Much Should be Budgeted for Locals?

- The prior costs only apply to VDOT-maintained roads.
- Local governments have experienced the same cost pressures and need to have maintenance payments increased.
- **SOT recommends a pro-rata increase to locality maintenance payments in FY2028 and beyond based on the increase to the VDOT new construction crossover.**
- This estimate has been updated from last month's presentation to cover all localities. Increase of \$20M.

	\$M
Estimated increase to locality maintenance payments	~\$70M
Delta to Budget	~\$70

Impact of Increased Crossover with No Mitigating Actions

	Reduction in 8 year unallocated (<u>new projects</u>) compared to current budget	
HPP	↓57%	Reduction in first 4 years leaves insufficient funds to cover allocated - must shuffle funds/delay projects This is the SMART SCALE R7 and R8 reduction compared to current SYIP. The reduction compared to R5/R6 is 62%.
DGP (State portion, incl. unpaved)	↓58%	Reduction in first 4 years leaves insufficient funds to cover allocated - must shuffle funds/delay projects This is the SMART SCALE R7 and R8 reduction. The reduction compared to R5/R6 is 62%. The final difference for each district will vary due to supplemental DGP funds.
IOEP	↓44%	Reduction in first 1 year leaves insufficient funds to cover allocated - must shuffle funds/delay projects
VHSIP	↓37%	
ALL 4 PROGRAMS	↓49%	

Recommended Approach to Mitigate Increased Crossover

Utilize flexible funding sources to address cuts during the six-year programming window

- Use \$230M Priority Transportation Fund to bolster VHSIP (~\$130M) and DGP (~\$100M) for R7/R8
- Use \$300M GARVEE bonds to bolster HPP (~\$200M) and DGP (~\$100M) for R7 and R8
 - Final split of GARVEE, PTF to various funds will be based on project eligibility and will be updated.
- Redirect \$705M from Nov '25 action for priority projects and provide alternative pathways for funding for those projects. These redirected funds will be distributed across all programs per formula, and are sufficient to avoid delays on existing committed projects.

Reminder – What are GARVEE and PTF?

- **PTF** is a fund to service transportation debt.
- It can be applied to support any project the CTB selects.
- We are recommending sweeping this through the current six-year window (with a small reserve for unexpected costs).
- **GARVEE** Bonds are debt backed by Virginia's federal formula funds.
- They are very affordable debt.
- They can be applied to federally eligible projects, in an approved CIP/meeting a VTrans need (more flexible).
- Virginia has a revolving authorization of GARVEE bonds.

Redirect \$705M from Priority Projects to Alternate Funding Sources

- In November 2025, the board allocated ~\$715 of GARVEE and PTF to a list of projects recommended by the administration.
 - ~\$10M of this money has been spent so only ~\$705M is available.
- SOT Recommends using narrowly constrained funding pools for ~\$555M of these projects (see table next slide). This is a smarter way to use available capital funds.
- The remaining 6 projects we could not find a narrower pool of funds to support. We recommend the board vote to submit them to Round 7 of Smart Scale to compete.

Resubmitting to R7

- 5 of 6 projects were already scored for R6
- Locality can choose not to have a project resubmitted.
- These projects will not count against local/district caps.
- State agencies will do rescoring work to the greatest extent possible.

Redirect \$705M from Priority Projects

Project Name	Amount funded (\$M)	VDOT District	Locality	Alternate Funding Source	R6 SS Score - State Rank
Falmouth Bridge replacements	\$73.8	Fredericks.	City of Fredericksburg	Use "waiver" clause for SGR	
Long Bridge	\$40.0	Northern Virginia	Arlington County / Washington, DC	CMAQ	
I-81 S Curves - Realignment between Exit 166 and Exit 168	\$269.0	Salem	Botetourt County	I81 Corridor Fund	
Route 220 Section 5 - Improvements from just south of Marrowbone Circle to the US-58 Westbound Ramps	\$55.0	Salem	Henry County	RT58 Funds	
Intersection of Route 220 and Route 87 (Morehead Avenue)	\$35.0	Salem	Henry County	RT58 Funds	0.69 - 230
US 11 (Main Street) Corridor	\$17.2	Bristol	Town of Abingdon	RT58 Funds	2.93 - 104
Short Pump Area - I64/Gayton Road Diverging Diamond Interchange	\$34.2	Richmond	Henrico County	I64 IOEP	3.1 - 96
I395 Shirlington Rotary & S Glebe Rd Interchange	\$31.5	Northern Virginia	Arlington County / City of Alexandria	IOEP - Other	3.33 - 91
Route 288 Southbound Hard Shoulder Running Lane	\$67.0	Richmond	Goochland County	R7	3.72 - 83
Business 17 (Lee Highway) Corridor Safety	\$20.4	Culpeper	Town of Warrenton	R7	3.84 - 81
Route 294 (Prince William Parkway) Corridor	\$21.4	Northern Virginia	Prince William County	R7	3.54 - 85
E. Parham Road Improvements - I-95 to Cleveland St	\$10.4	Richmond	Henrico County	R7	3.1 - 97
B Port of Virginia Interchange / Commerce Road Streetscape	\$16.1	Richmond	City of Richmond	R7	3.06 - 98
Meadowville Bridge / Intersection	\$24.3	Richmond	Chesterfield County	R7	

Impact with Mitigation Options

	Reduction in 8-year unallocated (new projects) – WITH RECOMMENDATIONS	
HPP	↓25%	This is impact to SS R7 and R8, HPP compared to budget. It is an ~17.5% reduction from R5/6 (in nominal dollars).
DGP (state portion)	↓26%	This is impact to SS R7 and R8, DGP. Because of supplemental district funds, the impact will be less in some districts.
IOEP	↓32%	
VHSIP	↓13%	Our goal is to have the least impact to VHSIP
All 4	↓25%	Down from 49%

Actions required in December (summary)

1. Adopt recommended pavement and bridge targets
2. Increase baseline crossover for FY28-32
3. Redirect GARVEE and PTF funds from 'Priority Projects' to HPP, DGP, IOEP and VHSIP projects
4. Provide new funding source for 8 projects where a more restrictive program can fund projects, including waiver clause in SGR
5. Add remaining six projects to SS R7 (allowing locality ability to opt out)
6. Allocate additional GARVEE and PTF to HPP, DGP, VHSIP projects





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SMART SCALE Update

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

Office of Intermodal Planning and Investment

October 2026

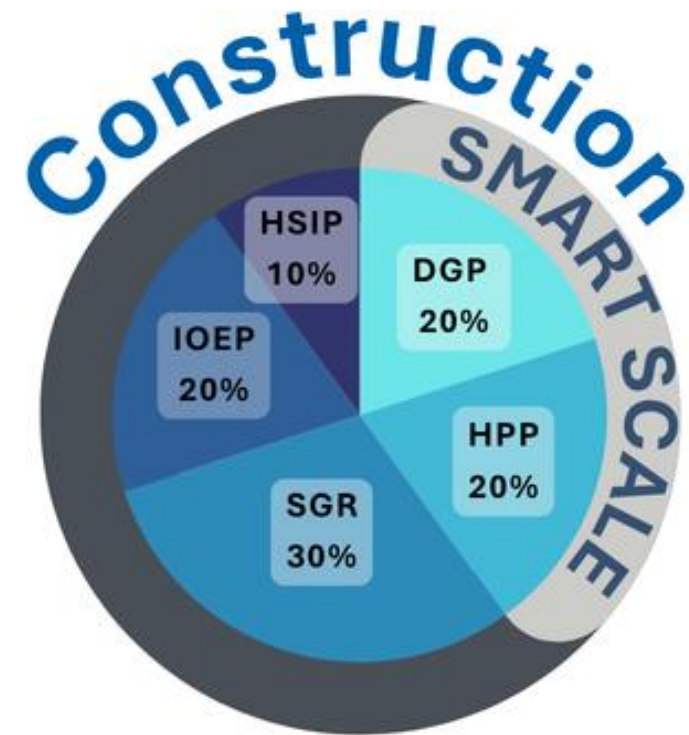


SMART SCALE Update Agenda

- **Process Overview**
- **FY 2028 Screening and Validation**
- **Next Steps**

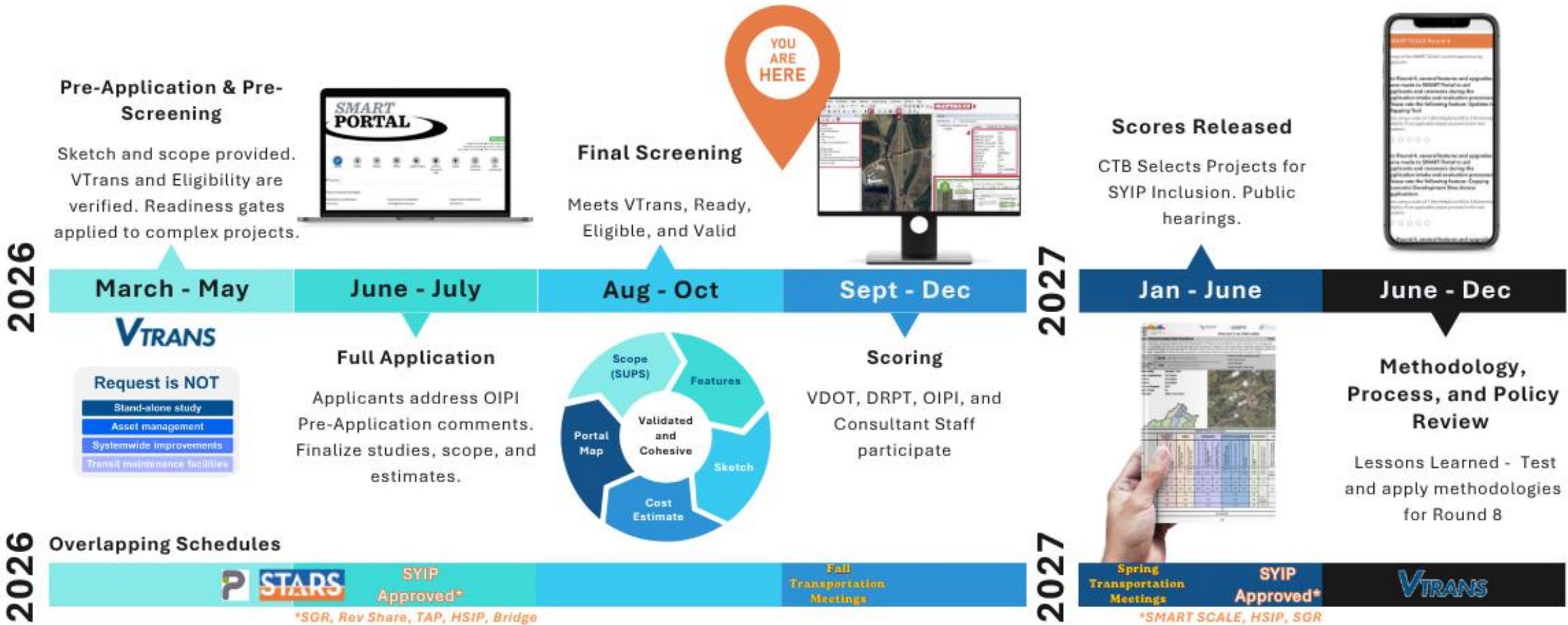
SMART SCALE Background

- SMART SCALE is a qualitative and transparent tool to help CTB select projects that meet a VTrans Need and have the greatest benefits for tax dollars spent
- Projects are funded by either the District Grant Program (DGP) or the High-Priority Projects Program (HPP)
- Deputy Schewel gave a comprehensive SMART SCALE overview presentation at the CTB in March 2026, available via [YouTube](#) or [PDF](#)



Money allocated to SMART SCALE projects represents ~8% of the SYIP.

SMART SCALE is a two-year cycle



Application Validation

Applications are evaluated at Pre-Application Submission and Full Application Submission with three designations:

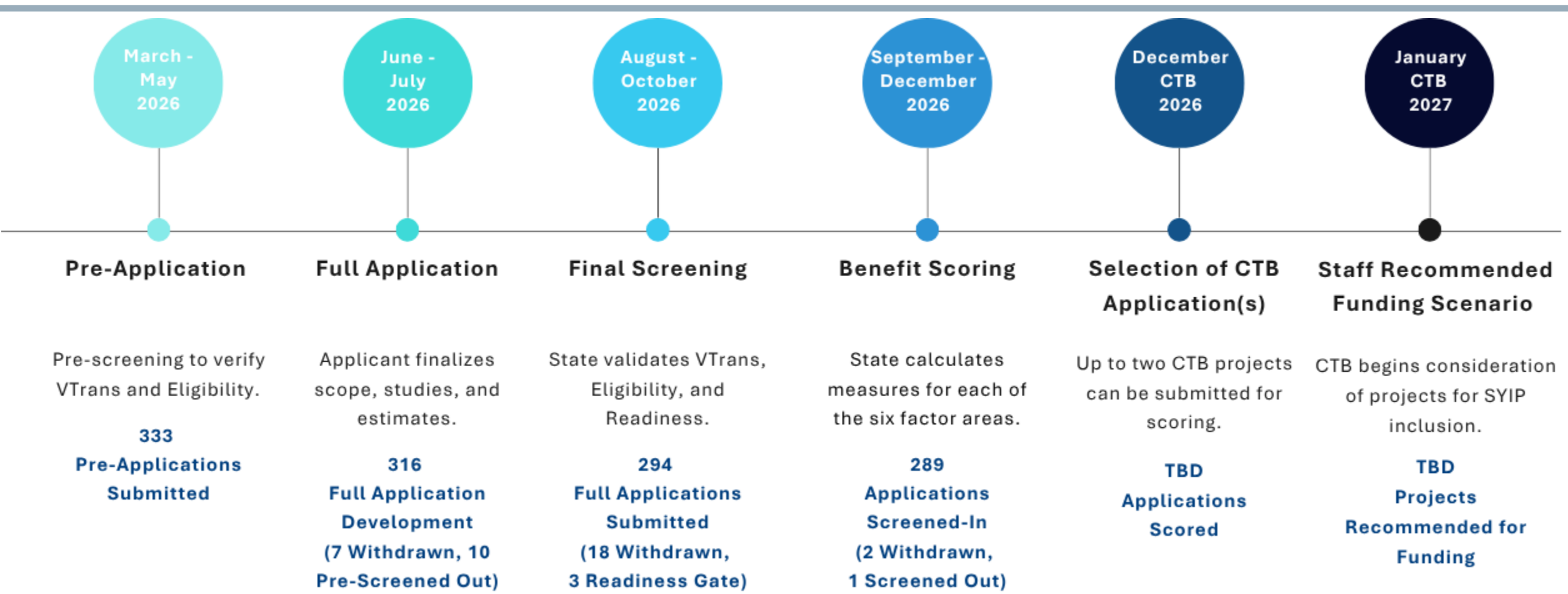
- **Ready**
- **Application Withdrawn**
- **Screened Out for not meeting**
 1. VTrans Need
 2. Project Readiness
 3. Project Eligibility

SMART SCALE Summary Compared to Previous Rounds

PROJECT APPLICATIONS	FY 2017 ROUND 1	FY 2018 ROUND 2	FY 2020 ROUND 3	FY 2022 ROUND 4	FY 2024 ROUND 5	FY 2026 ROUND 6	FY 2026 ROUND 7
Pre-Application Submitted	N/A	N/A	557	484	490	325	333
Full Application Submitted	321	436	468	406	413	277	292
Scored	287	404	433	397	394	270	TBD
Funded	163	147	134	167	164	53	TBD
Total Funding Requested*	\$7.4 B	\$8.6 B	\$7.4 B	\$6.3 B	\$8.3 B	\$7.5 B	\$6.3 B
Total Funding Allocated	\$1.7 B	\$1.1 B	\$0.9 B	\$1.4 B	\$1.6 B	\$1.0 B	TBD
Value of Projects Supported	\$3.3 B	\$2.4 B	\$5.1 B	\$1.9 B	\$2.4 B	\$1.2 B	TBD

*Amount is subject to change due to active cost estimate validation

Fiscal Year 2028 Program Cycle Timeline



Screening and Validation Summary

District	Pre-Application					Full Application						Ready
	Number of Pre-Apps	Withdrawn	Screen Out Readiness	Screen Out Eligibility or VTrans	To Full App	Withdrawn in Full App Development	Submitted	Screen Out VTrans	Screen Out Readiness	Screen Out Eligibility	Withdrawn after Submission	
Bristol	15	-	-	-	15	-	15	-	-	-	-	15
Culpeper	22	-	-	-	22	-	22	-	-	-	-	22
Fredericksburg	40	3	-	-	37	2	35	-	-	-	-	35
Hampton Roads	36	-	-	-	36	5	31	-	-	-	1	30
Lynchburg	23	-	-	1	22	1	21	-	-	-	-	21
Northern Virginia	39	3	-	-	36	4	32	-	-	-	-	32
Richmond	82	1	2	-	79	7	72	-	1	-	1	70
Salem	43	2	-	2	39	3	36	-	-	-	-	36
Staunton	33	1	-	-	32	4	28	-	-	-	-	28
Grand Total	333	10	2	3	318	26	292	-	1	-	2	289

Total FY 2017	N/A				-	-	321	9	12	11	2	287
Total FY 2018	N/A				-	19	436	5	6	19	2	404
Total FY 2020	557	13			544	76	468	9	11	3	12	433
Total FY 2022	484	23			461	55	406	2	1	4	2	397
Total FY 2024	490	6			484	71	413	-	9	2	8	394
Total FY 2026	325	17			308	31	277	1	1	-	2	273

Summary of Funding Requests

Round	Funding Requested (billions)	Funding Leveraged (billions)	Average Request (millions)	Average HPP Request (millions)	Average DGP Request (millions)
FY 2017	\$7.4	\$6.0	\$25.7	\$32.6	\$19.5
FY 2018	\$8.6	\$2.3	\$21.2	\$25.9	\$19.3
FY 2020	\$7.4	\$4.9	\$17.0	\$24.1	\$12.9
FY 2022	\$6.3	\$1.1	\$15.7	\$17.3	\$15.7
FY 2024	\$8.3	\$1.5	\$21.1	\$24.4	\$21.6
FY 2026	\$7.5	\$1.1	\$27	\$35	\$22
FY 2028	\$6.3	\$1.3	\$21.8	\$29.3	\$18.1

*Data as of October 1, 2026

Summary of Full Application Request By District

District	Number of Applications	Request (Millions)*	Total Cost (Millions)*
Bristol	15	\$230	\$230
Culpeper	22	\$480	\$485
Fredericksburg	35	\$500	\$680
Hampton Roads	30	\$465	\$600
Lynchburg	21	\$470	\$475
Northern Virginia	30	\$1,155	\$1,640
Richmond	70	\$2,060	\$2,530
Salem	36	\$600	\$605
Staunton	28	\$340	\$380
Grand Total	289	\$6,300	\$7,625

*Data as of October 1, 2026 – Rounded to nearest \$5M

Summary of Full Application Request By Principal Improvement Type

Principal Improvement Type	Number of Applications	Request (Millions)*	Total Cost (Millions)*
Highway Only	93	\$1,425	\$1,465
Highway Multimodal	134	\$3,760	\$4,840
Bike/Pedestrian Only	11	\$155	\$160
Bike/Pedestrian Multimodal	47	\$740	\$850
Bus Transit	0	\$0	\$0
Bus Transit Multimodal	4	\$225	\$315
Grand Total	289	\$6,640	\$9,240

*Data as of October 1, 2026 – Rounded to nearest \$5M

Next Steps

- **Now through January – Validation of cost estimates and complete scoring**
- **December CTB Meeting**
 - Action on up to two CTB projects to evaluate, if applicable
- **January CTB Meeting – Provide Project Scorecards and Staff Recommended Funding Scenario(s)**
 - DGP first, HPP second
 - HPP first, DGP second

APPENDICES

Bristol District Applications

Bristol District Applications

Display ID	Organization	Application Name	Principal Improvement
13855	Abingdon Town	I-81 Exit 17 Southbound Off-Ramp Improvement	Highway
13845	Bristol City	King Mill Pike Curve Reconstruction and Turn Lanes	Highway
13901	Bristol City	Bonham Road at Suncrest Drive Roundabout	Highway
13834	Bristol MPO	Cummings Street Access Management and Turn Lanes	Highway
13587	Grayson County	Route 89 at Mount Vale Road Right-Turn Lane	Highway
13595	LENOWISCO PDC	ALT US 58 at Combs Road Corridor Improvements	Highway
13632	Norton City	Park Avenue Reconfiguration	Highway
13763	Richlands Town	Route 67 Roadway Reconfiguration	Highway
13841	Russell County	US 19 at Alt US 58 Continuous Green-T	Highway
13906	Russell County	US 19 at Route 80 Offset Left-Turn Lanes	Highway
13621	Scott County	US 23 at Natural Tunnel Parkway Intersection	Highway
13670	Tazewell County	US 460 at Crab Orchard RCUT	Highway
13612	Washington County	Route 75 at Green Springs Church Road Turn Lane	Highway
13620	Washington County	US 11 at Watauga Road Turn Lanes	Highway
13701	Wise Town	US 23 at Norton Road (BUS 23) Turn Lane	Highway

Culpeper District Applications

Culpeper District Applications

Display ID	Organization	Application Name	Principal Improvement
13641	Albemarle County	US 250 and Old Trail Drive Intersection Improvements	Highway
13646	Albemarle County	US 250 / Rte 601 Roundabout Corridor Improvements	Highway
13653	Albemarle County	Barracks Road SB Right Turn Lane at US 29/250 Bypass	Highway
13676	Albemarle County	US 250 / Rte 601 / Canterbury Intersection	Highway
13874	Charlottesville City	Ridge, McIntire, & W Main - Intersection Improvements	Bike/Pedestrian
13627	Charlottesville-Albemarle MPO	I-64 - 5th St Interchange Improvements	Highway
13628	Charlottesville-Albemarle MPO	US 29 NB/US 250 EB Ramp Extension/ Barracks Road	Highway
13629	Charlottesville-Albemarle MPO	Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp	Highway
13630	Charlottesville-Albemarle MPO	US 29/250 SB Off-Ramp Extension to Old Ivy Rd	Highway
13828	Culpeper County	Ira Hoffman Corridor - Success Drive	Highway
13830	Culpeper County	US 29 White Shop Road Intersection Improvements	Highway
13831	Culpeper County	US 29 Reva Road Intersection	Highway
13544	Culpeper Town	US Bus 15/Walmart Entrance Roundabout	Highway
13829	Culpeper Town	US Bus 15 Bicycle/Pedestrian Improvements	Bike/Pedestrian
13842	Culpeper Town	Burgandine & Ira Hoffman Roundabout	Highway

Culpeper District Applications

Display ID	Organization	Application Name	Principal Improvement
13586	Fauquier County	US 15/17/29 & Beach Rd/Lovers Ln - Intersection	Highway
13819	Fauquier County	US 15/29 & Route 605 - Intersection Improvements	Highway
13824	Fauquier County	Rt. 28 Corridor Lane Widening	Highway
13722	Greene County	US33-743 (Advance Mills) & 1050 (Greenecroft)	Highway
13733	Greene County	RT29-616 RCUT Project	Highway
13799	Orange County	Route 20 / Route 611 Roundabout	Highway
13817	Warrenton Town	US 17 BUS/ Culpeper St Intersection Improvements	Highway

Fredericksburg District Applications

Fredericksburg District Applications

Display ID	Organization	Application Name	Principal Improvement
13853	Caroline County	Rte 207 Sidewalk improvements at Rte 1 and Welcome	Bike/Pedestrian
13854	Caroline County	I-95 Ladysmith Road Interchange	Highway
13884	Essex County	Rt 360 and Howerton Rd	Highway
13888	Essex County	Rt 360 and Kino Rd	Highway
13589	Fredericksburg Area MPO	Warrenton Rd PATH (Lendall Ln to Stafford Lakes)	Highway
13712	Fredericksburg Area MPO	Rte 1/S. Roxbury Mill Rd to Rte 606	Highway
13759	Fredericksburg Area MPO	Rt 208 Pipeline Study Corridor Improvements: Leavells	Highway
13816	Fredericksburg Area MPO	Garrisonville Road PATH (Stafford Mktpl to Eustace)	Highway
13893	Fredericksburg City	Fall Hill Avenue Corridor Vehicle/Pedestrian	Highway
13588	George Washington RC	I-95 SB Widening between Ext 130 and Ext 126	Highway
13642	George Washington RC	Germanna Point Drive to Spotsylvania Ave Connector	Highway
13648	George Washington RC	US 17/Tidewater Trail Widening and Intersection	Highway
13758	George Washington RC	Warrenton Rd Widening (Stafford Lakes Pkwy to Village	Highway
13887	Gloucester County	Providence Rd-Rte 17 (Turn Lane)	Highway
13892	Gloucester County	Rte. 17 (Belroi Road and Main Street Intersections)	Highway
13895	Gloucester County	Rte. 17 and Hospital Drive - Turn lane & pedestrian	Bike/Pedestrian
13896	Gloucester County	Roaring Springs Road pedestrian improvements	Bike/Pedestrian

Fredericksburg District Applications

Display ID	Organization	Application Name	Principal Improvement
13631	King & Queen County	US 360 and Newtown Road (721) Intersection	Highway
13656	King & Queen County	US 360 and Bruington Road (Rt. 621)	Highway
13666	King George County	Route 218 Safety Improvements - FR-25-04	Highway
13837	King William County	King William County Rt. 360 AMP Improvements	Highway
13875	King William County	West Point Rt 30 & Rt 33 Improvements	Highway
13921	Lancaster County	Route 200 at Harris Road - Intersection Improvements	Highway
13925	Lancaster County	Route 3 Improvements from Hawthorne to Route 688	Highway
13926	Lancaster County	Route 3 from Food Lion to School Street	Highway
13894	Middle Peninsula PDC	Route 17 Widening - Tidemill to Guinea	Highway
13897	Middle Peninsula PDC	Route 17 - Hickory Fork and Short Lane	Highway
13594	Spotsylvania County	Route 639 STARS Study Improvements	Highway
13608	Spotsylvania County	Rte 1 & Massaponax Church Road	Highway
13724	Spotsylvania County	Route 3 (Plank Road) Widening Improvements	Highway
13725	Spotsylvania County	US Rte 17/Massaponax Church Rd Int. Improvements	Highway
13552	Stafford County	Garrisonville Road Targeted Improvements	Highway
13553	Stafford County	Route 1 at Foreston Woods Drive Intersection	Highway
13554	Stafford County	Mine Road Pipeline Improvements	Bike/Pedestrian
13555	Stafford County	Truslow Road Pipeline Improvements	Highway

Hampton Roads District Applications

Hampton Roads District Applications

Display ID	Organization	Application Name	Principal Improvement
13805	Accomack County	US 13 at Courthouse Ave/Accomac Rd Pedestrian	Bike/Pedestrian
13807	Accomack County	US 13 at Parksley Rd Continuous Green-T	Highway
13809	Accomack County	US 13 at Mary N Smith Road RCUT Intersection	Highway
13928	Accomack County	Eastern Shore Rail Trail: Onley to Greenbush	Bike/Pedestrian
13846	Hampton City	Briarfield Road and Power Plant Parkway Improvements	Highway
13864	Hampton City	Pedestrian Bridge over Mercury Boulevard	Bike/Pedestrian
13916	Isle of Wight County	Nike Park Trail Connector (Rt 664)	Bike/Pedestrian
13920	Isle of Wight County	Brewers Neck and Benns Grant DLT	Highway
13654	James City County	Route 60 (Pocahontas Trail) Trail757 Shared Use Path	Bike/Pedestrian
13861	James City County	HR05: Route 199 (Humelsine Parkway) at Brookwood	Highway
13866	James City County	HR05: Route 199 (Humelsine Pkwy) at Route 5 (John	Highway
13877	James City County	HR-25-04: Centerville Rd; Rt. 60 & Rt. 199 Ramp	Highway
13580	Newport News City	Pipeline HR03 Jefferson Ave Improvements	Highway
13702	Norfolk City	Granby St & Maple Ave Intersection Improvements	Highway
13704	Norfolk City	Military Hwy & Corporate Blvd Pedestrian Improvements	Bike/Pedestrian
13707	Norfolk City	Terminal Blvd Shared-Use Path	Bike/Pedestrian
13710	Norfolk City	N Military Hwy & Azalea Garden Rd Intersection	Highway
13711	Norfolk City	VB Blvd & Kempsville Rd Intersection Improvements	Highway
13578	Smithfield Town	S. Church Street Shared Use Path Improvements	Highway

Hampton Roads District Applications

Display ID	Organization	Application Name	Principal Improvement
13859	Suffolk City	Pruden Boulevard Widening	Highway
13882	Suffolk City	U.S. Route 58 Widening (U.S. Route 460 to Godwin	Highway
13562	Virginia Beach City	Lynnhaven Parkway at Potters Road and I-264 EB	Highway
13573	Virginia Beach City	Pacific Avenue Turn Lane at 22nd Street	Highway
13575	Virginia Beach City	Thalia Creek/I-264 Pedestrian Bridge	Bike/Pedestrian
13576	Virginia Beach City	Laskin Road Phase III	Highway
13577	Virginia Beach City	Virginia Beach Trail Phase III	Bike/Pedestrian
13741	York County	Victory Boulevard Shared-Use Path Remaining	Bike/Pedestrian
13742	York County	Project Pipeline HR25-05 Roundabouts	Highway
13743	York County	Trail 757, York Segments 2 and 4	Bike/Pedestrian
13825	York County	Trail 757, York Segment 5	Bike/Pedestrian

Lynchburg District Applications

Lynchburg District Applications

Display ID	Organization	Application Name	Principal Improvement
13636	Amherst County	CVTC Connector Road	Highway
13808	Amherst County	Town of Amherst Pedestrian Improvements	Bike/Pedestrian
13651	Campbell County	Waterlick & Lawyers Road Intersection Improvements	Highway
13652	Campbell County	US 501 Corridor Improvements - Northern Section	Highway
13655	Campbell County	US 501 & 24 Intersection Improvements	Highway
13658	Campbell County	Sunnymeade & Suburban Road Intersection	Highway
13774	Danville City	Riverside Dr. Improvements - Piney Forest Rd. to	Highway
13775	Danville City	Riverside Dr. Improvements - Park Ave. to Westover Dr.	Highway
13776	Danville City	Riverside Dr. Improvements - Westover Dr. to Mount	Highway
13798	Danville City	W. Main Street Corridor Improvements	Highway
13574	Danville MPO	Berry Hill DDI	Highway
13813	Farmville Town	E 3rd Street and Milnwood Roundabout	Highway
13681	Halifax County	Sinai Road Pedestrian Project	Bike/Pedestrian
13682	Halifax County	US 58/Rt 751 Intersection Improvements	Highway
13683	Halifax County	US 501/Greens Folly Rd Improvements	Highway

Lynchburg District Applications

Display ID	Organization	Application Name	Principal Improvement
13723	Lynchburg City	Campbell-Florida Ave Roundabout & 460 Interchange	Highway
13803	Lynchburg City	Wards Road Displaced Left	Highway
13812	Lynchburg City	Campbell Ave Pedestrian Improvements	Bike/Pedestrian
13591	Nelson County	Rockfish School Lane & Route 151 Turn Lanes	Highway
13750	Pittsylvania County	Rt. 41 and Ridgecrest Drive Roundabout	Highway
13814	Prince Edward County	Zion Hill Sidewalk	Bike/Pedestrian

Northern Virginia District Applications

Northern Virginia District Applications

Display ID	Organization	Application Name	Principal Improvement
13685	Alexandria City	King St -Bradlee Safety and Mobility Enhancements	Bike/Pedestrian
13714	Alexandria City	Mt Vernon Ave Safety Improvements	Bike/Pedestrian
13625	Arlington County	Langston Blvd at N. Lynn St / WB and EB I-66 Intrsctn	Highway
13626	Arlington County	N. Meade St over US 50 Roadway and Interchange	Highway
13749	Arlington County	N. Glebe Rd Pedestrian Improvements at I-66	Bike/Pedestrian
13605	Fairfax County	Newington Road Shared Use Path	Bike/Pedestrian
13609	Fairfax County	Route 236 (Prosperity Avenue to Wakefield Chapel	Bike/Pedestrian
13622	Fairfax County	Braddock Road Shared Use Path	Bike/Pedestrian
13645	Fairfax County	Franconia Road at Commerce Street	Highway
13649	Fairfax County	Roberts Parkway Improvements	Highway
13662	Fairfax County	Soapstone Connector Road	Highway
13769	Fairfax County	Route 50 Safety and Operational Improvements -	Highway
13781	Fairfax County	Cedar Lane and Electric Avenue Intersection	Bike/Pedestrian
13801	Fairfax County	South Van Dorn Street Improvements	Highway
13806	Fairfax County	Braddock Road Phase II	Highway
13833	Leesburg Town	Rt 15/Battlefield Parkway Interchange	Highway
13905	Leesburg Town	Route 7 at Battlefield Parkway Interchange	Highway
13911	Leesburg Town	Route 7 at Leesburg Bypass Interchange Improvements	Highway

Northern Virginia District Applications

Display ID	Organization	Application Name	Principal Improvement
13611	Loudoun County	IIP - James Monroe Highway (Route 15) & Lime Kiln Road	Highway
13613	Loudoun County	IIP - Leesburg Pike Intersection Improvements	Highway
13615	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd to Victoria	Bike/Pedestrian
13616	Loudoun County	STP - Loudoun County Pkwy/Tall Cedars Pkwy Shared	Bike/Pedestrian
13618	Loudoun County	Route 15 Lucketts Full Bypass	Highway
13777	Loudoun County	Cascades Pkwy Bike & Ped (Nokes Blvd to Woodshire	Bike/Pedestrian
13804	Loudoun County	Route 15 Lucketts Mini-Bypass	Highway
13634	Northern Virginia Transportation Authority	Rte 234&Clover Hill Rd Innovative Intersection	Highway
13545	Prince William County	Hoadly Road Corridor Improvements	Bike/Pedestrian
13546	Prince William County	Sudley Manor Drive Corridor Improvements	Bike/Pedestrian
13547	Prince William County	Route 1 Widening Phase 1	Highway
13548	Prince William County	Dale Boulevard/Rippon Boulevard Corridor	Bike/Pedestrian
13883	Prince William County	University Blvd Extension (Devlin Rd to Wellington Rd)	Highway
13674	Purcellville Town	21st Street Shared Use Path Phase 2	Bike/Pedestrian

Richmond District Applications

Richmond District Applications

Display ID	Organization	Application Name	Principal Improvement
13559	Ashland Town	Ashcake Rd/Route 1 Intersection Improvements	Bike/Pedestrian
13647	Brunswick County	US 58 at Freemans Cross Rd/Reedy Crk Rd (RCUT)	Highway
13597	Chesterfield County	Route 360 (Turner Road - Tacony Drive) Corridor	Highway
13598	Chesterfield County	Rt 60 (Winterfield Rd - Crowder Dr) Corridor	Highway
13672	Chesterfield County	Rt 60 (Coalfield Rd - Mt Pisgah Rd) Corridor	Highway
13680	Chesterfield County	FLT: Rt 1 (Walmsley Blvd - Falling Creek Ave)	Bike/Pedestrian
13716	Chesterfield County	Woodpecker Road/Bradley Bridge Road Roundabout	Highway
13721	Chesterfield County	Powwhite Parkway Extension (Woolridge Road - Genito	Highway
13727	Chesterfield County	Hopkins Road at Chippenham Parkway Interchange	Highway
13728	Chesterfield County	Route 360 (Otterdale Road - Magnolia Market Avenue)	Highway
13729	Chesterfield County	Otterdale Rd (Lake Summer Dr-Summer Lake Dr)	Highway
13734	Chesterfield County	Route 60/Route 150 Interchange Improvements	Highway
13844	Dinwiddie County	Route 1 at I-85 Exit 63B Ramp Extension	Highway
13565	Goochland County	Route 288 Northbound Auxiliary Lane	Highway
13566	Goochland County	Broad Street Rd and Cardwell Rd Intersection	Highway
13567	Goochland County	Route 6 and Hockett Rd Intersection Improvements	Highway
13568	Goochland County	Route 6 and River Rd Intersection Improvements	Highway
13757	Greater Richmond Transit Company (GRTC)	GRTC Pulse N-S BRT—Phase 1A Brookhill Azalea to N	Bus Transit
13760	Greater Richmond Transit Company (GRTC)	GRTC Pulse N-S BRT—Phase 1B & 1C N 8th Street to	Bus Transit
13761	Greater Richmond Transit Company (GRTC)	Willow Lawn Transfer Station and Park & Ride	Bus Transit
13764	Greater Richmond Transit Company (GRTC)	Pulse Western Extension	Bus Transit

Richmond District Applications

Display ID	Organization	Application Name	Principal Improvement
13561	Hanover County	US 360 & Bell Creek Road Northern Section	Highway
13784	Hanover County	Atlee Rd & Meadowbridge Rd Roundabout	Highway
13827	Hanover County	Bell Creek Road Southern Section Improvements	Highway
13912	Hanover County	Meadowbridge Road Safety Improvements	Highway
13600	Henrico County	Parham Road Ped Improvements - Holly Hill to Three	Bike/Pedestrian
13601	Henrico County	W Broad St and Parham Rd Intersection Improvements	Highway
13602	Henrico County	Williamsburg Rd Improvements - Randall Av to Charles	Bike/Pedestrian
13659	Henrico County	Springfield Road Improvements	Highway
13660	Henrico County	Brook Road Improvements – Azalea Ave to Brook Run	Bike/Pedestrian
13661	Henrico County	Nine Mile Rd Improvements - Gordons Ln to Dabbs	Bike/Pedestrian
13748	Henrico County	Patterson Ave Ped Improvements - Pump Rd to	Bike/Pedestrian
13752	Henrico County	Staples Mill Rd Sidewalks – Hungary Spring Rd to	Bike/Pedestrian
13796	Henrico County	Route 5 & Osborne Tnpk/Lovey Lane Roundabout	Highway
13797	Henrico County	Route 5 & Midview Rd/Herman St Roundabout	Highway
13783	Mecklenburg County	US 58/US 1 Intersection Improvements (Big Fork area)	Highway
13787	Mecklenburg County	US 58/US 15 Intersection Improvements	Highway
13860	Mecklenburg County	US 58/Theater Rd Intersection Improvements	Highway
13740	New Kent County	Route 30 and Farmers Drive Roundabout	Highway

Richmond District Applications

Display ID	Organization	Application Name	Principal Improvement
13700	PlanRVA Richmond Regional PDC	US-301/Chamberlayne Road Improvements, Phase 1	Bike/Pedestrian
13786	PlanRVA Richmond Regional PDC	Rt 10 (Jessup Rd-Country Manor Ln) Safety & Op Impr	Highway
13843	PlanRVA Richmond Regional PDC	O Norfolk Street Bridge Connection	Highway
13929	PlanRVA Richmond Regional PDC	Rt 10 (Country Manor Ln - Addison Gate Dr) Safety & Op	Highway
13687	Powhatan County	Dorset Road, Batterson Road & Route 60 RCUT	Highway
13688	Powhatan County	U.S. Route 60 at Red Lane Road: Continuous Green-T	Highway
13689	Powhatan County	Anderson Highway/ Bell Road Lane Widening	Highway
13690	Powhatan County	Huguenot Trail / Three Bridge Road Intersection	Highway
13811	Prince George County	Hines Road [Rte. 625]Realignment at County Drive [Rte.	Highway
13529	Richmond City	A Hull Street / Clopton Street / Midlothian Roundabout	Highway
13530	Richmond City	B Cowardin Avenue at Semmes Avenue Protected	Bike/Pedestrian
13531	Richmond City	C US Route 360 Mechanicsville Tpk Roundabouts &	Highway
13532	Richmond City	D Arthur Ashe / Hermitage / Westwood / Brookland	Highway
13533	Richmond City	E Forest Hill Avenue Phase II Improvements	Bike/Pedestrian
13534	Richmond City	F Commerce Road Phase II Fall Line Trail	Bike/Pedestrian
13535	Richmond City	G N-S BRT Belt Boulevard Innovative Interchange	Highway
13536	Richmond City	H Southside BRT Phase 1B	Bus Transit
13537	Richmond City	I Arthur Ashe Boulevard Multimodal Improvements	Highway
13538	Richmond City	J Mayo Bridge Replacement	Highway

Richmond District Applications

Display ID	Organization	Application Name	Principal Improvement
13539	Richmond Regional TPO	K Hull Street Phase IIA Improvements	Highway
13540	Richmond Regional TPO	L Walmsley Boulevard Bridge and Extension to VA Port	Highway
13698	Richmond Regional TPO	Bryan Park Interchange Improvements	Highway
13699	Richmond Regional TPO	I-95 and Parham Road Interchange Improvements	Highway
13794	Richmond Regional TPO	I-64 and W. Broad Street Interchange Improvements	Highway
13795	Richmond Regional TPO	I 64 & Gaskins Road Interchange (Southern Quad)	Highway
13815	Richmond Regional TPO	Meadowbridge Rd / Shady Grove Rd / I-295	Highway
13847	Richmond Regional TPO	Route 150/Route 360 Interchange Improvement	Highway
13902	Richmond Regional TPO	I-95/Willis Road Interchange Improvements	Highway
13918	South Hill Town	US 58 (E Atlantic St) Corridor Improvements	Highway
13899	Tri-Cities Area MPO	S Crater Rd at Crater Cir and Wagner Rd (WITH	Highway
13913	Tri-Cities Area MPO	Wagner Road at Normandy Drive (US-301 Corridor)	Highway
13914	Tri-Cities Area MPO	US 460 (County Drive) Corridor Improvements	Highway
13915	Tri-Cities Area MPO	Washington/Wythe Conversion to 2-Way and SPUI @ I-	Highway

Salem District Applications

Salem District Applications

Display ID	Organization	Application Name	Principal Improvement
13753	Bedford County	Route 122 Corridor Improvements	Highway
13755	Bedford County	Route 221 Improvements from Cloverhill Blvd to	Highway
13692	Botetourt County	US 220/Commons Parkway Thru-Cut and Pedestrian	Highway
13693	Botetourt County	US 220 Pedestrian Crossing and Sidewalks at Daleville	Bike/Pedestrian
13694	Botetourt County	Route 220 Superstreet	Highway
13713	Botetourt County	Cloverdale Rd (Alt-220) at Read Mountain Rd	Highway
13770	Franklin County	Route 220 NB at Henry Rd. (Rte. 605) Realignment	Highway
13771	Franklin County	Intersection Improvements Brooks Mill & Scruggs Rtes	Highway
13772	Franklin County	Route 220 Superelevation Realignment	Highway
13635	Galax City	Galax E. Stuart Drive Sidewalk Phase III	Bike/Pedestrian
13789	Henry County	Barrows Mill Road Improvement	Highway
13603	Martinsville City	Commonwealth Blvd Improvements at Liberty St and	Highway
13677	Montgomery County	Merrimac Rd (657) & Prices Fork Rd (685) Intersection	Highway
13678	Montgomery County	Peppers Ferry Rd (Rt 114)- Vicker Switch East	Highway
13679	Montgomery County	Peppers Ferry Road (Rt 114)- Vicker Switch West	Highway
13675	Radford City	SA-25-03: Main Street Corridor Improvements	Highway
13719	Roanoke City	Campbell Avenue Pedestrian Safety Project	Bike/Pedestrian
13720	Roanoke City	Williamson Road Intersection Safety Improvements	Highway
13747	Roanoke City	Melrose/Orange Safety and Access Improvement	Highway
13800	Roanoke City	RCIT/Granby Street Secondary Access	Highway

Salem District Applications

Display ID	Organization	Application Name	Principal Improvement
13604	Roanoke County	Plantation Road Safety Improvements - Hollins to	Highway
13715	Roanoke County	Route 419 at Colonial Avenue Safety Improvements	Highway
13717	Roanoke County	Peters Creek Rd. at Airport Rd. Safety and Ped	Highway
13779	Roanoke County	Peters Creek Rd at Barrens Rd Safety and Ped	Bike/Pedestrian
13639	Roanoke Valley TPO	Route 419 Corridor Improvements (Starkey Rd to	Highway
13640	Roanoke Valley TPO	Peters Creek Road Corridor Improvements	Highway
13782	Roanoke Valley TPO	Peters Creek Road at Williamson Road Roundabout	Highway
13867	Roanoke Valley TPO	Route 419 at Chaparral Drive	Highway
13697	Roanoke Valley-Alleghany RC	Route 11/Shadwell Dr. Signalized Continuous Green-T	Highway
13858	Roanoke Valley-Alleghany RC	Cloverdale Rd (Alt-220) from Eastpark Dr to Read	Highway
13582	Rocky Mount Town	Rt 40 at Floyd Avenue Intersection Improvement	Highway
13606	Rocky Mount Town	Route 40 - Tanyard Rd/Old Franklin Tpke Improvements	Bike/Pedestrian
13792	Salem City	E. Main St. (Rt. 460) Multimodal Improvements - Phase	Highway
13822	Salem City	REV Rte 419 at Texas St and Lynchburg Trpk Int	Highway
13839	West Piedmont PDC	US 220 and Soapstone Road Intersection Improvements	Highway
13840	West Piedmont PDC	US 220 at Water Plant Road Intersection Improvements	Highway

Staunton District Applications

Staunton District Applications

Display ID	Organization	Application Name	Principal Improvement
13671	Augusta County	Route 256 at Triangle Drive Improvements	Highway
13898	Central Shenandoah PDC	Port Republic Road Improvements: Devon Lane to Neff	Highway
13881	Clarke County	Route 7/Route 601 Intersection Improvements	Highway
13869	Frederick County	US 50 W - Stony Hill Rd area improvements	Highway
13870	Frederick County	Route 522/37 and Apple Pie Ridge Road area, and JWHS	Highway
13871	Frederick County	Route 7/Greenwood/First Woods Turn Lanes	Highway
13872	Frederick County	Route 7 Gateway area Improvements	Highway
13563	Harrisonburg City	Chicago Avenue Improvements	Bike/Pedestrian
13570	Harrisonburg City	Northend Greenway: Monroe Street to Downtown	Bike/Pedestrian
13571	Harrisonburg City	MLK Jr. Way and East Market Street Multi-Modal	Bike/Pedestrian
13665	Harrisonburg City	North Mason Corridor Safety and Enhancement	Highway
13607	Harrisonburg-Rockingham MPO	Vine Street Corridor Safety	Highway
13684	Harrisonburg-Rockingham MPO	Virginia Avenue Corridor Improvements	Highway
13751	Harrisonburg-Rockingham MPO	Port Republic Road Improvements: Exit 245 & Forest Hill	Highway
13731	Northern Shenandoah Valley RC	US 11/I-81 Exit 298	Highway
13823	Northern Shenandoah Valley RC	US 50 Corridor Safety Improvements	Highway
13907	Northern Shenandoah Valley RC	Route 522/Siler Road Unsignalized RCI	Highway

Staunton District Applications

Display ID	Organization	Application Name	Principal Improvement
13909	Rockbridge County	US 11 Pedestrian Improvements	Bike/Pedestrian
13910	Rockbridge County	Route 11 at Greenhouse Road Intersection	Highway
13773	Rockingham County	US 33 Dual Left Turn Lane at Resort Drive	Highway
13788	Rockingham County	Stone Spring Rd Dual Left Turn Lane at Reservoir St	Highway
13832	Rockingham County	Mayland Road (Rt 259) Improvements	Highway
13878	Staunton-Augusta-Waynesboro MPO	Woodrow Wilson Complex Long Term Access	Highway
13746	Warren County	US340/US522,I-66,Exit6,Ramp Intersections & RCI	Highway
13664	Waynesboro City	Lew Dewitt Pedestrian Project	Bike/Pedestrian
13668	Waynesboro City	Rosser Avenue Improvements, Lew Dewitt Blvd to	Highway
13667	Win-Fred MPO	I-81, Exit 307 and Route 277 Improvements	Highway
13818	Winchester City	Amherst Street Safety Improvements	Highway



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Thank you.



COMPREHENSIVE REVIEW

Routine Maintenance

BLUF: 2026 Maintenance and Operations Comprehensive Review – Routine Maintenance

- Today's presentation
 - No action required today
 - Not a request for additional funds
 - Overview of the Routine Maintenance framework for targeted investments

To Date:

Today:

April 2026:
Overview of the 2019 Comprehensive Review

- Pavements
- Bridges
- Investments (Maintenance and Operations Program/State of Good Repair Program)

May 2026:
Continued the Overview of the 2019 Comprehensive Review

- Routine Maintenance
- Emergencies
- Explained the tensions experienced since 2019

July 2026:
Re-baselining

- Pavements and Bridges
- Scenarios modeled

September 2026:

- Overview of Special Structures Program

October 2026:
Routine Maintenance Baseline

- Proposed Metric Activities and other non-metric activities

Maintenance and Operations Comprehensive Review

- **Challenges**

- **Workforce size**
 - 2002 - 10,200 employees
 - 2026 - 7,900 employees
- **Statewide maintenance facilities reduced in 2007**
 - 335 to 248 statewide

- **Back to basics**

- **Planned (proactive) versus reactionary when responding to citizen work requests**
- **Creates efficiencies in work production and investment cost**



Pavement Repair



Pipe Maintenance



Mowing



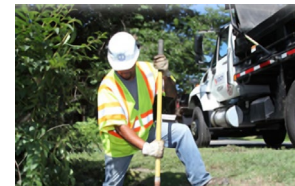
Sound Wall Repair



Slope Protection



Ditch Cleaning



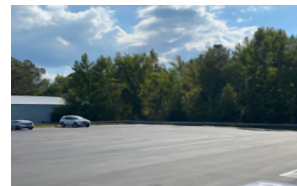
Drainage



Storm Water Basin



Shoulder Grading



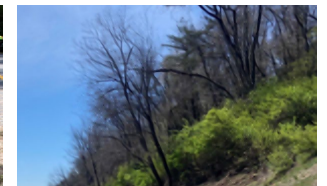
Park & Ride Lot



Equipment



Litter Pickup



Vegetation Control

Maintenance and Operations Comprehensive Review

Routine maintenance definition:

- **Purpose**
 - Preserves the condition, safety, and performance of roads, roadside facilities, and infrastructure
 - Prevents deterioration and extends asset service life (yields a cost savings over the useful life of the asset)
- **Delivery**
 - Diverse tasks performed by state forces and contractors
 - Includes metric and non-metric activities



Pavement Repair



Pipe Maintenance



Mowing



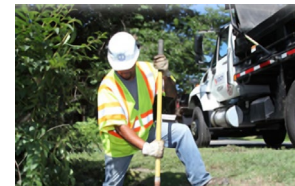
Sound Wall Repair



Slope Protection



Ditch Cleaning



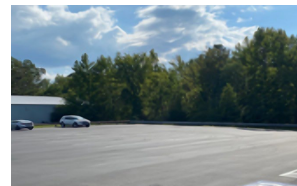
Drainage



Storm Water Basin



Shoulder Grading



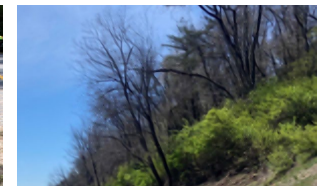
Park & Ride Lot



Equipment



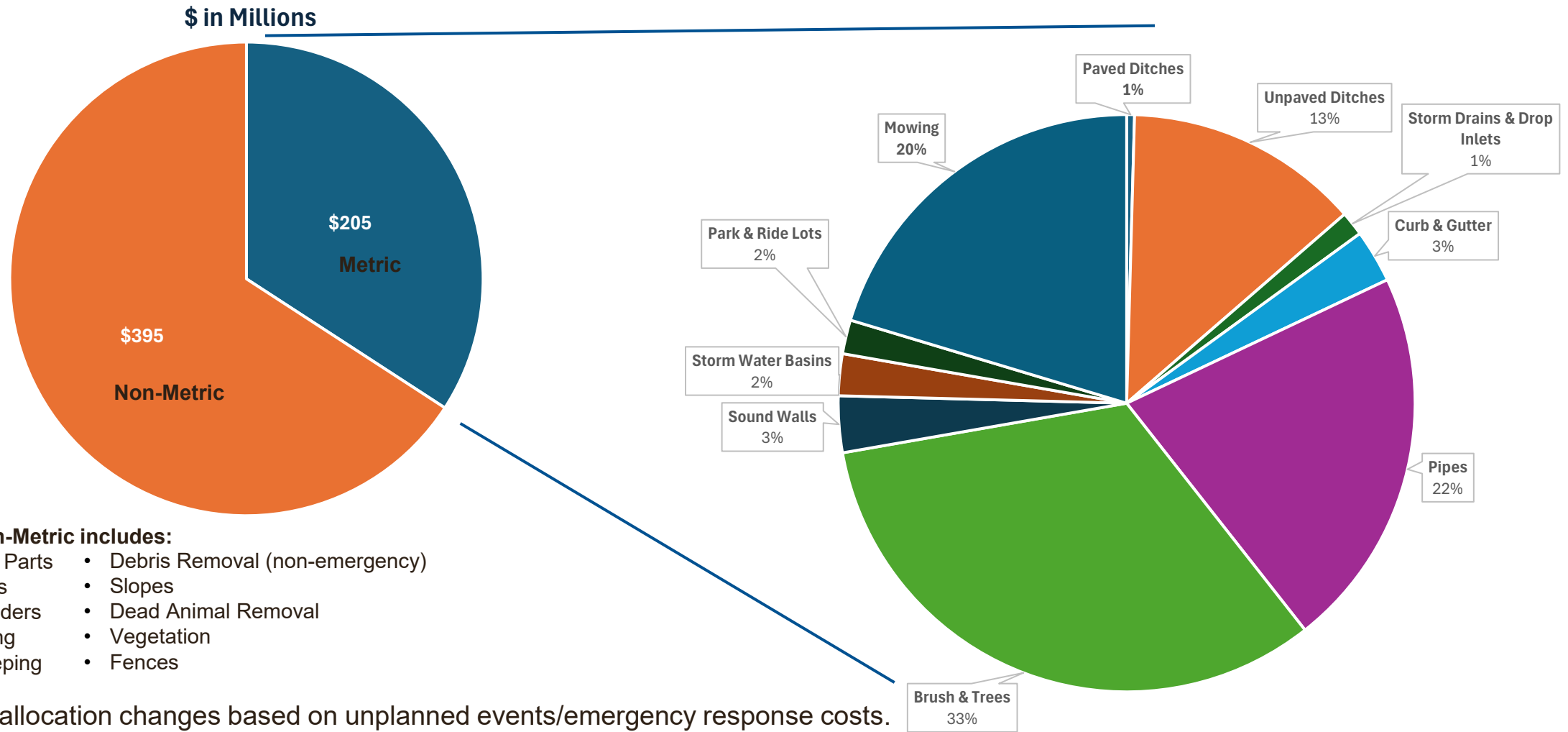
Litter Pickup



Vegetation Control

Routine Maintenance Activities

Metric and Non-Metric Activities ~ \$600M annually



NOTE: The allocation changes based on unplanned events/emergency response costs. This impacts routine maintenance accomplishments.

Re-baseline Routine Maintenance Metric Activities (2019 vs. 2026)

From cyclical activity to data-driven Level of Service



2019

Comprehensive Review

ESTIMATED

- Limited asset inventory or condition data existed
- Inventory estimated from expert opinion, extrapolation, observation and judgment
- Maintenance needs estimated based on best practices & cyclical activities



2026

Comprehensive Review

DATA DRIVEN / LOS

- ✓ Asset inventory and condition assessment performed
- ✓ Data gathered using a combination of field inspection, mobile LiDAR, high-definition right-of-way photos, and high-resolution aerial imagery
- ✓ Level of Service (LOS) approach developed based on actual inventory and condition data
- ✓ Costs calculated to maintain and/or achieve target LOS

Assets Considered For Metrics (All Systems)

2019 Comprehensive Review

ASSETS CONSIDERED

- Paved Ditches
- Unpaved Ditches
- Pipes
- Brush & Trees
- Storm Water Basins
- Unpaved Roads
- Unpaved Shoulders
- Mowing

Approach: Asset Inventory was estimated and maintenance targets were set based on cyclical activities

2026 Comprehensive Review (Re-baseline)

ASSETS CONSIDERED

- Paved Ditches
- Unpaved Ditches
- Storm Drains & Drop Inlets
- Curb & Gutter
- Brush & Trees

Image analysis using mobile LiDAR, right-of-way images, and high-resolution aerial imagery

- Pipes

Field Inspection performed by VDOT staff & contractors

- Sound Walls
- Park & Ride Lots

Consultant performed networkwide assessment

- Storm Water Basins

Inspection performed annually by VDOT

- Mowing

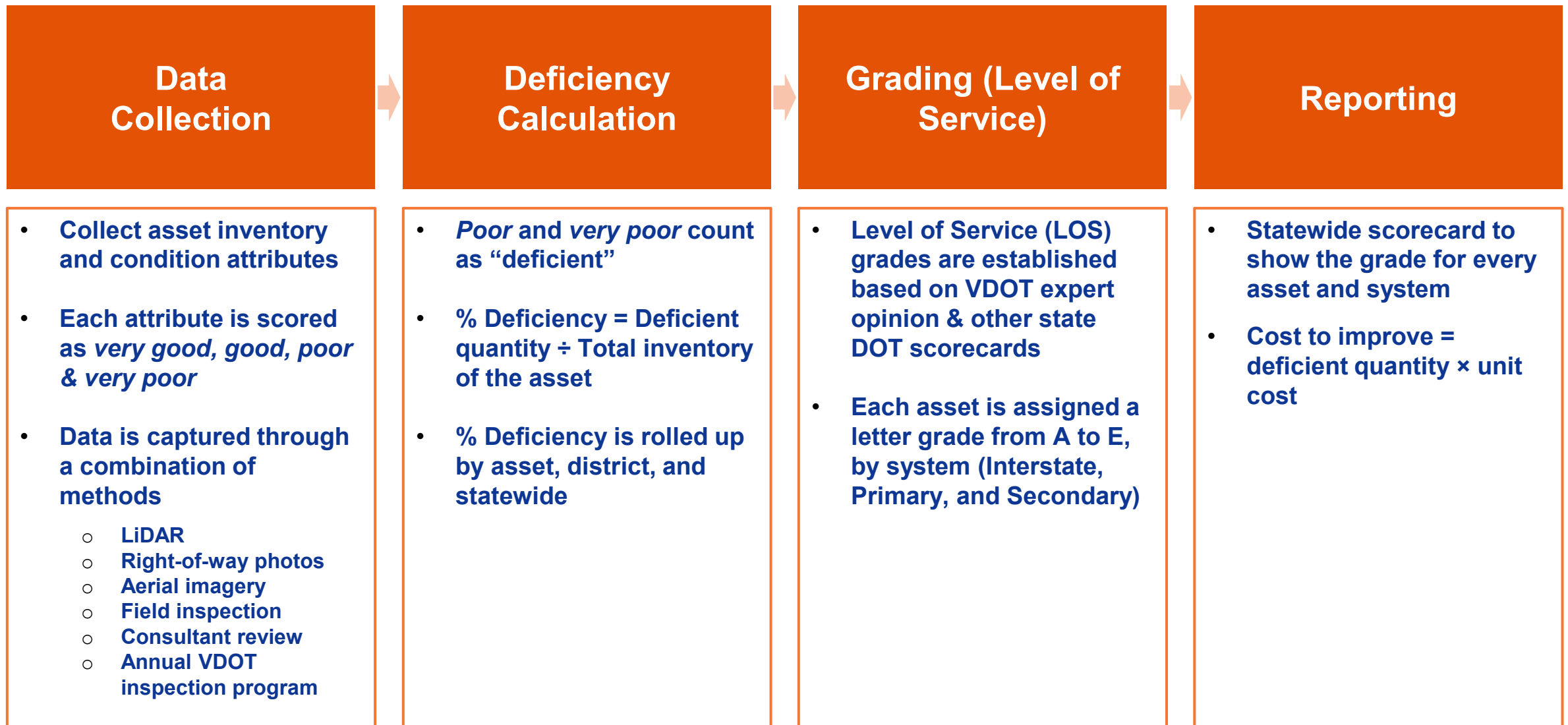
Cyclical

Approach: Assets were Inventoried through various methods; actual conditions and deficiencies were calculated using objective criteria to determine the Level of Service for each asset

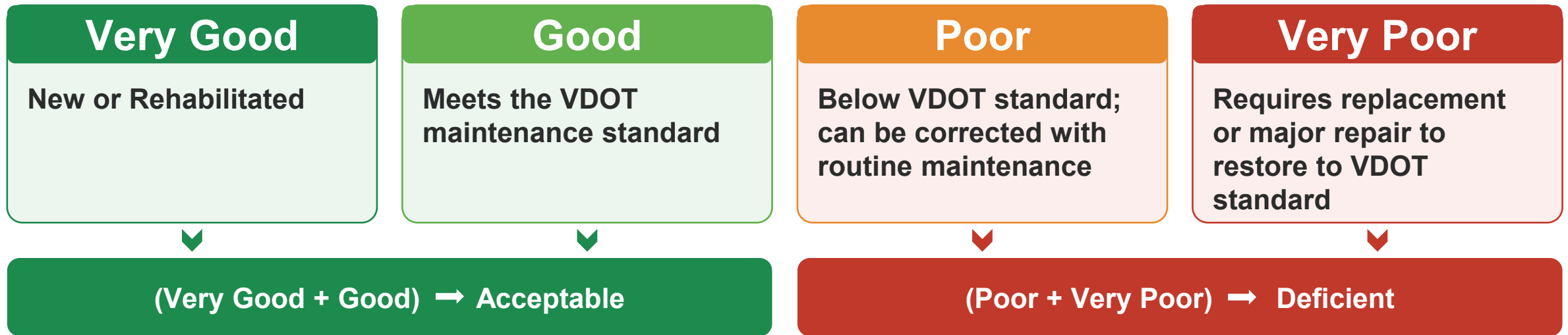
Statewide Inventory Summary (2026) - Metric Assets and Activities

Asset	Unit of Measure (UOM)	Interstate	Primary	Secondary	Statewide Total
Paved Ditches	miles	285	377	272	934
Unpaved Ditches	miles	1,706	13,164	25,426	40,296
Storm Drains & Drop Inlets	each	8,119	29,243	136,728	174,090
Curb & Gutter	linear ft	0.7M	14.4M	50.8M	65.9M
Pipes	each	7,266	46,567	144,404	198,237
Brush & Trees	shoulder mi	2,286	10,175	48,655	61,116
Sound Walls	sq ft	—	—	—	23.9M (807 walls)
Storm Water Basins	each (BMP)	—	—	—	2,668
Park & Ride Lots	sq ft	—	—	—	10.5 M (114 lots)
Mowing	acre	—	—	—	Cyclical

Methodology (2026 Re-baseline)



Data Collection - Inventory & Condition



How the **Acceptable** and **Deficient** are used

Only Poor and Very Poor assets count toward % Deficient. $\% \text{ Deficient} = \text{deficient quantity} \div \text{total inventory quantity} \rightarrow \text{Level of Service grade (A - E)} \rightarrow \text{cost to address deficiencies.}$

VDOT Maintenance Standard

Roadside assets remain structurally sound, unobstructed, and functionally operational to preserve roadway integrity, ensure proper drainage, and enhance safety (e.g., by maintaining clear sight distances).

Level of Service Thresholds

		Level of Service Grade Ranges (% Deficient)				
Asset	Unit of Measure (UOM)	A	B	C	D	E
Paved Ditches	miles	≤2	≤5	≤10	≤25	>25
Unpaved Ditches	miles	≤2	≤5	≤10	≤25	>25
Storm Drains & Drop Inlets	each	≤2	≤5	≤10	≤25	>25
Curb & Gutter	linear ft	≤2	≤5	≤10	≤25	>25
Pipes	each	≤5	≤10	≤15	≤25	>25
Brush & Trees	shoulder miles	≤3	≤6	≤12	≤25	>25
Sound Walls	sq ft	≤5	≤10	≤15	≤25	>25
Storm Water Basins	each (BMP)	≤1	≤3	≤5	≤10	>10
Park & Ride Lots	sq ft	≤10	≤20	≤30	≤40	>40
Mowing	acre	N/A	N/A	N/A	N/A	N/A

Investment Definitions

Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
*Investment to keep inventory at the current Level Of Service	*Investment to improve deficiencies to meet target Level Of Service	**Average annual expenditures by system (past three years)

* Investments are calculated using estimated statewide unit costs

** Annual expenditures were impacted by weather events and emergencies

Paved Ditch

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Paved Ditch	% Deficient (miles)	≤2	≤5	≤10	≤25	>25

System	Inventory (miles)	% Deficient	Current LOS Grade	Target LOS Grade
Interstate	285	8.1% (23 miles)	C	B
Primary	377	7.3% (28 miles)	C	C
Secondary	272	8.1% (22 miles)	C	D

System	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)*
Interstate	\$0.7M	\$1.6M	\$0.5M
Primary	\$0.1M	\$0.1M	\$0.2M
Secondary	\$0.3M	\$0.3M	\$0.2M
Statewide Total	\$1.1M	\$2.0M	\$0.9M



Paved Ditch

Acceptable

Good condition: well-defined ditch profile, stable side slopes, clear flow path, limited sediment/vegetation obstruction.



DEFICIENT



Obstruction of cross-section



Cracking



Undermining / Erosion

Pipes

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Pipes	% Deficient (Each)	≤5	≤10	≤15	≤25	>25

System	Inventory (each)	% Deficient	Current LOS Grade	Target LOS Grade
Interstate	7,266	20.0% (1,453)	D	B
Primary	46,567	13.6% (6,333)	C	C
Secondary	144,404	13.0% (18,773)	C	C

System	Investment to Maintain Current LOS**	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)*
Interstate	\$3.8M	\$22.0M	\$2.5M
Primary	\$12.5M	\$12.5M	\$12.8M
Secondary	\$31.0M	\$31.0M	\$28.7M
Statewide Total	\$47.3M	\$65.5M	\$44.0M

**Ongoing construction on interstates will address some deficient pipes

*Pipe inspection costs are ~\$1.6M yearly

Pipes

Acceptable

Good condition: clean opening, intact pipe/headwall, no significant cracking, deformation, blockage, or erosion.



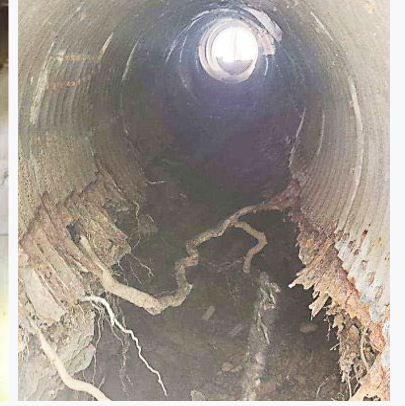
DEFICIENT



Obstruction of pipe opening



Vegetation blocking flow



Joint separation/misalignment



End wall in poor condition



Erosion at outfall

Statewide Summary by Asset – Metric Activities (All Systems Combined)

Asset	Investment to Maintain Current LOS	Investment to Meet Target LOS	*Avg. Annual Expenditures (FY 24 – 26)
Paved Ditches	\$1.1M	\$2.0M	\$0.9M
Unpaved Ditches	\$31.0M	\$31.0M	\$27.1M
Storm Drains & Drop Inlets	\$3.4M	\$3.9M	\$2.8M
Curb & Gutter	\$8.9M	\$10.0M	\$6.1M
Pipes	\$47.3M	\$65.5M	\$44.0M
Brush & Trees	\$55.4M	\$55.4M	\$67.5M
Sound Walls	\$7.8M	\$7.8M	\$6.5M
Storm Water Basins	\$3.2M	\$7.7M	\$4.8M
Park & Ride Lots	\$4.6M	\$4.6M	\$3.9M
Mowing	\$49.9M	\$49.9M	\$41.8M
Statewide Total	\$212.6M	\$237.8M	\$205.4M

* Annual expenditures were impacted by weather events and emergencies

Summary

- **Routine Maintenance management program will mature as VDOT continues to collect performance data, inventory, etc.**
 - Metrics for other routine maintenance activities may be presented for future consideration
- **Routine Maintenance activities get deferred when other critical needs emerge**
 - Emergency response costs exceed planned budget
 - Deferral of routine maintenance work increases backlog and subsequent cost
- **Routine maintenance performance will be reported annually to the Board**

NEXT STEPS

Upcoming CTB Meetings

Description	CTB Meeting Date
CTB approval • Performance Targets i. Pavements ii. Structures • Special Structures 50-Year Long-Term Plan	December 9, 2026

Appendix

Unpaved Ditch

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Unpaved Ditch	% Deficient (miles)	≤2	≤5	≤10	≤25	>25

System	Inventory (miles)	% Deficient	Current LOS	Target LOS
Interstate	1,706	3.6% (61 miles)	B	B
Primary	13,164	2.3% (303 miles)	B	B
Secondary	25,426	2.7% (687 miles)	B	B

System	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)*
Interstate	\$4.1M	\$4.1M	\$3.1M
Primary	\$2.9M	\$2.9M	\$5.8M
Secondary	\$24.0M	\$24.0M	\$18.2M
Statewide Total	\$31.0M	\$31.0M	\$27.1M

Unpaved Ditch

Acceptable

Good condition: well-defined ditch profile, stable side slopes, clear flow path, limited sediment/vegetation obstruction.



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Obstruction of cross-section



Erosion

Storm Drains & Drop Inlets

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Storm Drains & Drop Inlets	% Deficient (Each)	≤2	≤5	≤10	≤25	>25

System	Inventory (each)	% Deficient	Current LOS	Target LOS
Interstate	8,119	4.1% (333)	B	B
Primary	29,243	11.7% (3,421)	D	C
Secondary	136,728	7.1% (9,708)	C	D

System	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
Interstate	\$1.6M	\$1.6M	\$1.2M
Primary	\$1.4M	\$1.9M	\$0.8M
Secondary	\$0.4M	\$0.4M	\$0.8M
Statewide Total	\$3.4M	\$3.9M	\$2.8M

Storm Drains & Drop Inlets

Acceptable

Good condition: grate/frame intact, inlet unobstructed, pavement/curb connection intact, no major sediment or vegetation blockage.



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Storm Drains Damage



Storm Drains Obstruction



Drop Inlet Damage

Curb & Gutter

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Curb & Gutter	% Deficient (Feet)	≤2	≤5	≤10	≤25	>25

System	Inventory (linear ft)	% Deficient	Current LOS	Target LOS
Interstate	0.7M	17.9% (0.13M)	D	C
Primary	14.4M	21.7% (3.1M)	D	D
Secondary	50.8M	8.9% (4.5M)	C	D

System	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
Interstate	\$5.6M	\$6.7M	\$2.8M
Primary	\$1.7M	\$1.7M	\$1.8M
Secondary	\$1.6M	\$1.6M	\$1.5M
Statewide Total	\$8.9M	\$10.0M	\$6.1M

Curb & Gutter

Acceptable

Good condition: continuous curb/gutter, intact joints, no significant cracking or settlement, and unobstructed flow line.



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Flowline obstruction



Damage/Breakage

Brush & Trees

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Brush & Trees	% Deficient (shoulder mile)	≤3	≤6	≤12	≤25	>25

System	Inventory (shoulder miles)	% Deficient	Current LOS	Target LOS
Interstate	2,286	0.7% (16 miles)	A	A
Primary	10,175	3.2% (326 miles)	B	B
Secondary	48,655	9.8% (4,768 miles)	C	C

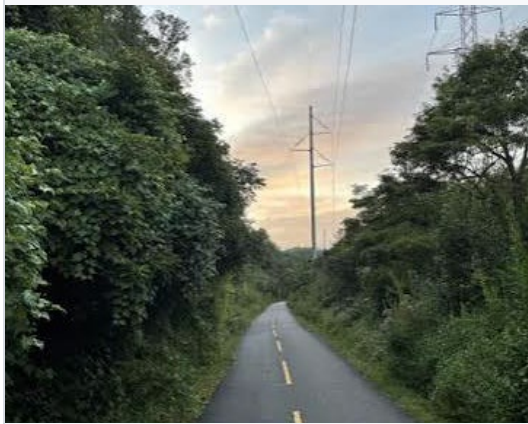
System	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)*
Interstate	\$8.3M	\$8.3M	\$10.1M
Primary	\$11.5M	\$11.5M	\$20.7M
Secondary	\$35.6M	\$35.6M	\$36.7M
Statewide Total	\$55.4M	\$55.4M	\$67.5M

* Annual expenditures were impacted by weather events and emergencies

Brush & Trees

Acceptable

Good condition: vegetation controlled within the appropriate roadside limits; adequate sight distance; drainage structures visible and accessible.



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Vertical clearance over roadway



Vertical clearance over sidewalk



Hazardous trees



Horizontal and vertical clearance around structure

Sound Walls

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Sound Walls	% Deficient	≤5	≤10	≤15	≤25	>25

Scope	Inventory (sq ft)	% Deficient	Current LOS	Target LOS
Statewide (807 walls)	23.9M	5.6% by wall area (51 walls)	B	B

Scope	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
Statewide	\$7.8M*	\$7.8M	\$6.5M

* Includes ordinary maintenance such as vegetation control and repair

* New sound walls added as part of the major projects (e.g., I-81 widening) should improve overall condition

Sound Walls

Acceptable

Good condition: continuous wall, intact panels/posts, no major cracking or displacement, stable foundation, no significant vegetation encroachment.



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Joint separation



Surface deterioration



Damaged panels



Vegetation

Storm Water Basins (BMPs)

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Storm Water Basins (BMPs)	% Deficient (Each)	≤1	≤3	≤5	≤10	>10

Scope	Inventory (each)	% Deficient	Current LOS	Target LOS
Statewide (2,668 BMPs)	2,668	2.0% (61 BMPs)	B	A

Scope	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
Statewide	\$3.2M*	\$7.7M	\$4.8M

*New storm water basins added annually should improve overall condition

Storm Water Basins (BMPs)

Acceptable

Good condition: stable embankment, maintained vegetation, functioning inlet/outlet, no major erosion, standing water within the intended basin area.



DEFICIENT

Deficient: embankment erosion/breach, excessive sediment, clogged inlet/outlet, uncontrolled vegetation, exposed structures, or significant bank erosion.



Park & Ride Lots

Asset		Level of Service Grade Ranges				
Asset	Rating Unit	A	B	C	D	E
Park & Ride Lots	% Deficient (SF)	≤10	≤20	≤30	≤40	>40

Scope	Inventory (sq ft)	% Deficient	Current LOS	Target LOS
Statewide (114 lots)	10.5M	12.8% (25 lots)	B	B

Scope	Investment to Maintain Current LOS	Investment to Meet Target LOS	Avg. Annual Expenditures (FY 24 – 26)
Statewide	\$4.6M*	\$4.6M	\$3.9M

*Includes mowing, snow removal, trash pickup, and other ordinary maintenance activities

Park & Ride Lots

Acceptable

Good condition: sound pavement, clear parking markings, functional drainage, clean lot, intact curbs/islands, accessible spaces and pedestrian facilities.



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Deficient: potholes, cracking/failing pavement, faded markings, ponding, damaged curbs, debris, vegetation encroachment or deteriorated pedestrian areas.



Mowing (Turf)

Turf mowed with selective plant-growth regulator applied: \$50M

- **Interstate: 3 times annually**
- **Primary: 3 times annually**
- **Secondary: 2 times annually**

Annual accomplishment (complete/incomplete) to be reported

System	Est. Cost Mowing with PGR	Est. Cost 1 Full Cycle with litter pickup	Avg. Annual Expenditure (FY 24 - 26)*
Interstate	\$3.5M	\$1.3M	\$6.1M
Primary	\$21.6M	\$6.0M	\$15.2M
Secondary	\$24.8M	\$13.7M	\$20.5M
Total	\$49.9M	\$21.1M	\$41.8M

*Includes extra mowing performed by localities

INTERSTATE 81 – CORRIDOR IMPROVEMENT PROGRAM ANNUAL PROGRESS REPORT

Ben Mannell, AICP Transportation and Mobility Planning Division
Kimberly Pryor, Chief Financial Officer

October 13, 2026

I-81 Corridor Improvement Program Progress Report

Pursuant to § 33.2-3602, the Report must include:

- The safety and performance of the Interstate 81 corridor
 - Number of incidents
 - Average duration of incidents
 - Number and average duration of incidents involving lane closures
 - Person-hours of delay along the Interstate 81 corridor
- An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program
- The status of capital projects funded through the Program
- The current and projected balances of the Fund

The report must be adopted by the board and submitted to the General Assembly by Dec 15th

Corridor Performance

Performance measure data fluctuated by segment throughout the corridor in the years since the plan was developed

Between 2024 and 2025, I-81 experienced an increase in two performance measures in both directions, but especially in the northbound direction

- Equivalent property damage only (EPDO) crashes
- Person-hours of delay

Equivalent Property Damage Only Crashes

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	96,587	91,066	187,653	--
2024	98,124	89,100	187,224	-0.2%
2025	104,569	91,741	196,310	+4.9%

Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	1,548	1,431	2,979	--
2024	1,721	1,239	2,960	-0.6%
2025	1,940	1,161	3,101	+4.8%

Effectiveness of Improvements

The number of lane-impacting incidents lasting longer than one hour and hours of lane closures leveled off in 2024 and decreased below 2023 levels in 2025

Initiatives like the Towing and Recovery Incentive Program (TRIP) contribute to the decrease in lane closures lasting one hour or longer

- Average TRIP arrival time: 34 min
- Average scene-clearance time: 77 min (~40 min faster than before TRIP)

Total Lane-Impacting Incidents Lasting 1+ Hours

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	974	960	1,934	--
2024	994	986	1,980	+2.4%
2025	869	772	1,668	-15.8%

Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2023	2,079	2,124	4,203	--
2024	2,085	2,116	4,201	0.0%
2025	1,643	1,425	3,068	-27.0%

Tables from I-81 CIP Annual Report

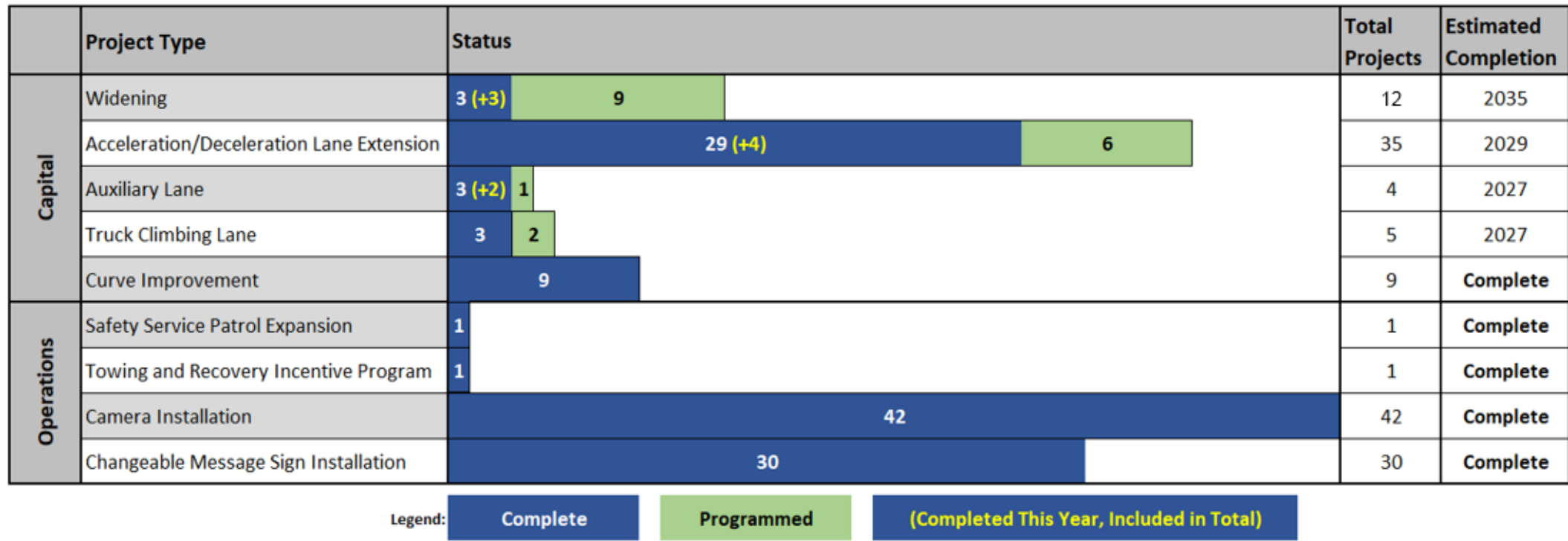
Performance Evaluation in Future

In future years, it will continue to be challenging to evaluate the impact of completed construction projects on the corridor performance measures for the following reasons:

- **Significant construction activity will occur in 2027, so corridor performance may continue to worsen before it gets better**
- **Active construction work zones will continue to 2035 and beyond**

Status of Projects funded through the Program

With current funding and project cost estimates, all planned projects currently in the adopted I-81 CIP are anticipated to be completed by 2035



Source: Virginia Department of Transportation, 2026

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions) Activity to Date

Sources	Actuals Through FY 2026
Regional Fuels Tax	\$553.0
Interstate Operations and Enhancement Program Allocation (State and Federal)	\$521.9
General Fund	\$245.0
Other Sources Prior to FY 2021/Other	\$88.7
Interest Income	\$83.6
Prior Year Revision	0
Subtotal	\$1,492.2
Bonds/TIFIA Loan	\$398.8
Total	\$1,891.0

Activity	Total
Expenditures	
Pay-Go Project Expenditures	\$590.6
Bond Fund Project Expenditures	\$199.4
Debt Service	\$23.3
Financing Costs	\$2.1
Total - Expenditures	\$815.4
Balance Remaining	
Fund Balance	\$781.3
Bond Balance	0
Federal IOEP Balance	\$36
Federal Earmark Balance	\$59
TIFIA Balance	\$199.4
Total Funds Available	\$1,075.7
Expenditures and Balance Remaining Total	\$1,891.1

Fund Sources: Revenue Performance and Projections

Projected Funds Available Based on the FY 2027-2032 SYFP (in millions of dollars)

Source	Through FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Total
I-1 Regional Fuels Tax	\$553.0	\$92.6	\$95.9	\$99.5	\$103.0	\$106.4	\$109.7	\$1,160.1
I-81 Allocation from IOEP	\$521.9	\$117.7	\$115.2	\$120.0	\$124.2	\$128.5	\$132.4	\$1,259.9
General Fund ¹	\$245.0	-	-	-	-	-	-	\$245.0
Other Sources ²	\$88.7	-	-	-	-	-	-	\$88.7
Interest Income	\$83.6	-	-	-	-	-	-	\$83.6
Subtotal	\$1,492.2	\$210.3	\$211.1	\$219.5	\$227.2	\$234.9	\$242.1	\$2,837.3
Planned Debt for Construction	\$398.8	\$334.2	-	\$266.9	-	-	-	\$999.9
Total	\$1,891.0	\$544.5	\$211.1	\$486.4	\$227.2	\$234.9	\$242.1	\$3,837.2

¹ General Fund includes \$70 million provided by the Chapter 2 Budget Bill (HB 6001) in FY 2025 and \$175 million provided from the FY 2024 General Fund Surplus

² Other Sources includes \$17 million provided from federal Community Project Funding (CPF), \$42 million provided from federal Highway Infrastructure Programs (HIP) Community Project Grant, and funds allocated prior to FY 2021

Remaining Projects

Most remaining capital improvement projects are either under construction or in the design phase

Five projects to be completed in 2027

1. Extend deceleration lane at Exit 45 (NB only) [Marion]
2. Extend I-77 Exit 40 and I-81 Exit 72; extend southbound acceleration lane (SB only)
3. Extend deceleration lane at Exit 72 (NB only) [I-77 N to WV]
4. Extend acceleration lane at Exit 162 (NB only) [Buchanan]
5. Widen to three lanes between Exit 221 and Exit 225 (both directions) [Staunton]

Three projects to begin in 2027 are planned for completion by 2035

1. Widen to three lanes between Exit 128 and MM 131 (both directions) [Montgomery Co]
2. Widen to three lanes between MM 133.8 and Exit 137 (both directions) [Roanoke Co]
3. Widen to three lanes between Exit 317 and MM 318.8 (both directions) [Frederick Co]

Next Steps

- **October :**
 - **Distribute report to I-81 Committee for feedback**
- **December :**
 - **Share I-81 Committee feedback**
 - **CTB resolution to approve I-81 Annual Report**
 - **Transmit report to General Assembly**



Proposed MERIT & TRIP Policy Changes

CTB Workshop
October 13, 2026



MERIT/TRIP Policy Change Briefing

- Summary of Public Comments Received
- CTB approval on policy changes for the MERIT Capital, MERIT Operating, and TRIP programs at the October CTB Action meeting.
- If approved, Policy Changes will take effect for the FY2028 funding cycle that opens in December 2026

Public Comment Summary

- Public Comment Period
 - Open from August 3 to September 18, 2026
 - CTB Resolutions Posted on DRPT Website
- Received 4 Public Comments (*included in CTB materials*)
 - Virginia Transit Association (VTA)
 - Southern Environmental Law Center
 - Hampton Roads Transit
 - Via
- Letter from TSDAC Chair (*included in CTB materials*)

MERIT Capital: Draft Edits to Resolution

- Language Added to MERIT – Capital Resolution
 - *WHEREAS, DRPT received feedback from TSDAC, transit agencies, and funding partners across the Commonwealth that they value the Board providing reliable and predictable operating and capital funding to support strategic long-term financial planning;*
 - *BE IT FURTHER RESOLVED, the Board directs the Director of DRPT to examine innovative approaches to allocate MERIT Capital funding through a combination of formula and/or discretionary grants, to engage proactively with TSDAC, transit agencies, and industry stakeholders, and to provide the Board with periodic updates.*
- Context
 - Reflects the Secretary's desire to see six years of funding programmed in DRPT's SYIP
 - Responds to transit agency desire for funding predictability
 - Syncs with ongoing DRPT efforts to provide reliable, predictable funding projections for transit agencies (ex. similar to goals of MERIT Operating formula changes pending before CTB for approval)

October CTB Action Meeting

- Approval of CTB Resolution for MERIT – Operating
- Approval of CTB Resolution for MERIT – Capital
- Approval of CTB Resolution for Transit Ridership Incentive Program (TRIP)



Director's Report

October 2026



Growing Ridership and Relationships

Statewide Transit Ridership

- July 2026 statewide transit ridership was 14.3 million, nearly 11% higher than July 2025. See slide 10 for more details.

Virginia Breeze Ridership

- July 2026 Virginia Breeze ridership was 4,520, an 18% increase from July 2025. See slide 12 for more information.

Industry Engagement

- On September 23, Director Zimmerman and other DRPT staff spoke at the VDOT Local Programs workshop meeting in Roanoke.
- On September 30, Director Zimmerman spoke at the Virginia Railroad Association's annual meeting.
- Through September, DRPT staff participated at the Mpact Transit + Community Conference, focusing on Transit-Oriented Development. DRPT staff also attended the American Association of State Highway and Transportation Officials Council on Public Transportation Meeting, focusing on State Partnerships.

Celebrating our Partners

Milestones from Across the Commonwealth

Hampton Roads Transit Announced Dr. Brian Smith as new CEO, starting in October.

FXBGo! Celebrated 30 years of Connecting the Fredericksburg Region in September.

Jaunt Celebrated 50 years of Serving the Greater Charlottesville-Albemarle region in September.

New fare-free Mountain Empire Transit Route to Connect “Lenowisco” Area with Kingsport, TN.

NVTC and PRTC are celebrating 10 years of the Commuter Choice supporting program supporting transit in Northern Virginia.



DRPT-Supported Human Service Transportation *Performance Data*



41,050

Unique clients served
from July 2024 – June 2025



1,012,676

Total number of trips
from July 2024 – June 2025



Updates from the Yard

DRPT Rail Updates

Statewide Rail Plan Public Survey.

- On October 5, DRPT launched a second phase of 2026 Statewide Rail Plan survey. The survey seeks to hear from residents, businesses owners, community members and other travelers about what the future of rail in Virginia should look like. The survey is open until November 5.

Proposed Union Pacific - Norfolk Southern Merger.

- The Surface Transportation Board is proceeding with a required NEPA Environmental Impact Statement to thoroughly assess the potential environmental impacts that may result from the proposed UP-NS merger.



Rail Plan Survey QR Code

Transforming Rail in Virginia

Virginia Passenger Rail Authority Project Updates

Long Bridge Project

- VPRA received a bridge construction permit for the new rail bridge from the U.S. Coast Guard on September 8 and completed permitting for all in-water work.
- Bridge abutment work on both sides of the river is on schedule as part of the South Package.
- The North Package contractor is continuing construction on retaining walls.

Franconia-Springfield Bypass

- The contractor began installing drilled shafts for the Bypass bridge in September to support the flyover bridge that will carry passenger trains over the freight tracks.
- Construction of retaining walls and fabrication of the bridge structural steel is progressing.

New River Valley Passenger Rail Project

- Significant progress is happening to construct the 960-foot-long high-level passenger platform.
- VPRA anticipates New River Valley service to occur in the second half of 2027.

Ongoing Transit Studies

Monthly Study Update

- **Statewide Transit Oriented Development Study**
 - DRPT's Statewide TOD Survey closed on September 25 and regional stakeholder meetings held in September and October.
- **Equivalent Compensation Labor Study**
 - The third work group meeting was held on September 28 to discuss emerging themes, considerations and options for implementation of HB 547 and SB 731.
- **WMATA Efficiency Reporting (due October 2026)**
 - Report is in final review, ahead of an October submission deadline.
- **HJ28 Hampton Roads Transit Regional Needs Study (due 2027)**
 - The first Joint Subcommittee Meeting was held on September 23 with presentations from DRPT, Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit.
- **Northern Virginia Bus Transit Consolidation Study**
 - On October 21, DRPT will host a leadership roundtable at NVTC for elected officials, transit leaders, and regional partners to review draft findings.
- **Virginia Breeze Study***
 - The study is preparing to begin financial and fare analysis components to evaluate long-term financial sustainability and future service scenarios.
- **Transit Transformation***
 - Kimley Horn has been selected to support DRPT's efforts in the study.

**DRPT initiated study that will conclude in 2027; all others requested by General Assembly are due in December 2026 unless otherwise noted.*

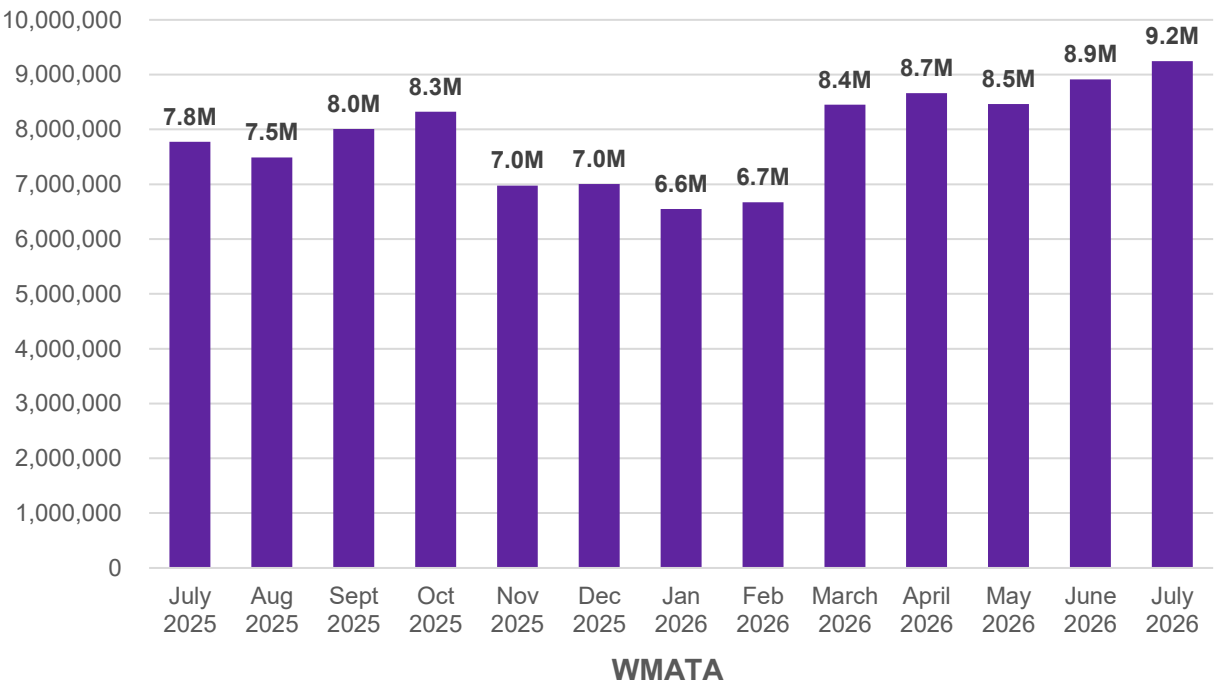
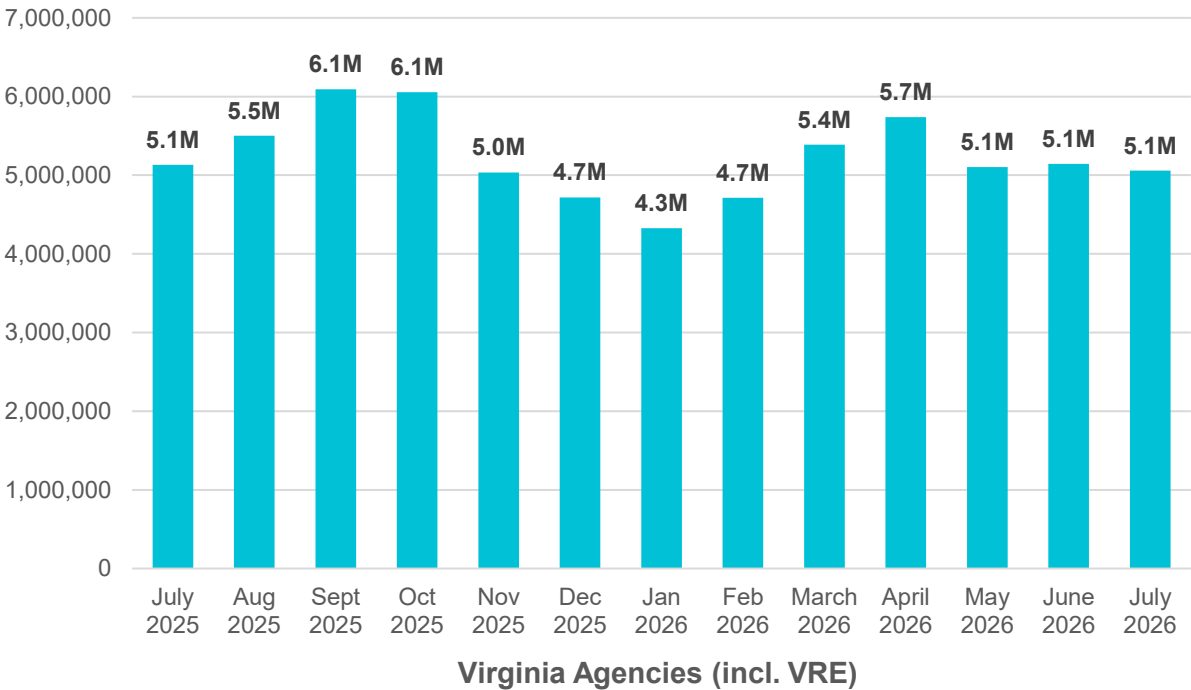
DRPT/OIPI Transit-Primary Pipeline Studies

- Goal: Develop a pipeline study framework for transit projects to successfully navigate the SMART SCALE pre-application process.
- Next Steps:
 - Continue discussions with DRPT, VDOT, and OIPI to develop the framework, guidelines, and expectations
 - Identify funding for pipeline studies
 - Identify 4 to 5 transit projects of varying sizes and geographically spread across the Commonwealth
 - Coordinate with transit agencies and VDOT Districts

Appendix

Statewide Transit Ridership

Statewide Transit Ridership – July 2025 to July 2026

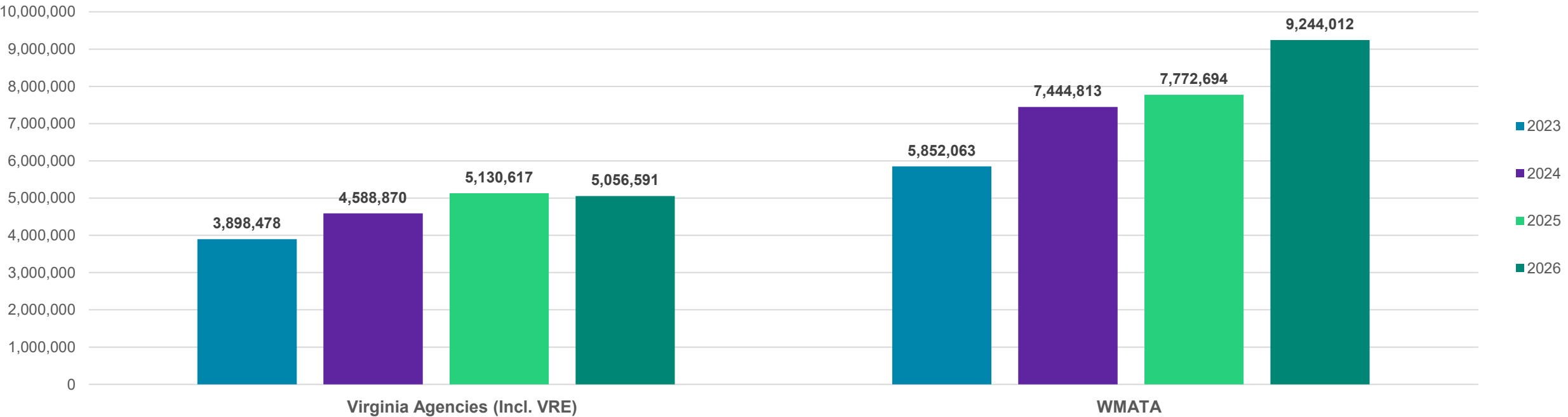


Agencies	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	June 2026	July 2026	Total*
Virginia Agencies	5,130,617	5,501,192	6,092,184	6,054,733	5,035,161	4,718,126	4,327,420	4,713,290	5,387,549	5,739,431	5,104,481	5,144,741	5,056,591	62,874,899
WMATA	7,772,694	7,491,352	8,005,759	8,320,907	6,977,427	7,005,271	6,551,481	6,668,660	8,449,361	8,661,623	8,463,248	8,913,639	9,244,012	94,752,740
Total	12,903,311	12,992,544	14,097,943	14,375,640	12,012,588	11,723,397	10,878,901	11,381,950	13,836,910	14,401,054	13,567,729	14,058,380	14,300,603	157,627,639

*Last 12 Months

Statewide Ridership Comparison: July 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	3,898,478	4,588,870	5,130,617	5,056,591	30%	10%	-1%
WMATA	5,852,063	7,444,813	7,772,694	9,244,012	58%	24%	19%
Total	9,750,541	12,033,683	12,903,311	14,300,603	47%	19%	11%

Virginia Breeze Ridership – July

In July 2026, ridership on VA Breeze routes totaled 4,520 which was:

- 104% higher than original estimates, and
- 18% higher than July 2025

In July 2026, the VA Breeze contributed to a reduction of 121 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – equal to July 2025
- Farebox Rev. – 1% lower than July 2025

Piedmont Express:

- Ridership – 2% higher than July 2025
- Farebox Rev. – 5% lower than July 2025

Capital Connector:

- Ridership – 38% higher than July 2025
- Farebox Rev. – 33% higher than July 2025

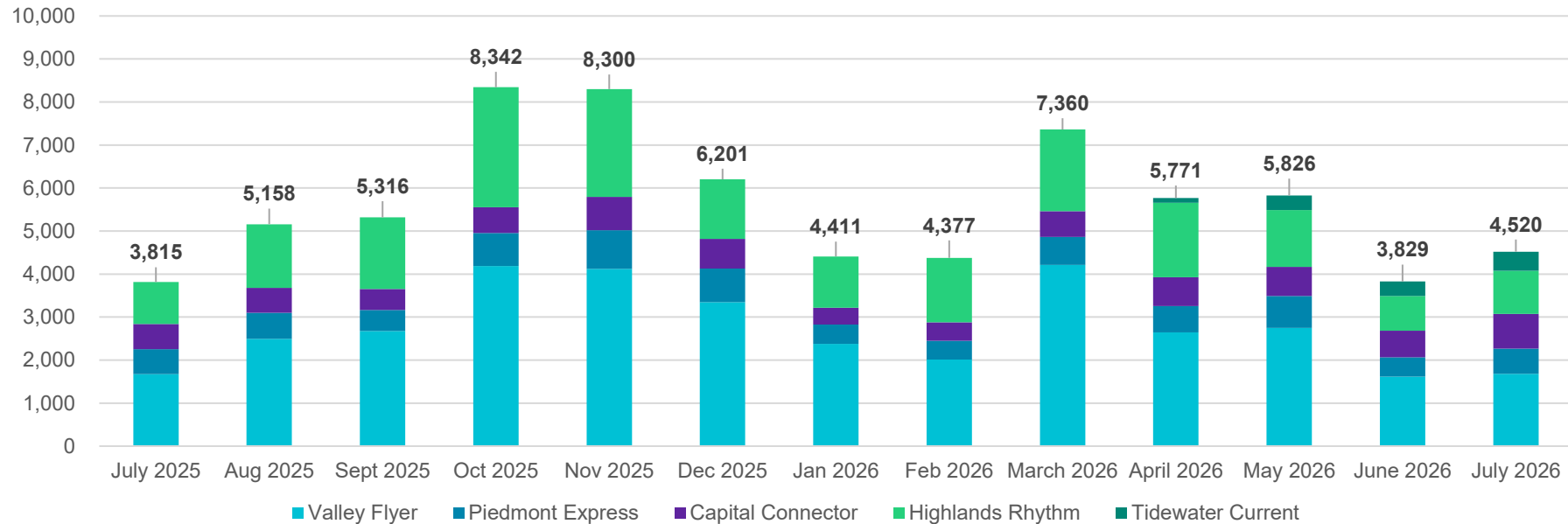
Highlands Rhythm:

- Ridership – 2% higher than July 2025
- Farebox Rev – 2% higher than July 2025

Tidewater Current:

- Ridership – N/A
- Farebox Rev – N/A

Virginia Breeze Ridership by Route – July 2025 to July 2026



Route	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	March 2026	April 2026	May 2026	June 2026	July 2026	Total*
Valley Flyer	1,675	2,493	2,676	4,189	4,124	3,344	2,377	2,012	4,211	2,645	2,746	1,617	1,681	34,115
Piedmont Express	577	606	490	767	895	781	451	440	650	609	744	449	587	7,469
Capital Connector	585	581	484	598	778	694	389	424	602	670	676	618	805	7,319
Highlands Rhythm	978	1,478	1,666	2,788	2,503	1,382	1,194	1,501	1,897	1,734	1,325	806	1,002	19,276
Tidewater Current										113	335	339	445	1,232
All Routes	3,815	5,158	5,316	8,342	8,300	6,201	4,411	4,377	7,360	5,771	5,826	3,829	4,520	69,411

*Last 12 Months

Virginia-Supported Monthly Amtrak Ridership SFY '26 vs. SFY '25

Due to the Long Bridge work window, the NFK route serves 33% less trains or 1 less daily roundtrip YoY.

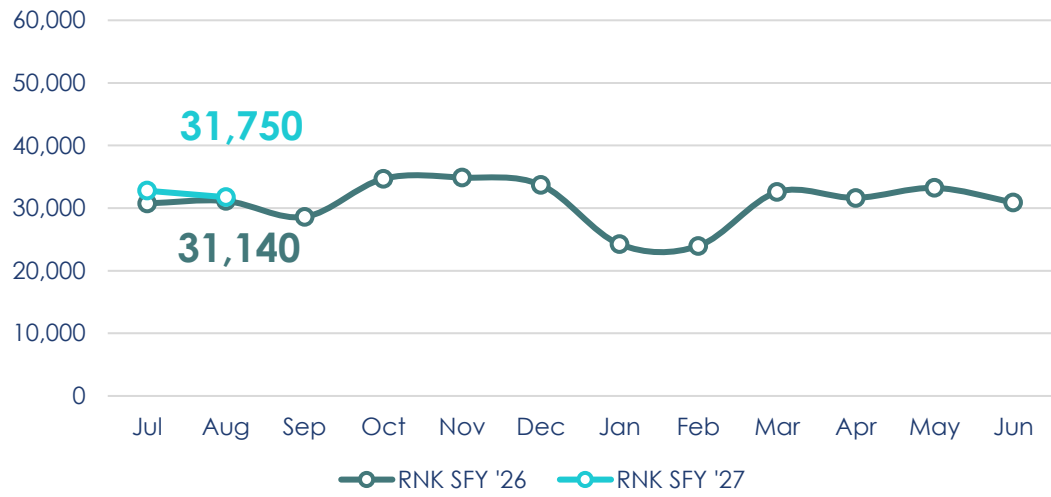
Ridership on the NFK route is down -11.4% YoY.

Hampton Roads is also served by several supplemental [express buses to/from D.C.](#)

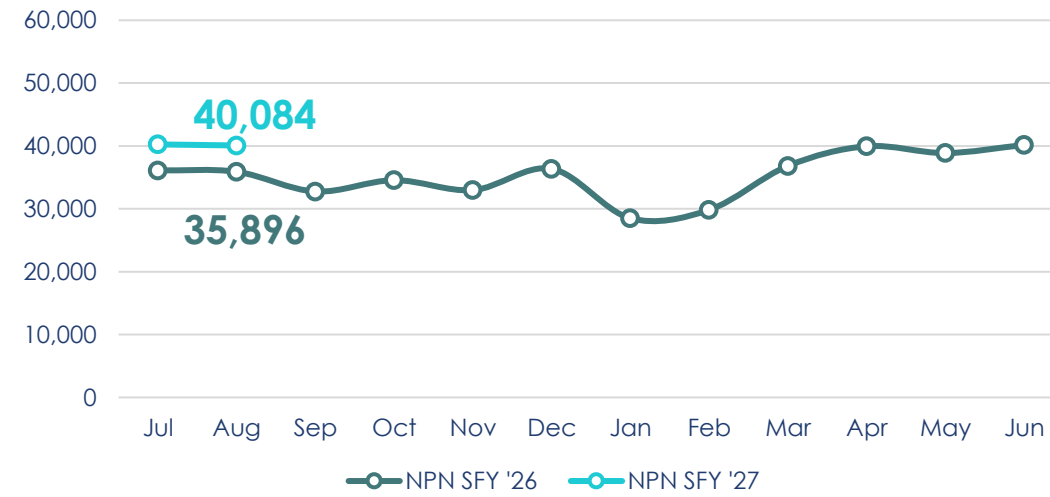
Express bus ridership breakout on Slide 12.



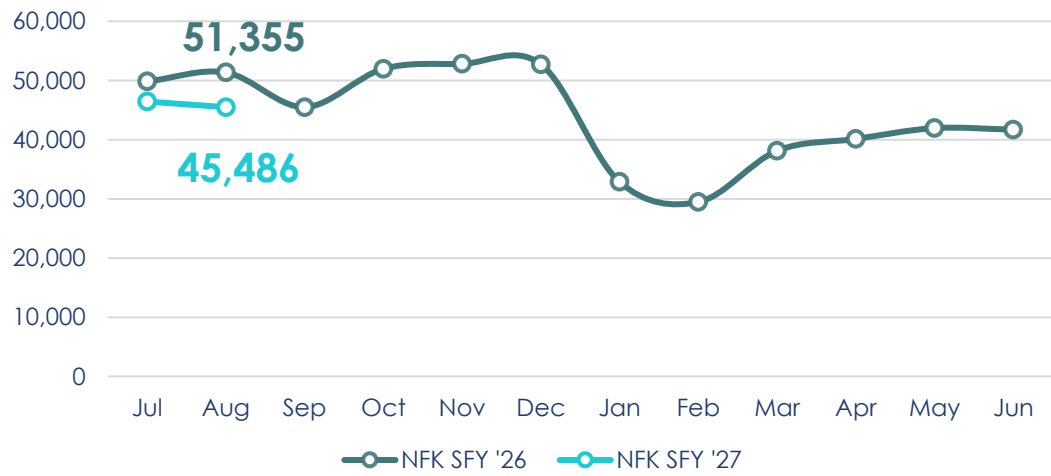
Route 46: Roanoke (+2.3%)



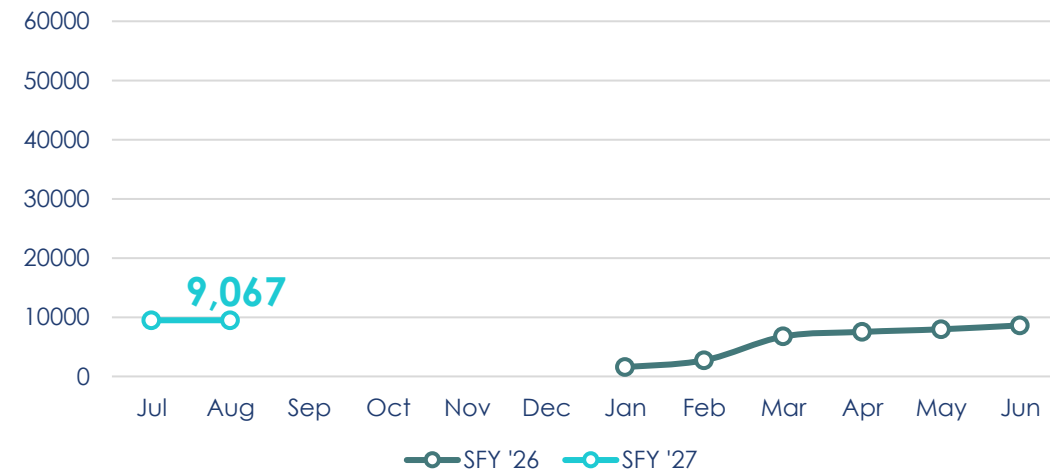
Route 47: Newport News (+11.7%)



Route 50: Norfolk (-11.4%)

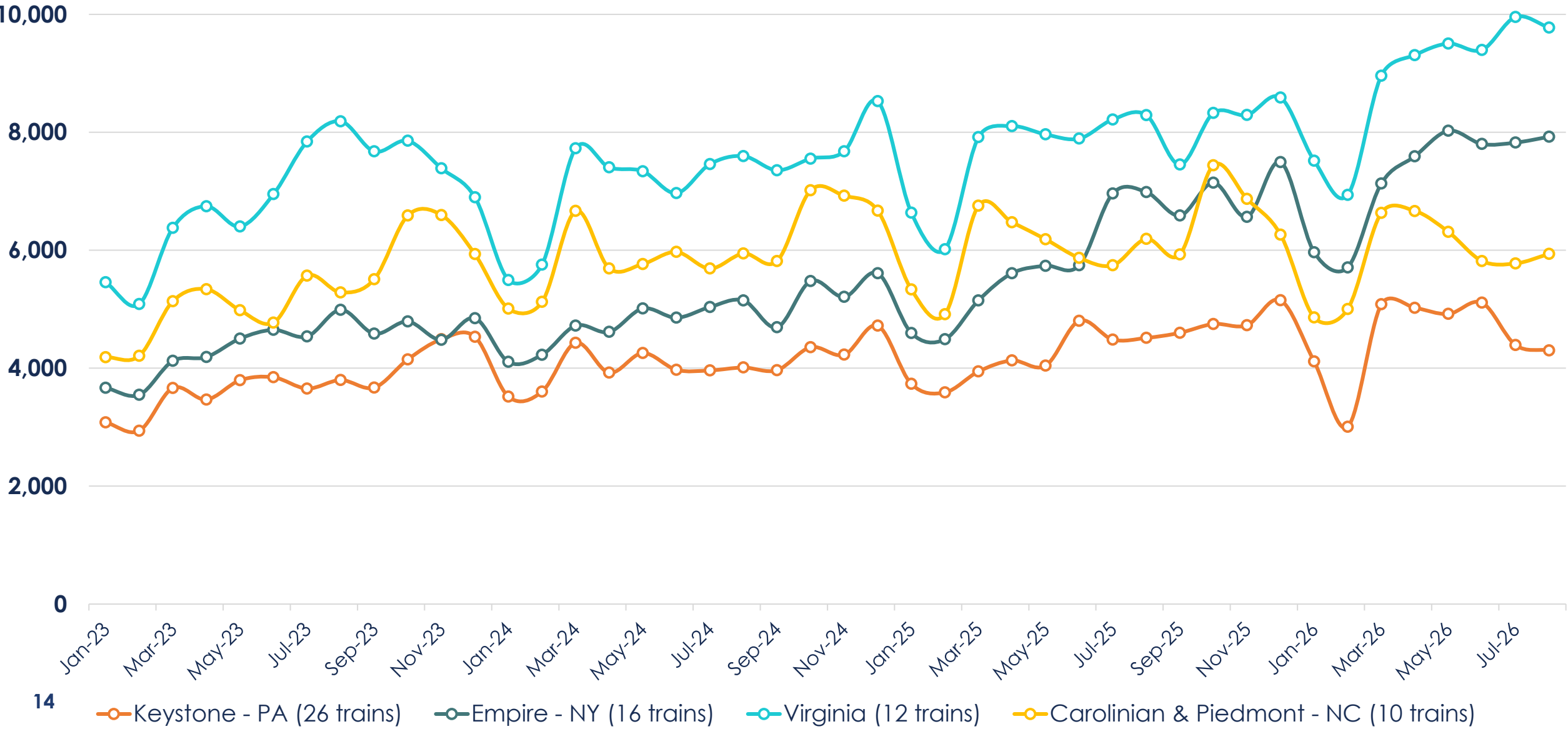


D.C. Express Buses



Virginia & Comparable State-Supported Amtrak Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains





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