



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

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

1. Fredericksburg Area Metropolitan Planning Organization Local Updates
2. Revenue Sharing Program Allocations
Terry R. Short Jr., Virginia Department of Transportation
3. Draft Fiscal Year 2026 Commonwealth Transportation Fund and Virginia Department of Transportation Budgets.
Kimberly Pryor, Virginia Department of Transportation
4. Draft Fiscal Year 2026 Six Year Improvement Program and Agency Budget
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
Deanna Oware, Virginia Department of Rail and Public Transportation
Zack Trogdon, Virginia Department of Rail and Public Transportation
Emily Stock, Virginia Department of Rail and Public Transportation
5. Draft Fiscal Year 2027-2032 Six Year Improvement
Kimberly Pryor, Virginia Department of Transportation
6. Virginia Highway Safety Programs Investment Progress Update
Mark Cole, Virginia Department of Transportation
7. Highway Safety Fund Investments Recap
Brandy Brubaker, Virginia Department of Motor Vehicles
8. Draft Overview of 2019 Maintenance and Operations Comprehensive Review
Stephen Brich, Virginia Department of Transportation

9. Assessing Performance of Completed SMART SCALE Projects
Laura Schewel, Deputy Secretary of Transportation
Margit Ray, Office of Intermodal Planning and Investment
10. SMARTSCALE Update
Laura Schewel, Deputy Secretary of Transportation
11. Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation
12. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
13. Secretary's Items
Nicholas Donohue, Secretary of Transportation
#



REVENUE SHARING PROGRAM ALLOCATIONS

FY29 and FY30 Revenue Sharing Funding Cycle

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

April 21, 2026

FY29 and FY30 Revenue Sharing Funding Cycle

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

FY29 and FY30 Revenue Sharing Funding Cycle

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

FY29 and FY30 Revenue Sharing Funding Cycle

FY29 and FY30 Revenue Sharing Screened In Applications

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

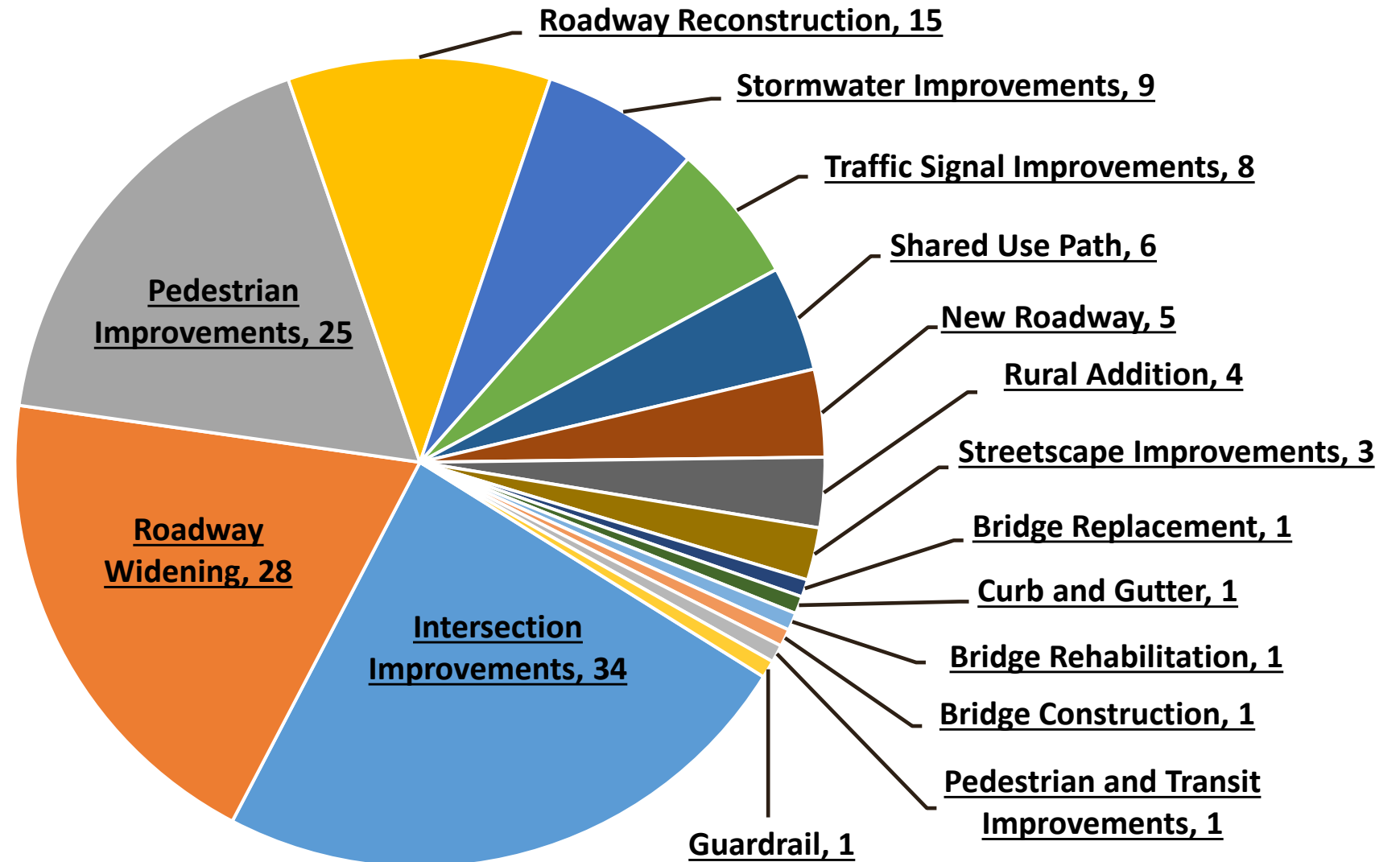
FY29 and FY30 Revenue Sharing Funding Cycle

- **Total requested: \$261,898,911**
- **Allocations available: \$239,386,644**
- **Summary of application funding:**
 - Priority 1 projects: \$108,506,160 → Fund at 100% (61 projects)
 - Priority 2a projects: \$41,168,869 → Fund at 100% (33 projects up to \$1M/locality)
 - Priority 2b projects: \$107,092,151 → Fund at 83.77% (49 projects)
 - Priority 3 projects: \$4,390,152 → Fund at 0% (4 projects)
 - Priority 4 projects: \$741,581 → Fund at 0% (1 project)
- **Allocations are programmed for FY29/30**

FY29 and FY30 Revenue Sharing Funding Cycle

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

FY29 and FY30 Funded Applications Scopes of Work



Next Steps

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



Virginia Department of Transportation

Draft FY29-30 RS Selections

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

Draft FY29-30 RS Selections

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Application ID	Application Name	Locality Ranking	Funding Priority	District	Locality	Total Estimate	Selected for Funding?	Requested Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (State Match)	Proposed Revenue Sharing Allocations (Local Match)	Additional Local Commitment	New SYIP Local Commitment (Columns K+L)	Existing SYIP Local Commitment Replaced With RS State Allocations
78	12969	Battlefield Pkwy Bridges 253-8014/8015 Bearing Deficiencies*	1	2-CIP	NOVA	Leesburg Town	\$2,244,233	Y	\$1,092,666	\$1,077,627	\$1,077,627	\$88,979	\$1,166,606	\$0
79	12711	Bull Run Post Office Road Realignment	2	2-CIP	NOVA	Loudoun County	\$31,500,127	Y	\$4,900,064	\$4,267,102	\$4,267,102	\$22,965,923	\$27,233,025	\$0
80	12842	Jackson Avenue Sidewalk	1	2-CIP	NOVA	Manassas City	\$2,041,215	Y	\$1,020,608	\$1,017,263	\$1,017,263	\$6,689	\$1,023,952	\$0
81	12844	Centreville Road Sidewalk	2	2-CIP	NOVA	Manassas City	\$9,015,754	Y	\$4,782,580	\$4,006,389	\$4,006,389	\$0	\$4,006,389	\$1,061,012
82	12966	Dean Drive	3	2-CIP	NOVA	Manassas City	\$10,042,715	Y	\$2,586,858	\$2,167,023	\$2,167,023	\$2,239,689	\$4,406,712	\$0
83	12979	Euclid Ave and Owens Dr Intersection Concrete Reconstruction	1	1	NOVA	Manassas Park City	\$3,259,911	Y	\$304,082	\$304,082	\$304,082	\$0	\$304,082	\$0
84	12705	Devlin Road Widening- Linton Hall Rd to University Blvd	1	1	NOVA	Prince William County	\$43,127,269	Y	\$5,000,000	\$5,000,000	\$5,000,000	\$19,797,695	\$24,797,695	\$0
85	12807	Van Buren Road North Extension	2	2-CIP	NOVA	Prince William County	\$179,231,483	Y	\$5,000,000	\$4,350,819	\$4,350,819	\$170,529,845	\$174,880,664	\$0
86	12830	Salem Church Road at Kingsland Road Roundabout	5	2-CIP	Richmond	Chesterfield County	\$8,812,149	Y	\$4,406,075	\$3,853,285	\$3,853,285	\$1,105,579	\$4,958,864	\$0
87	12919	Alverser /Old Buckingham Roundabout	2	1	Richmond	Chesterfield County	\$8,350,892	Y	\$1,450,270	\$1,450,270	\$1,450,270	\$0	\$1,450,270	\$1,450,270
88	12920	Route 360/Courthouse Road Intersection Improvement	4	1	Richmond	Chesterfield County	\$8,324,231	Y	\$577,279	\$577,279	\$577,279	\$0	\$577,279	\$0
89	12921	Turner Road/Iessup Road Roundabout	3	1	Richmond	Chesterfield County	\$7,601,436	Y	\$882,636	\$882,636	\$882,636	\$0	\$882,636	\$0
90	12922	Dundas Road (Rt. 1 - Wentworth St) Bike & Ped Improvement	1	1	Richmond	Chesterfield County	\$5,150,754	Y	\$776,984	\$776,984	\$776,984	\$0	\$776,984	\$0
91	12934	Chester Rd/Hamlin Creek Pkwy Roundabout & Old Ln Improvement	6	2-CIP	Richmond	Chesterfield County	\$12,954,402	Y	\$1,185,684	\$993,253	\$993,253	\$10,967,896	\$11,961,149	\$0
92	12948	Old Hundred Road Reconstruction	7	2-CIP	Richmond	Chesterfield County	\$11,229,971	Y	\$721,074	\$604,047	\$604,047	\$10,021,877	\$10,625,924	\$0
93	12759	Ridge Road	1	1	Richmond	Colonial Heights City	\$2,734,979	Y	\$1,037,137	\$1,037,137	\$1,037,137	\$0	\$1,037,137	\$0
94	12816	Roanoke Avenue Reconstruction	2	2-CIP	Richmond	Colonial Heights City	\$6,268,567	Y	\$3,083,134	\$2,745,051	\$2,745,051	\$778,465	\$3,523,516	\$0
95	12768	Pouncey Tract Rd & Ashland Rd Intersection Improvements	2	2-CIP	Richmond	Hanover County	\$10,283,171	Y	\$4,000,000	\$3,513,114	\$3,513,114	\$3,256,943	\$6,770,057	\$0
96	12808	Atlee Road & Barnfield Lane Roundabout	2	2-CIP	Richmond	Hanover County	\$4,858,414	Y	\$4,069,916	\$4,069,916	\$4,069,916	\$7,368,344	\$11,438,260	\$0
97	12774	Route 5 & Doran Road Roundabout & Realign Buffin Road	1	2-VTRANS	Richmond	Henrico County	\$15,256,804	Y	\$7,628,402	\$6,552,644	\$6,552,644	\$2,151,616	\$8,704,160	\$0
98	12971	Paving of Greenwood Road - Route 823	1	2-CIP	Richmond	Mecklenburg County	\$2,004,823	Y	\$1,002,412	\$1,002,020	\$1,002,020	\$783	\$1,002,803	\$0
99	12814	Route 249/Dispatch Road Roundabout	1	2-CIP	Richmond	New Kent County	\$8,071,698	Y	\$4,035,849	\$3,543,145	\$3,543,145	\$985,408	\$4,528,553	\$0
100	12751	A. Brookland Park Boulevard Streetscape Improvements	3	2-CIP	Richmond	Richmond City	\$3,657,271	Y	\$778,636	\$778,636	\$778,636	\$2,099,999	\$2,878,635	\$0
101	12753	Jefferson Avenue Improvements -Phase IV	1	1	Richmond	Richmond City	\$5,648,418	Y	\$1,200,000	\$1,200,000	\$1,200,000	\$1,080,720	\$2,280,720	\$0
102	12754	C Hey Road Improvements	1	1	Richmond	Richmond City	\$16,579,844	Y	\$4,989,922	\$4,989,922	\$4,989,922	\$0	\$4,989,922	\$4,989,922
103	12800	D Shockoe Valley Streets Improvements Project	1	1	Richmond	Richmond City	\$54,365,553	Y	\$1,300,000	\$1,300,000	\$1,300,000	\$2,855,909	\$4,155,909	\$0
104	12981	Waterside Neighborhood Rural Additions	1	2-CIP	Salem	Bedford County	\$405,742	Y	\$202,871	\$202,871	\$202,871	\$0	\$202,871	\$0
105	12943	Draper Road Streetscape	6	1	Salem	Blacksburg Town	\$11,487,915	Y	\$3,204,831	\$3,204,831	\$3,204,831	\$0	\$3,204,831	\$3,204,831
106	12944	Clay Street Sidewalk	7	2-CIP	Salem	Blacksburg Town	\$7,988,289	Y	\$3,994,145	\$3,424,627	\$3,424,627	\$1,139,035	\$4,563,662	\$0
107	12949	Curb and Gutter Rebuild	1	2-CIP	Salem	Blacksburg Town	\$132,216	Y	\$60,000	\$60,000	\$60,000	\$12,216	\$72,216	\$0
108	12950	Guardrail Installation	4	2-CIP	Salem	Blacksburg Town	\$66,654	Y	\$30,000	\$30,000	\$30,000	\$6,654	\$36,654	\$0
109	12956	Full Depth Reclamation	2	2-CIP	Salem	Blacksburg Town	\$875,252	Y	\$400,000	\$400,000	\$400,000	\$75,252	\$475,252	\$0
110	12959	Sidewalk Trip Hazard	3	2-CIP	Salem	Blacksburg Town	\$55,727	Y	\$25,000	\$25,000	\$25,000	\$5,727	\$30,727	\$0
111	12951	Paving	5	3	Salem	Blacksburg Town	\$1,421,602	N	\$650,000	\$0	\$0	\$0	\$0	\$0
112	12993	Eagle Rock Greenway	1	2-CIP	Salem	Botetourt County	\$4,838,495	Y	\$2,419,248	\$2,188,910	\$2,188,910	\$460,675	\$2,649,585	\$0
113	12742	Cambria Trail	1	1	Salem	Christiansburg Town	\$6,205,663	Y	\$1,502,604	\$1,502,604	\$1,502,604	\$0	\$1,502,604	\$0
114	12977	Rural Addition - Lakewatch Plantation Roads	1	2-CIP	Salem	Franklin County	\$1,879,237	Y	\$875,525	\$875,525	\$875,525	\$483,556	\$1,359,081	\$0
115	12801	Grayson Street Parking, Transit Stop, and Park and Ride Lot	1	2-CIP	Salem	Galax City	\$1,822,412	Y	\$911,206	\$911,206	\$911,206	\$0	\$911,206	\$0
116	12850	Tyree and Tennessee	3	1	Salem	Roanoke City	\$2,536,609	Y	\$932,331	\$932,331	\$932,331	\$0	\$932,331	\$0
117	12851	4000 Blk Virginia Av, NW	6	1	Salem	Roanoke City	\$1,954,652	Y	\$624,072	\$624,072	\$624,072	\$0	\$624,072	\$93,226
118	12854	1400-1500 Blk Main Street	7	1	Salem	Roanoke City	\$3,047,906	Y	\$745,017	\$745,017	\$745,017	\$0	\$745,017	\$0
119	12855	Churchill and Grandview	8	1	Salem	Roanoke City	\$1,290,966	Y	\$313,848	\$313,848	\$313,848	\$0	\$313,848	\$0
120	12856	West End Drainage Project-Phase 1	2	1	Salem	Roanoke City	\$2,816,290	Y	\$945,945	\$945,945	\$945,945	\$0	\$945,945	\$0
121	12857	Jefferson St Drainage Improvements	4	1	Salem	Roanoke City	\$3,927,244	Y	\$1,131,260	\$1,131,260	\$1,131,260	\$0	\$1,131,260	\$477,423
122	12861	Campbell Ave 2 Drainage Improvements	5	1	Salem	Roanoke City	\$1,368,898	Y	\$269,044	\$269,044	\$269,044	\$0	\$269,044	\$84,959
123	12865	Cove / Peters Creek Intersection Improvements	1	1	Salem	Roanoke City	\$9,627,134	Y	\$3,651,388	\$3,651,388	\$3,651,388	\$0	\$3,651,388	\$0
124	12879	West End Drainage - Phase 2	9	2-CIP	Salem	Roanoke City	\$2,773,673	Y	\$353,000	\$353,000	\$353,000	\$2,067,673	\$2,420,673	\$0
125	13016	Mill Lane Intersection Improvements	1	2-CIP	Salem	Salem City	\$1,464,412	Y	\$732,206	\$732,206	\$732,206	\$0	\$732,206	\$0
126	12717	Route 256 at Triangle Drive Improvements	2	2-CIP	Staunton	Augusta County	\$11,025,058	Y	\$5,512,529	\$4,780,167	\$4,780,167	\$1,464,724	\$6,244,891	\$0
127	12840	Dick Huff Lane Improvements	1	1	Staunton	Augusta County	\$3,107,318	Y	\$391,906	\$391,906	\$391,906	\$0	\$391,906	\$217,584
128	12986	Smart 20 Hot Springs 220-615	1	2-VTRANS	Staunton	Bath County	\$851,017	Y	\$145,124	\$145,124	\$145,124	\$0	\$145,124	\$0
129	12868	Route 11 at Shawnee Drive	1	1	Staunton	Frederick County	\$9,948,868	Y	\$3,394,868	\$3,394,868	\$3,394,868	\$0	\$3,394,868	\$779,496
130	12869	Warrior Drive Extension with Brandy Lane upgrade	2	1	Staunton	Frederick County	\$7,097,334	Y	\$2,159,527	\$2,159,527	\$2,159,527	\$0	\$2,159,527	\$1,868,623
131	12871	Route 50 at Back Mountain Road - RCI	4	2-CIP	Staunton	Frederick County	\$6,870,937	Y	\$449,985	\$376,955	\$376,955	\$6,117,027	\$6,493,982	\$0
132	12872	Bruceton Rd, Hopewell Rd, Route 11 Intersection Alignment	3	2-CIP	Staunton	Frederick County	\$14,792,172	Y	\$3,995,000	\$3,508,926	\$3,508,926	\$7,774,320	\$11,283,246	\$0
133	12783	S. Main and I-81 Exit 243 Interchange Improvements	1	2-VTRANS	Staunton	Harrisonburg City	\$9,620,000	Y	\$580,230	\$580,230	\$580,230	\$0	\$580,230	\$580,230
134	12847	Traffic Signal Upgrade - E. Nelson St. / Walker St.	1	2-CIP	Staunton	Lexington City	\$1,110,373	Y	\$555,187	\$555,187	\$555,187	\$0	\$555,187	\$0
135	12848	Traffic Signal Upgrade - E. Nelson St. / Lewis St.	2	2-CIP	Staunton	Lexington City	\$1,087,830	Y	\$543,915	\$527,831	\$527,831	\$32,168	\$559,999	\$0
136	12888	VA 276 Left Turn Lanes @ VA 253	1	1	Staunton	Rockingham County	\$4,453,564	Y	\$813,848	\$813,848	\$813,848	\$0	\$813,848	\$0
137	12928	Airport Road shoulder installation	3	2-CIP	Staunton	Rockingham County	\$500,000	Y	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$0
138	12933	Friedens Church Road vertical curve flattening	2	2-CIP	Staunton	Rockingham County	\$613,500	Y	\$306,775	\$306,775	\$306,775	\$0	\$306,775	\$0
139	12946	North Augusta Sidewalk - Lambert St to Terry Court	1	2-CIP	Staunton	Staunton City	\$5,811,830	Y	\$2,905,838	\$2,596,529	\$2,596,529	\$618,772	\$3,215,301	\$0
140	12989	Edgewood Road Sidewalk Improvements	2	2-CIP	Staunton	Staunton City	\$4,946,463	Y	\$656,405	\$549,874	\$549,874	\$213,062	\$762,936	\$0
141	12730	East Main St - Delphine Ave Signal Replacement	1	1	Staunton	Waynesboro City	\$2,923,648	Y	\$895,324	\$895,324	\$895,324	\$0	\$895,324	\$354,157
142	12894	Rosser Ave-13th St Roundabout - Additional Funding	1	2-CIP	Staunton	Waynesboro City	\$918,870	Y	\$169,967	\$142,382	\$142,382	\$55,169	\$197,551	\$0
143	12955	East Main Streetscape	1	2-CIP	Staunton	Waynesboro City	\$5,693,863	Y	\$1,721,938	\$1,604,771	\$1,604,771	\$234,334	\$1,839,105	\$0
144	12834	Millwood Avenue Traffic Improvements	1	1	Staunton	Winchester City	\$11,406,984	Y	\$2,454,279	\$2,454,279	\$2,454,279	\$0	\$2,454,279	\$2,454,279
145	12835	Green Circle Trail - Final Phase	2	1	Staunton	Winchester City	\$11,324,203	Y	\$1,857,377	\$1,857,377	\$1,857,377	\$0	\$1,857,377	\$1,360,876
146	12836	Green Circle Trail Extension and Pedestrian Bridge	4	1	Staunton	Winchester City	\$15,428,560	Y	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$2,000,000
147	12837	Cedar Creek Grade Traffic Improvements	5	2-CIP	Staunton	Winchester City	\$8,916,041	Y	\$700,000	\$700,000	\$700,000	\$7,516,041	\$8,216,041	\$0
148	12838	Neighborhood Traffic Improvements	6	2-CIP	Staunton	Winchester City	\$3,900							



Draft FY27-32 Six Year Improvement Program & FY27 Budget

Commonwealth Transportation Board

Deanna Oware, Chief Financial Officer

Zach Trogon, Chief of Public Transportation

Emily Stock, Chief of Rail Transportation

April 21, 2026



FY27-32 Six Year Improvement Plan Goals & Priorities

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

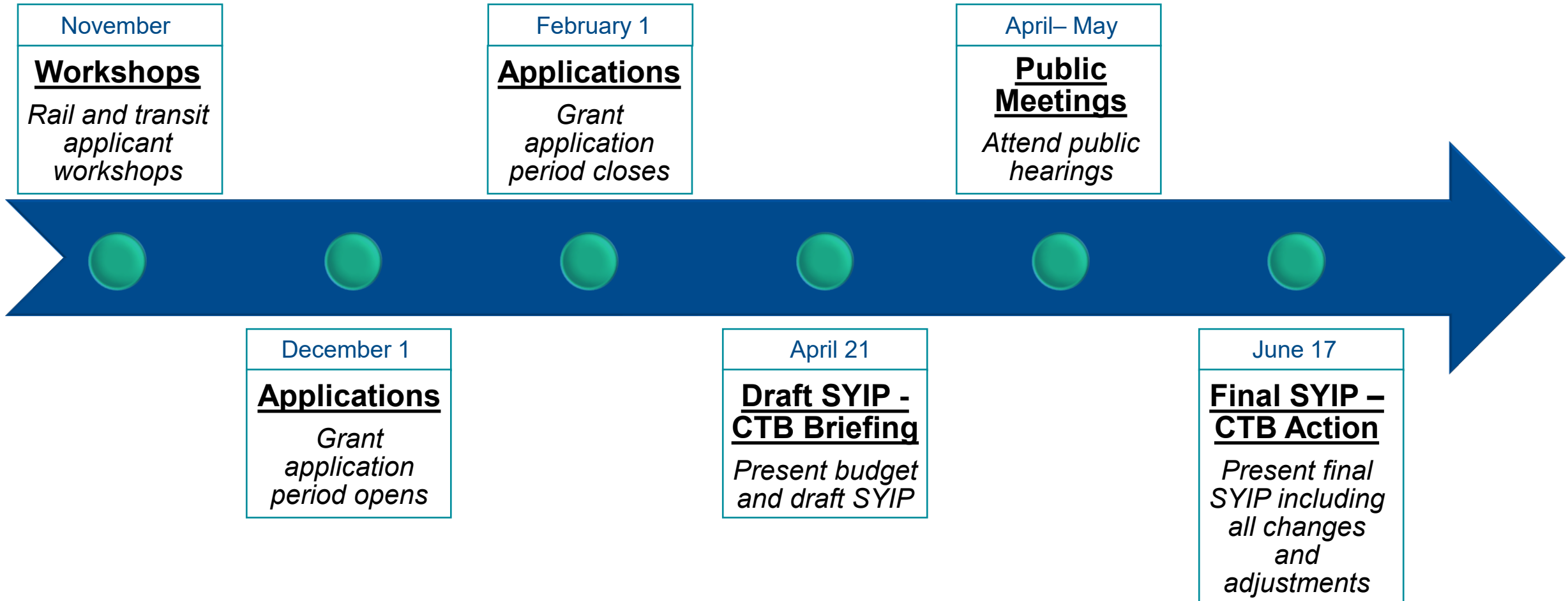
Build transit ridership and revenues through minor enhancement and major expansion projects that improve equitable access to reliable transportation

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

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

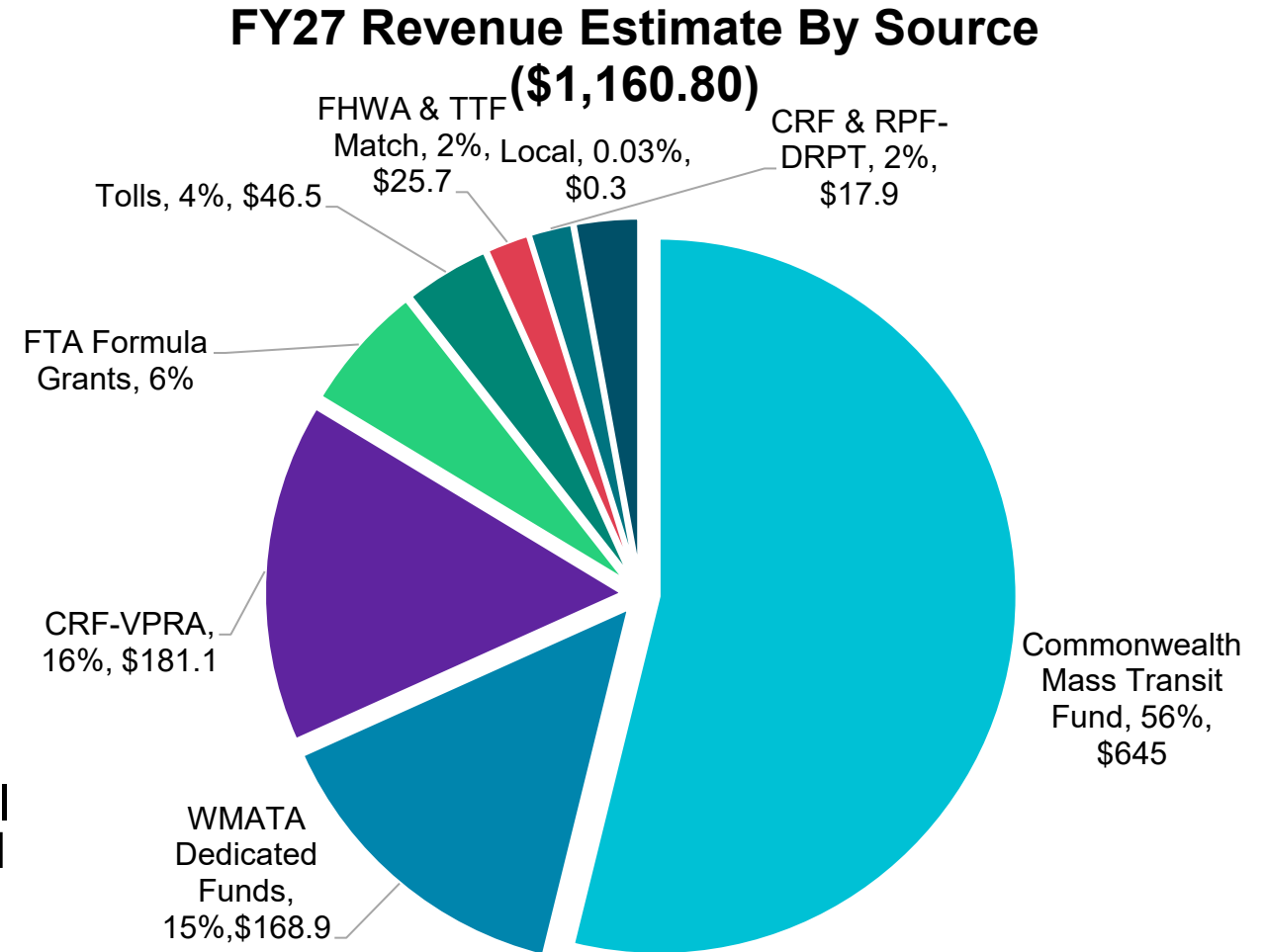
Cultivate a sustainable well-managed organization that delivers exceptional service and that effectively manages public assets and promotes transparency

Preparing & Receiving Feedback on the FY27-32 SYIP



What are the FY27-32 Revenue Estimates?

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



FY27-32 Revenue Estimates

(\$ in millions)

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

*MERIT: Making Efficient & Responsible Investments in Transit

FY27-32 Revenue Estimates

(\$ in millions)

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

FY27-32 Revenue Estimates

(\$ in millions)

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

For more details, please see Appendix.

FY27 Preliminary Allocations

Compared to prior year allocations (\$ in millions)

	FY27	FY26	Difference	Y-O-Y Change
Public Transportation (MERIT & TRIP)	292.8	282.8	10.0	3.5%
Other Public Transportation	174.8	123.6	51.2	41.4%
Washington Metropolitan Area Transit Authority	463.1	519.1	-56.1	-12.0%
Virginia Railway Express (VRE)	19.7	17.4	2.3	13.2%
DRPT Rail	25.4	20.3	5.1	25.1%
Transforming Rail in Virginia (VPRA)	101.0	245.3	-144.3	-58.8%
TOTAL	1,076.8	1,208.5	-131.8	-10.9%

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

Public Transportation Overview

Preserving Affordable Transit for All Virginians

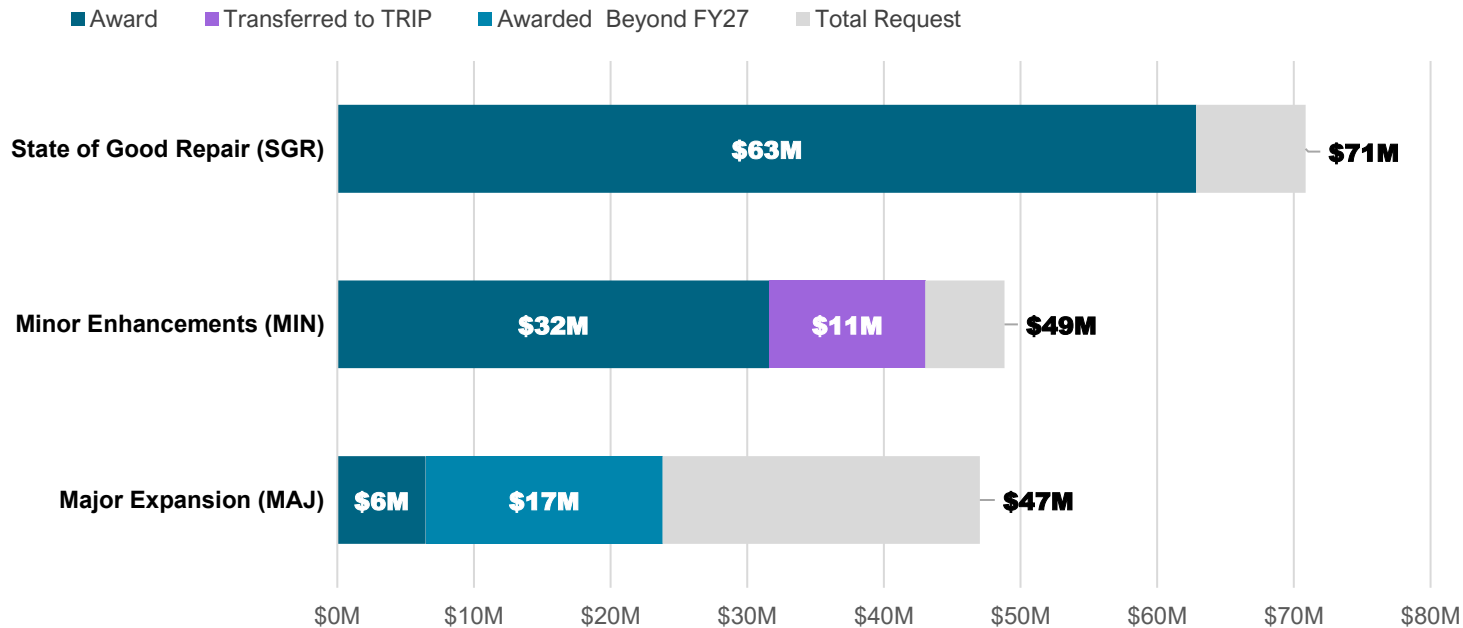
- **FY27 Statewide Operating Assistance Recommended Award: \$138.8M** – all available revenues
- 39 Eligible Transit Service Operators
- Eligible service providers receive MERIT – Operating Assistance funding through a formula that considers:
 - **Sizing Metrics (FY25 Data)**
 - Costs, Ridership, Revenue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

For more details, please see Appendix.

Providing Reliable, Safe, and Accessible Transit

FY27 MERIT - Capital Assistance Program

State Funding Requested and Awarded



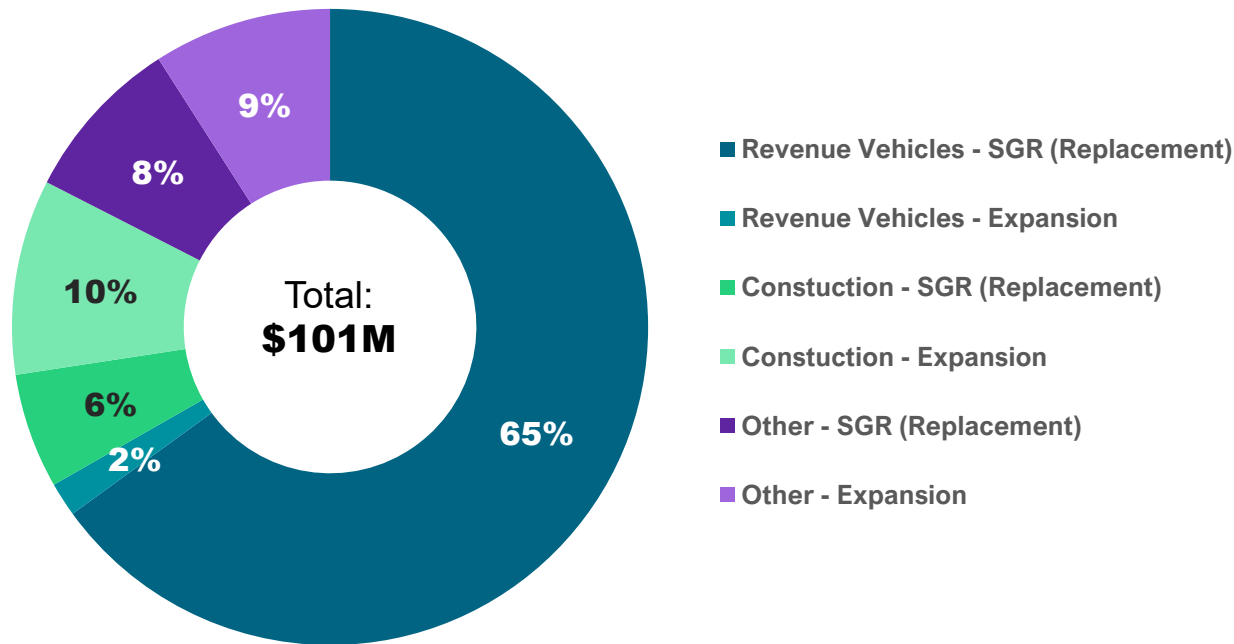
- **FY27 Request: \$166M**
- **FY27 Recommended Award: \$101M**
 - State of Good Repair: \$63M
 - Minor Enhancements: \$32M
 - Major Expansions: \$6M
- **Recommended Award Beyond FY27:**
 - Major Expansions: \$17M
- **Transferred to Transit Ridership Incentive Program:**
 - 19 Projects submitted in the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

*Major Expansion Includes Multi-Year Funded Projects Beyond FY27

MERIT – Capital Assistance: Project Highlights

FY27 DRPT MERIT - Capital Assistance Program

State Funding Awarded by Project Type



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

MERIT – Major Expansion Capital Assistance

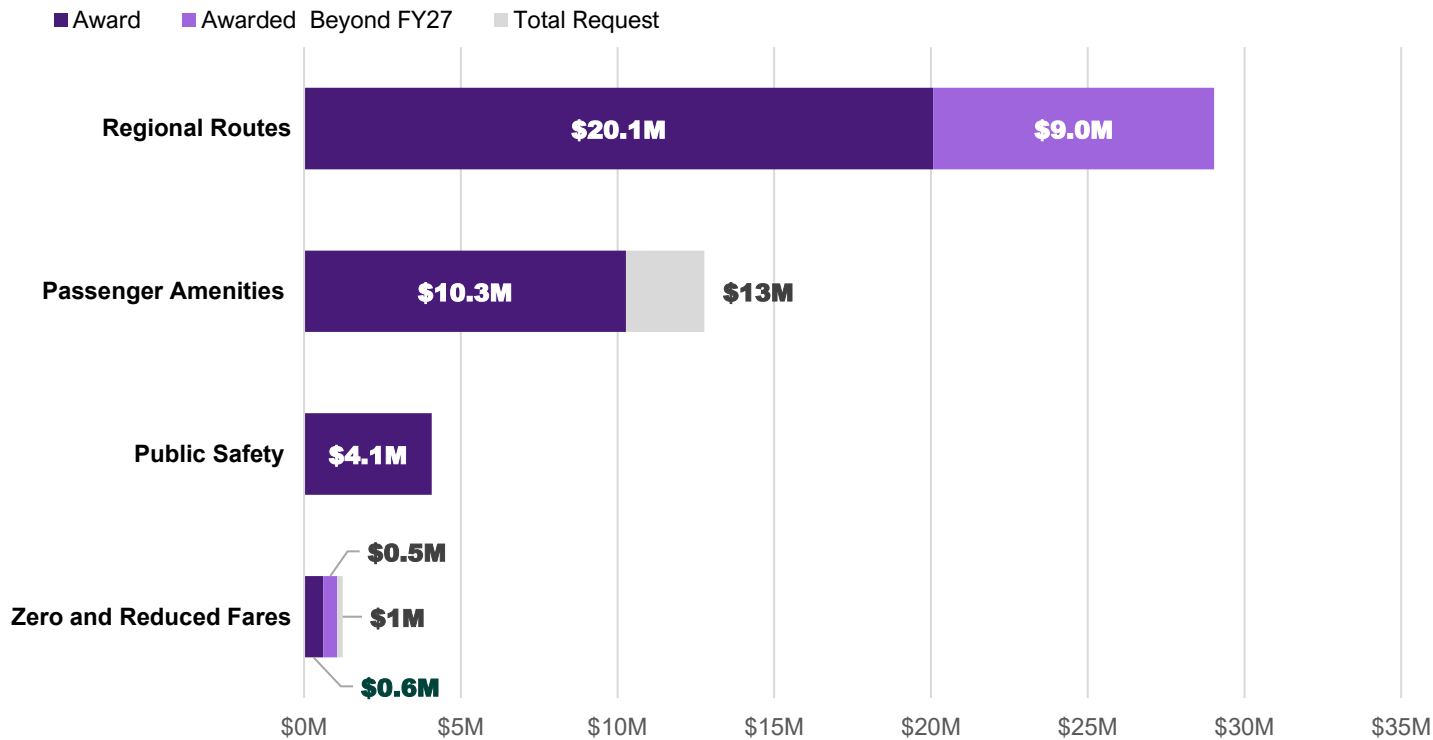
- Greater Richmond Transit Company (GRTC): Construction of the Pulse Western Extension
 - **Total Project Cost:** \$62.0M
 - **State Contribution:** \$23.1M (37% of Total)
 - \$5.78M annually over four fiscal years (FY27-30)



Growing Ridership Through Innovation & Safety

FY27 Transit Ridership Incentive Program (TRIP)

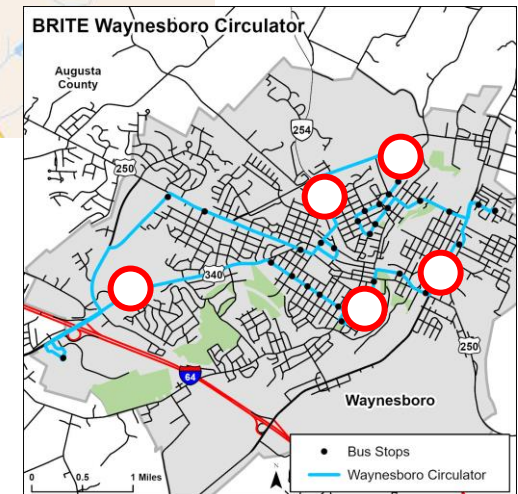
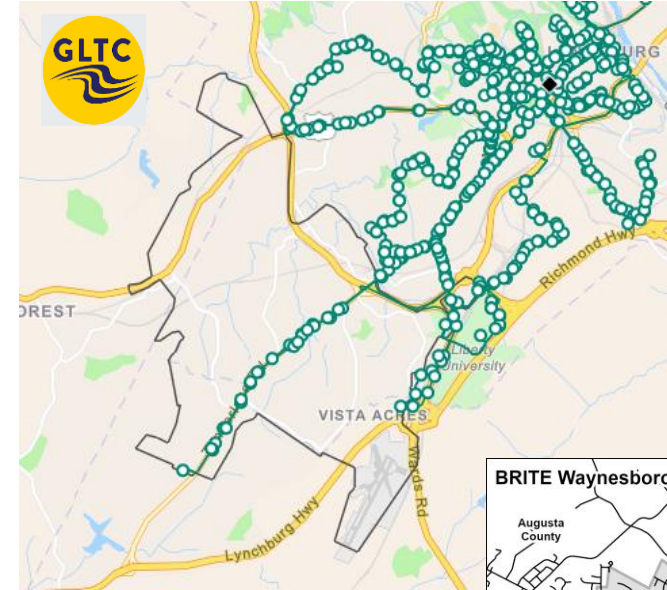
State Funding Requested and Awarded



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

TRIP Project Highlights

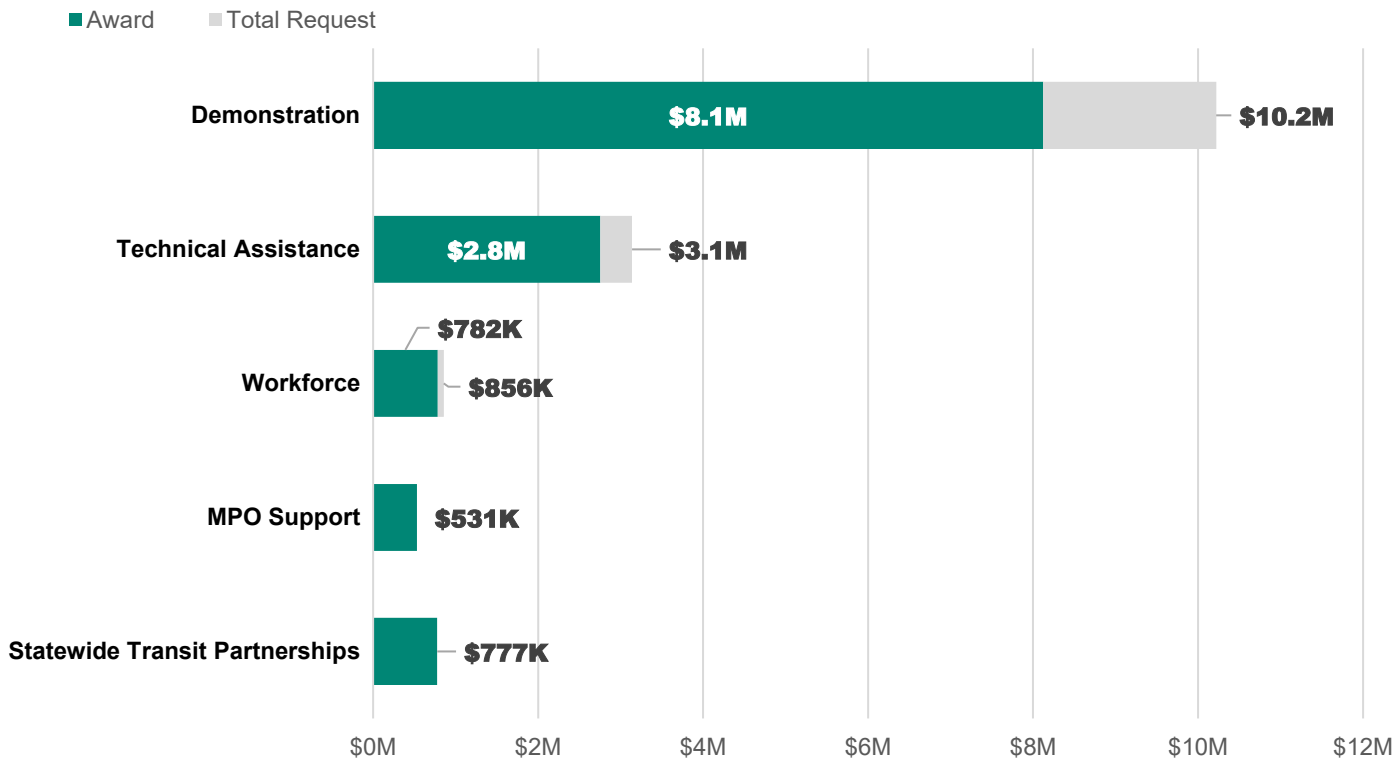
- GLTC (Lynchburg) – Timberlake Microtransit Zone
 - Connects growing parts of Bedford County and Lynchburg to the GLTC fixed-route network
- City of Alexandria – Free Metro passes for public middle and high school students
 - Provides an additional travel option to complement school buses and DASH
-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



Growing Ridership & Building Relationships

FY27 MERIT - Special Program

State Funding Requested and Awarded

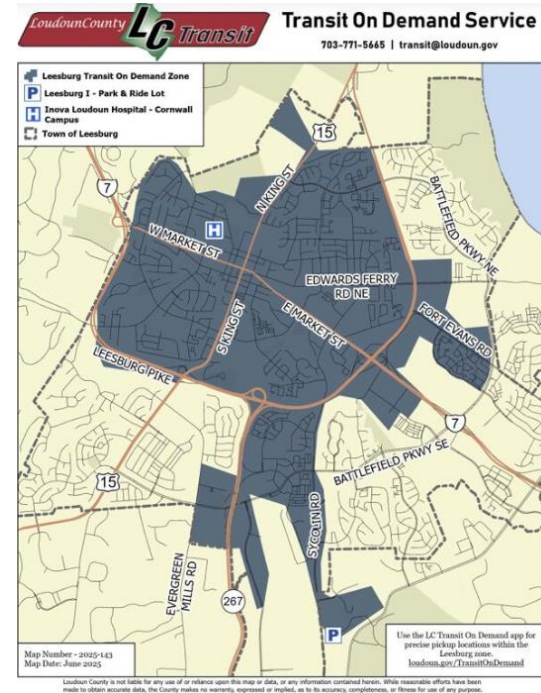


- **FY27 Request: \$21.5M**
- **FY27 Recommended Award: \$19.6M**
 - Demonstration Assistance: \$8.1M
 - Technical Assistance: \$2.8M
 - Workforce Development: \$782k
 - MPO Support: \$531k
 - Statewide Transit Partnerships: \$777k
- **FY27 Transferred to Commuter Assistance Program: \$6.6M**
- Special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

MERIT – Special Programs' Projects Highlights

- **Demonstration**

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



Loudoun County Leesburg Microtransit Service

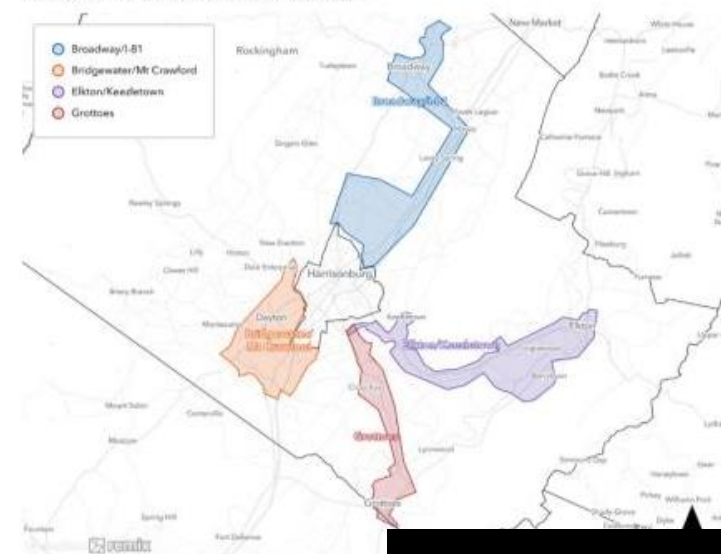
VRT Page County New Transit Service



MERIT – Special Programs’ Projects Highlights

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

Figure 1: Proposed Microtransit Zones



CSPDC/Rockingham County Microtransit Development Plan

NVTC Transit Fellow Program

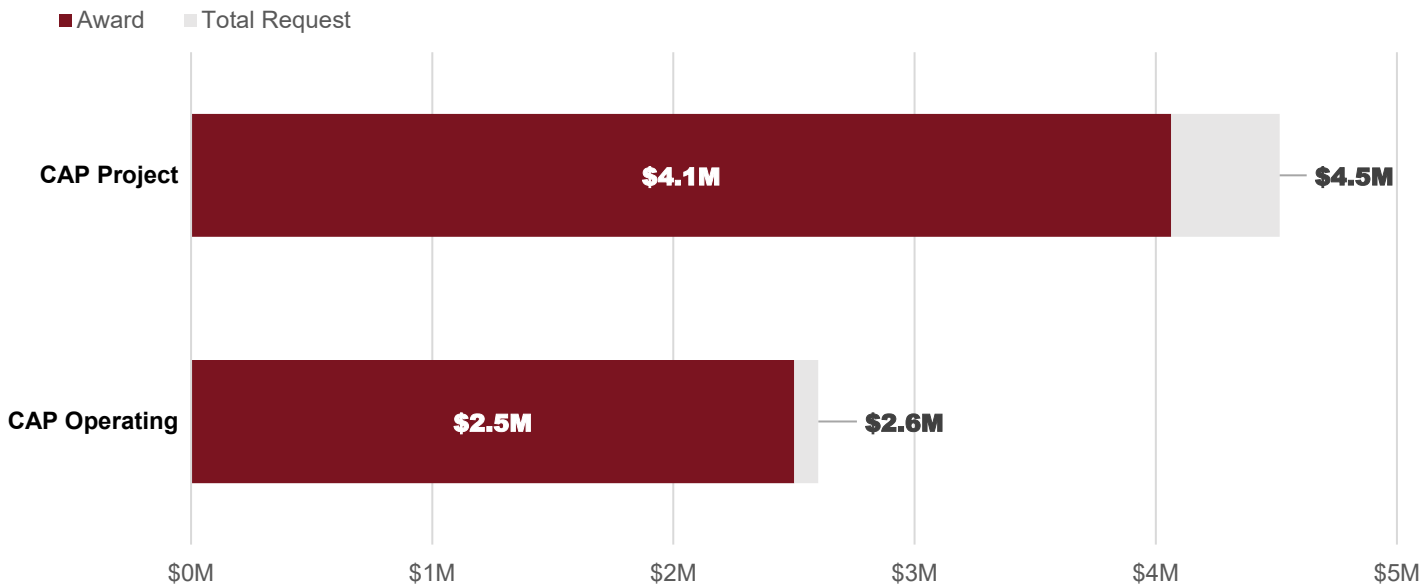
NVTC
Transit
Fellows
2022



Reducing Single Occupant Vehicle Travel

FY27 Commuter Assistance Program (CAP)

State Funding Requested and Awarded



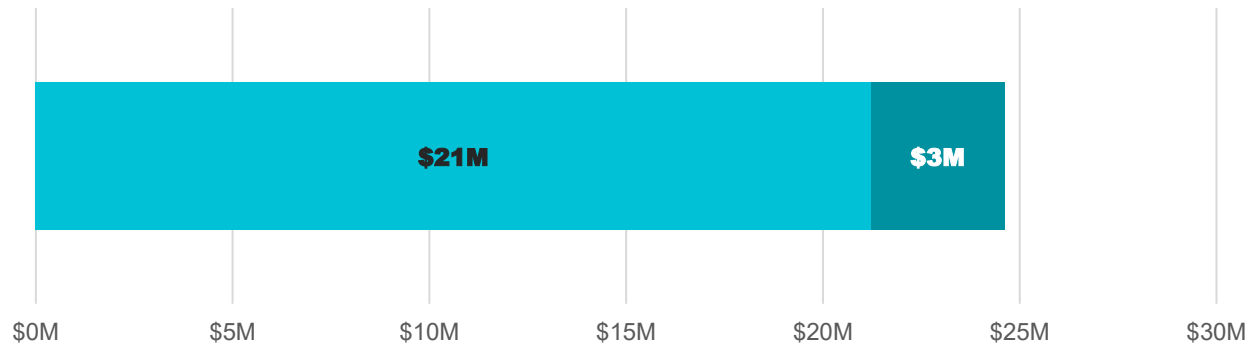
- CAP Operating and Project are funded with DRPT Special Programs Revenues
- **FY27 Request: \$7.1M**
- **FY27 Recommended Award: \$6.6M**
 - CAP Project: \$4.1M, 20 projects
 - Five Transit Marketing
 - Six Carpool/Vanpool/Bike to Work/SOV Trip Reduction Marketing
 - Four Employer Trip Reduction
 -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

Growing Needs for Transit in Rural Communities

FY27 FTA 5311 - Operating Assistance

State Controlled Federal Funding Requested and Awarded

■ Rural Service Providers ■ VA Breeze

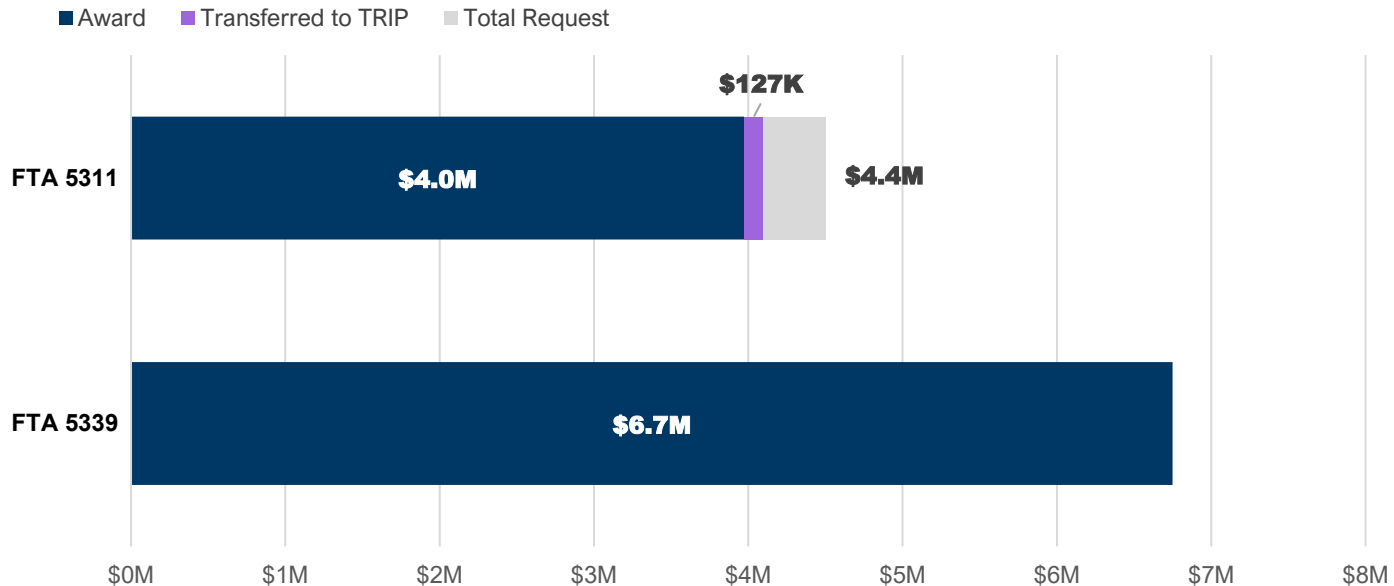


- Federal rural revenues can be used for both capital and operating projects, Due to the growth of rural needs, the current policy is to fund rural operating needs first with 5311 funding and then capital if funds available
- FY27 has all new 5311 revenues dedicated to operating costs for rural agencies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

Supporting Virginia's Smaller Transit Agencies

FY27 Federal - Capital Assistance

State Controlled Federal Funding Requested and Awarded

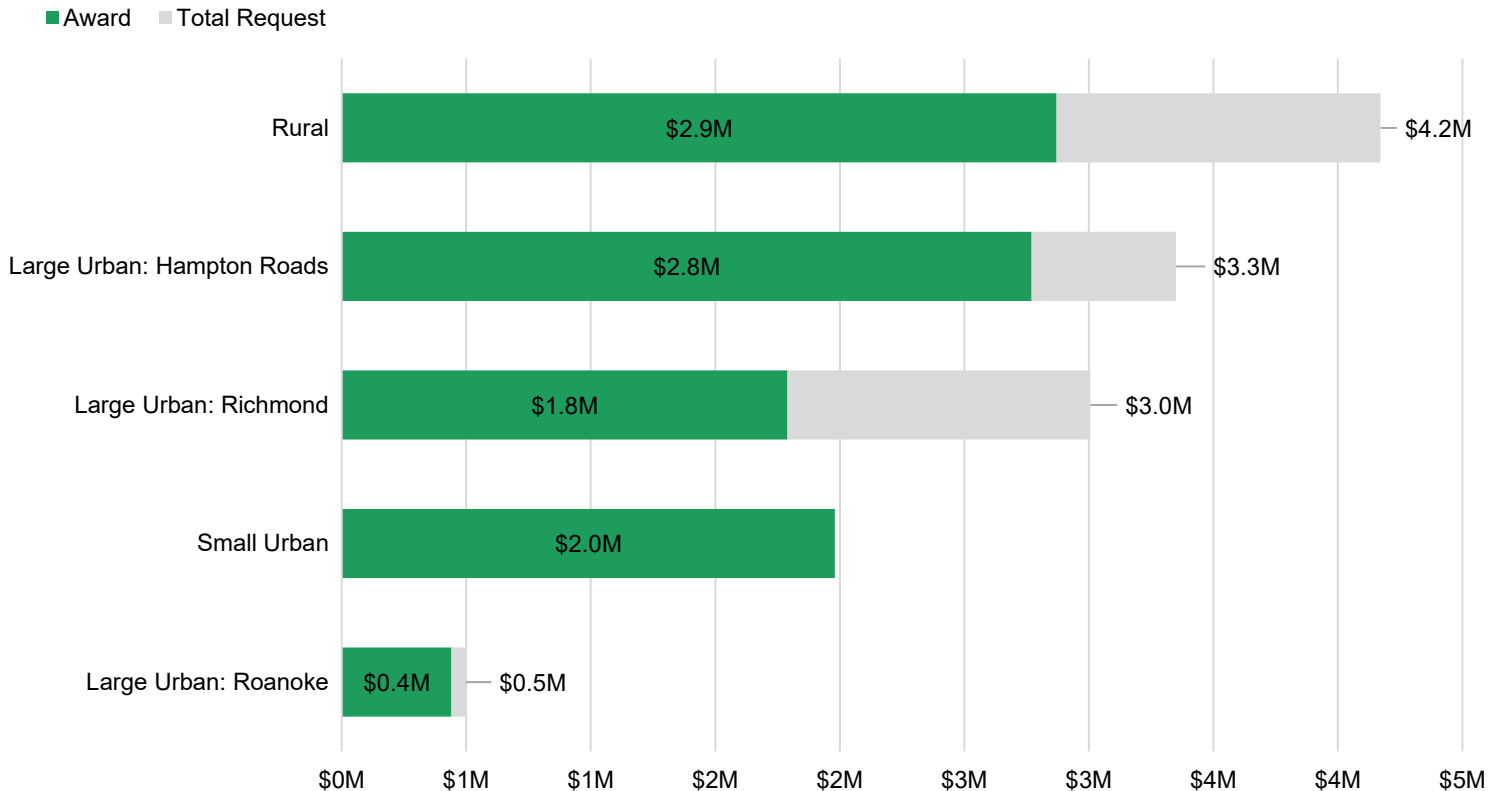


- DRPT receives federal funding through two programs to support transit capital projects:
 - FTA 5311 Rural Area Formula program
 - FTA 5339(a) Bus and Bus Facilities program (small urban providers)
- **FTA 5311 Program:**
 - FY27 Request: \$4.4M
 - FY27 Recommended Award: \$4.0M
 - FY27 Transferred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

Improving Access for Seniors & Individuals with Disabilities

FY27 DRPT Enhanced Mobility Program (FTA 5310)

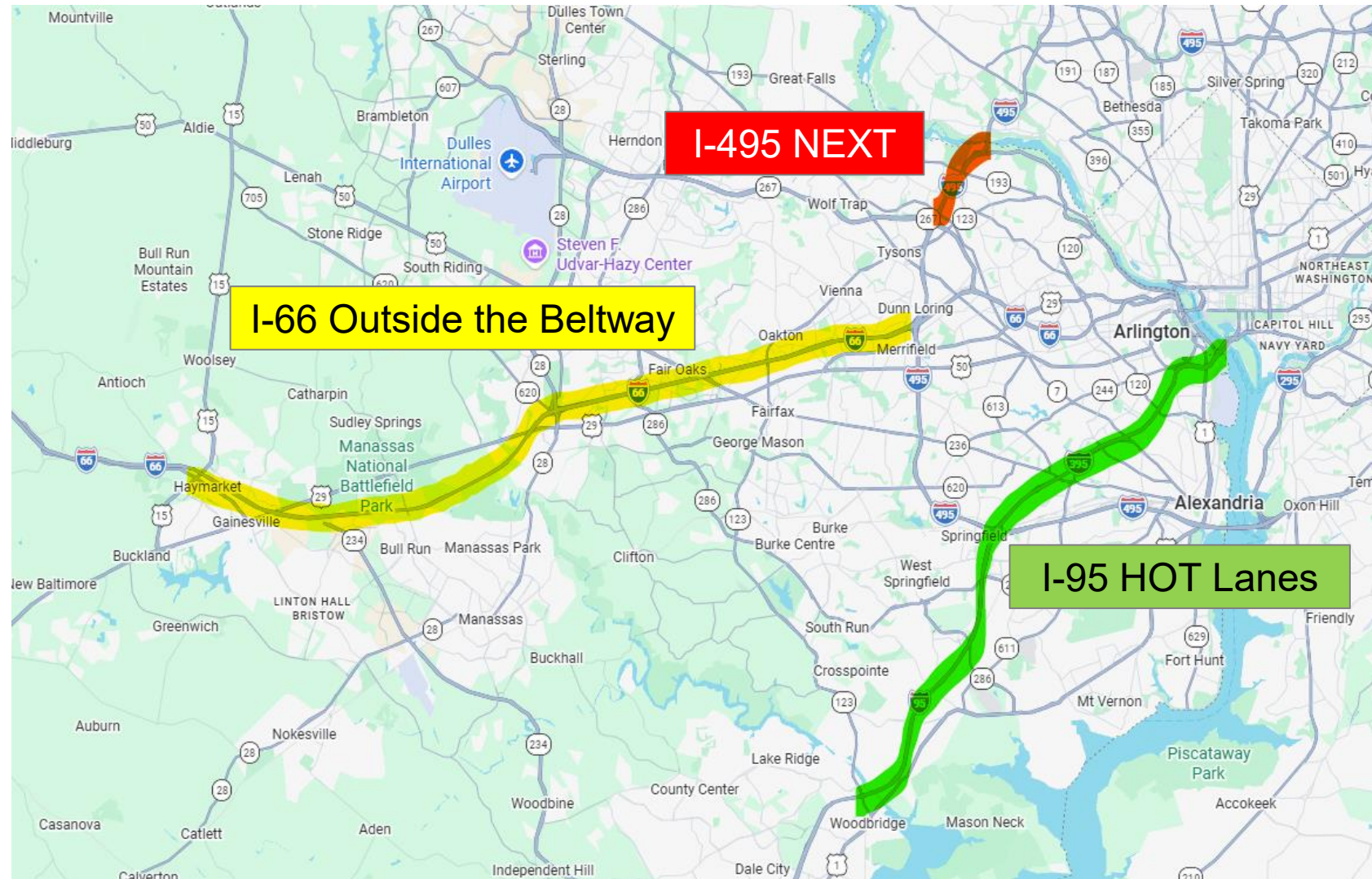
State Controlled Federal Funding Requested and Awarded by Region



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

Easing Congestion on Virginia's Interstates

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



Easing Congestion on Virginia's Interstates

I-95 Capital and Operating*

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

I-66 Outside the Beltway Capital and Operating

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

I-495 NEXT Capital and Operating

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

* Separate program from NVTTC/PRTC Commuter Choice

Virginia Railway Express

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



Washington Metropolitan Area Transit Authority

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

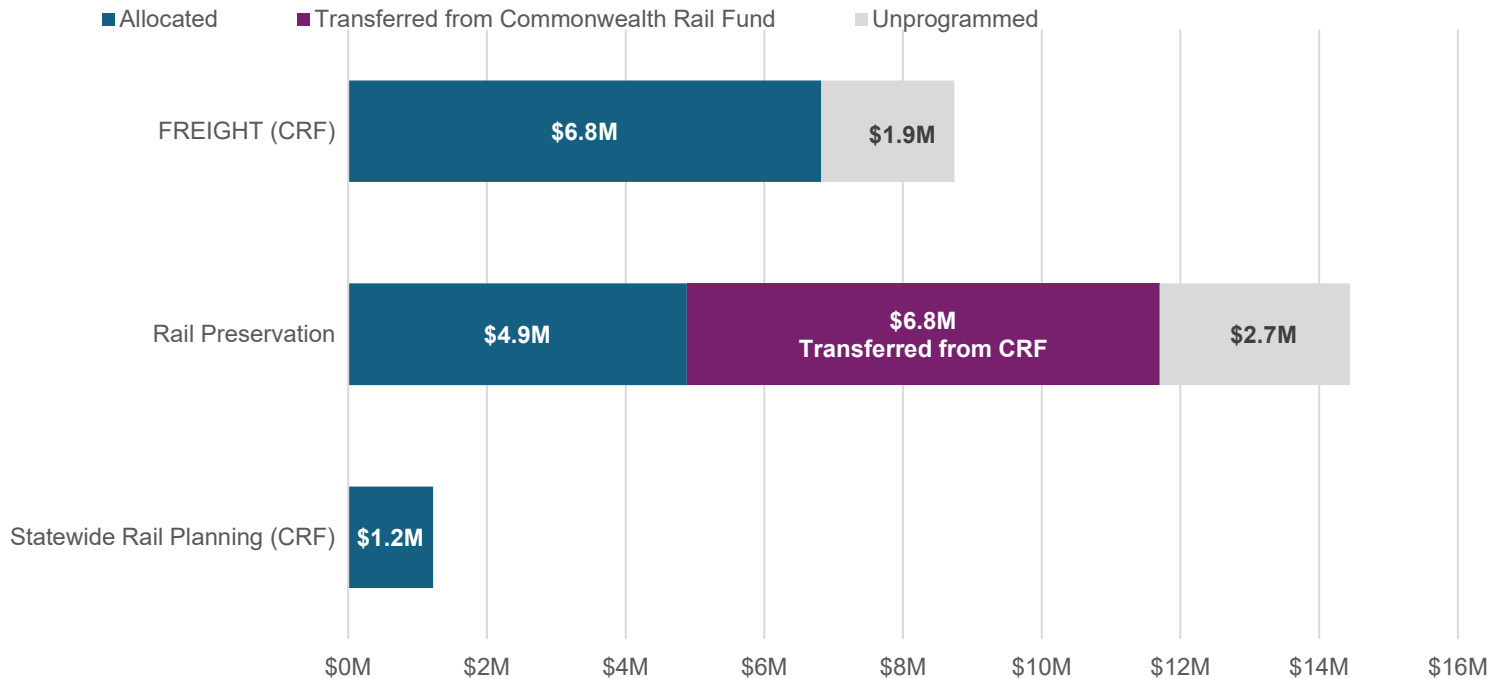


Rail Overview

Optimizing Rail Program Investments for SYIP

FY27 - DRPT Rail Program

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



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

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

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

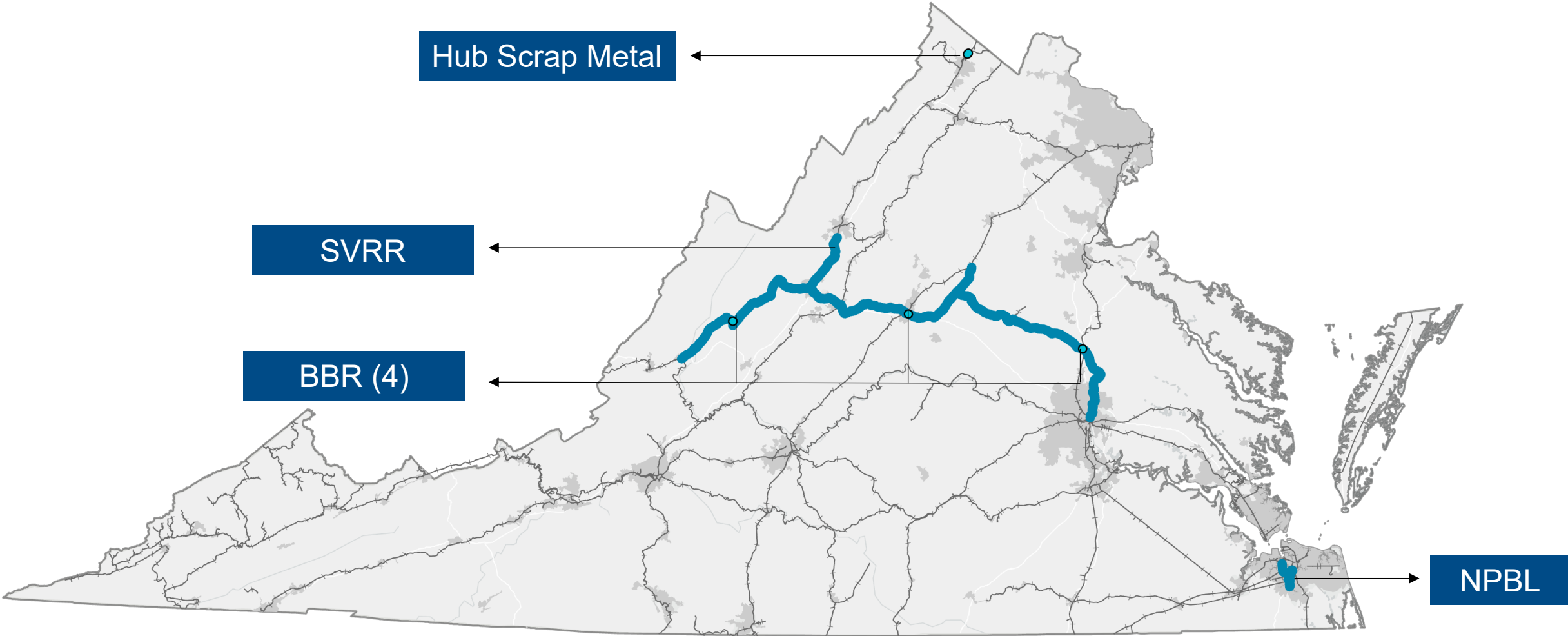
Improving Network Fluidity and Preserving Critical Infrastructure

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

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

FY27 Rail Recommended Application Summary

New Projects

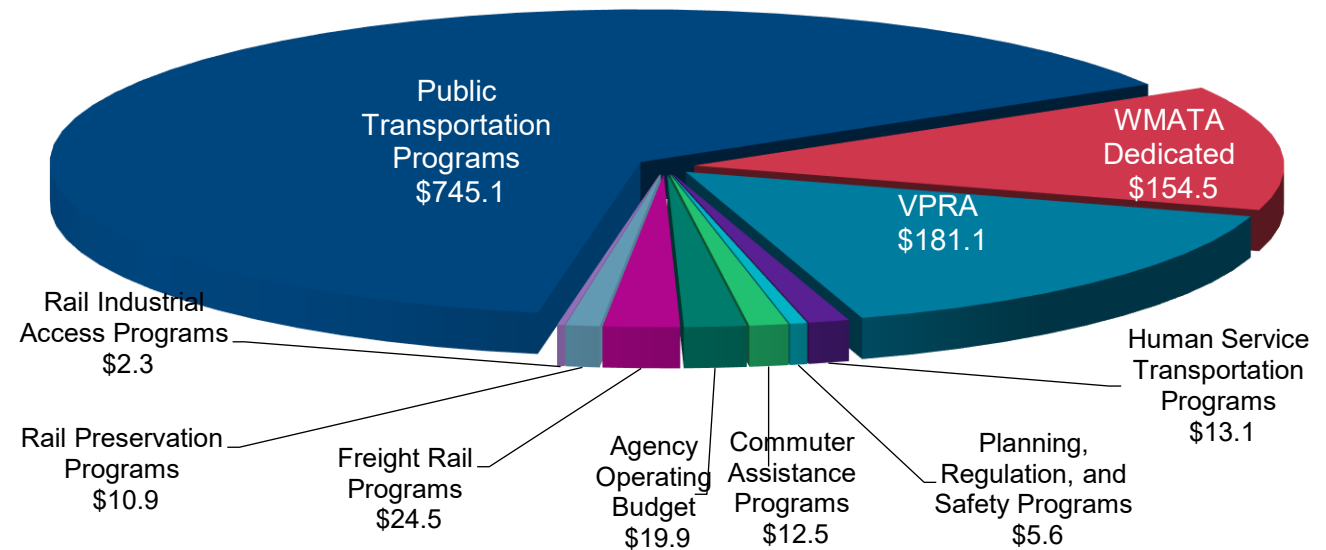


FY27 Agency Budget

FY27 Agency Budget Overview

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

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



Next Steps

April-May 2026

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

➤ **Register Here!**



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

June 2026

- Present the final budget and SYIP to CTB



Appendix

FY27-32 Revenue Estimates

(\$ in millions)

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

*MERIT: Making Efficient & Responsible Investments in Transit

FY27-32 Revenue Estimates

(\$ in millions)

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

FY27-32 Revenue Estimates

(\$ in millions)

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



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



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

**Assessing Performance Of Completed
SMART SCALE Projects (April 21, 2026)**

Margie Ray
Office of Intermodal Planning and
Investment

Laura Schewel
Deputy Secretary of
Transportation



Presentation Overview

Background

- Purpose / Context

Results

- SMART SCALE Post-Implementation Evaluation Process
- Project Performance
- Example Projects
- Observations – Potential Process & Policy Improvements to SMART SCALE

Next Steps

- Addressing Challenges and Improving the Post-Implementation Evaluation Process

Q & A

Purpose of Presentation: Inform CTB of Strategic Action Progress



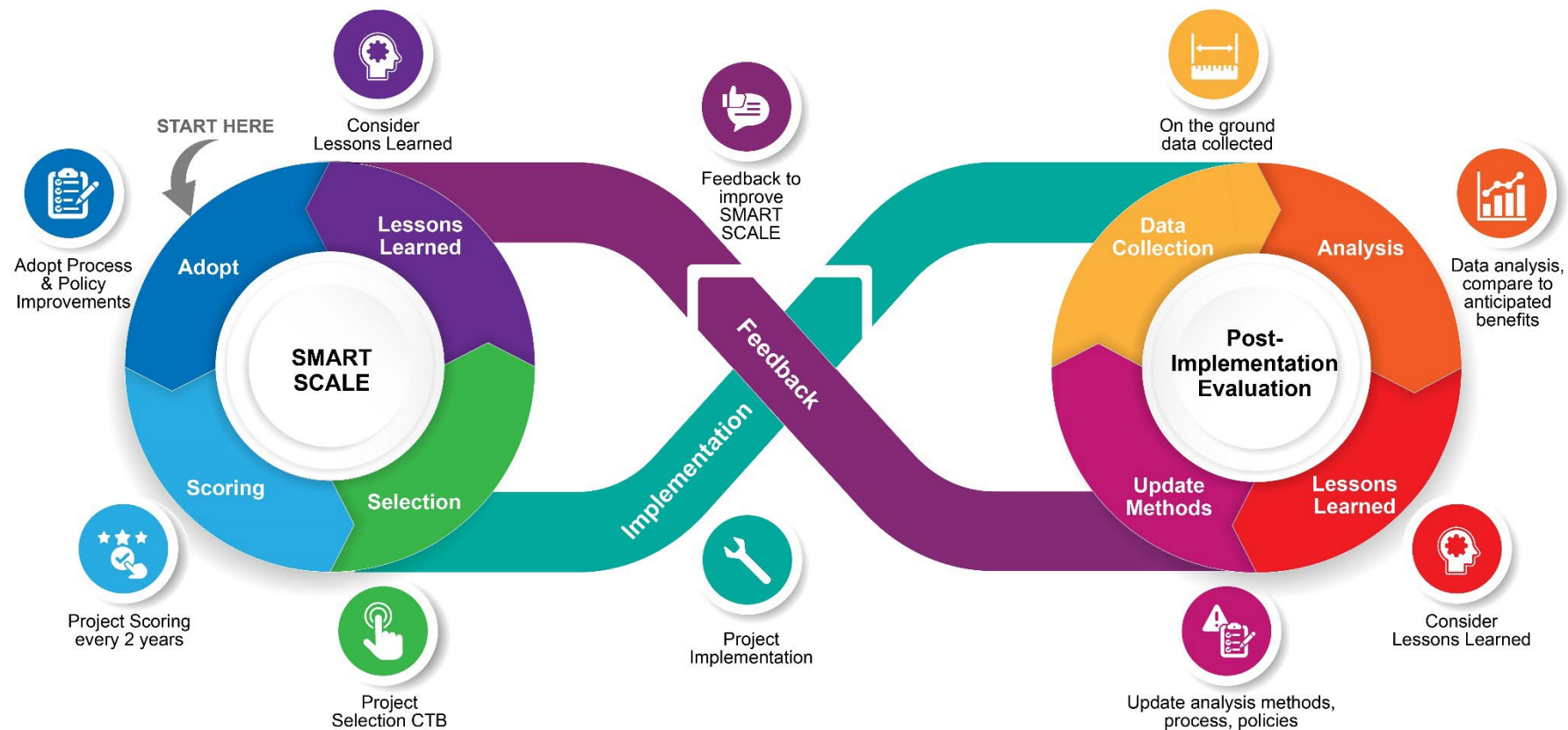
- In 2021, the Board directed SOT to study the impact of projects of key funding programs, starting with Smart Scale.
- In this presentation we will:
 - Review the goals of Post-Implementation Evaluations
 - Update on national industry trends for such studies
 - Share the progress made thus far on Post-Implementation Evaluations, and the next steps
 - Answer questions
- This is the start of a long body of work >>> We will not give grand conclusions that X type of project works well, and Y type of projections aren't accurate
- The goal is to inform CTB members and the public, get input, and answer any questions.

The Overarching Goal is Continuous Process Improvement and Accountability



Project Optimization – Picking the Right Projects

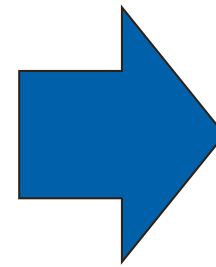
- All processes have potential to improve
- We analyze past performance to understand where improvements are needed
- No one has a crystal ball - we do not criticize past decisions, we do learn from the past



Post-Implementation Evaluations are Not the Norm in the Industry

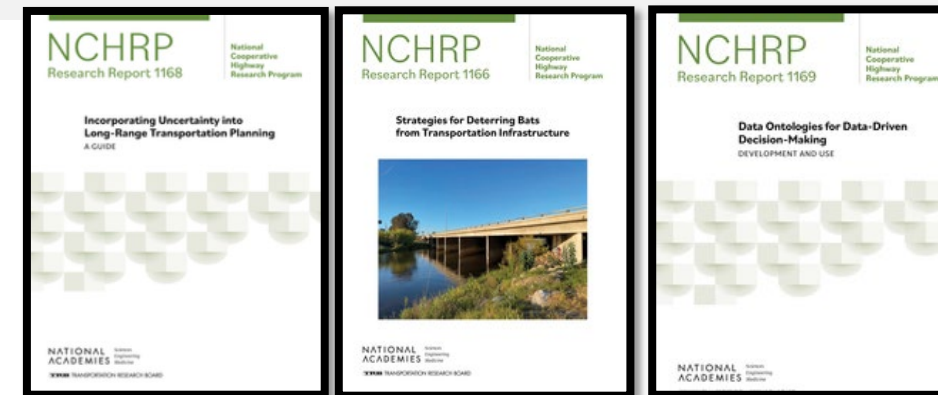


"It is still rare for any ex-post analysis of large transportation infrastructure projects to be conducted to better learn if the benefits predicted did indeed come to fruition. What has not been well-researched or understood is how to measure the impact of project-level evaluation for operational and economic outcome type measures as well as program-level evaluation of completed projects."



- NCHRP 08-170 is complete, final report pending.
- Its goal is to provide a clear, actionable framework for evaluations.
- We are participants in the study and use preliminary guidance in this work.

AASHTO/NCHRP Problem Statement No. 2023-B-12, *"Ex Post Project Evaluation: Frameworks, Guidance and Tools to Support Post-Implementation Evaluation of Transportation Projects"* (National Cooperative Highway Research Program, FY2023)



Virginia is Taking a Leadership Position by Doing this Work



Concerns Raised about Post-Implementation Evaluations



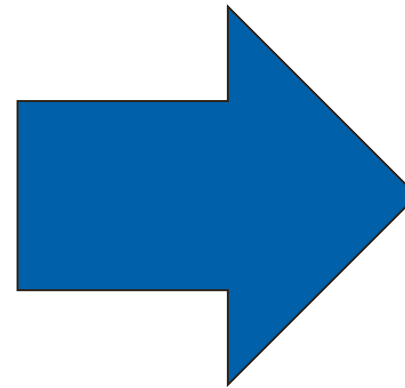
Resource and staffing limitation.



Fear of exposing poor results.



Complexity of analysis.



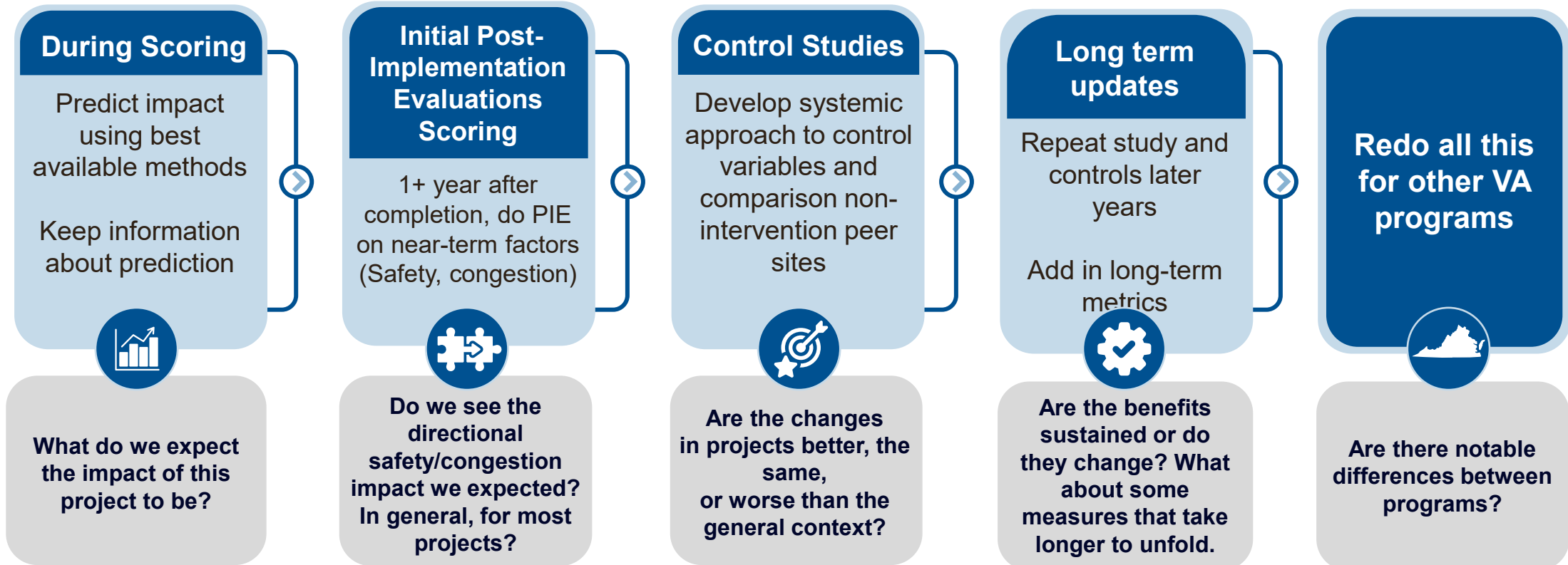
How do we mitigate these concerns?

Extracts from NCHRP Project 08-170 – Closing the Loop: Post-Implementation Evaluation of Transportation Projects - July 2025

Ongoing Vision for Performance Analytics



Phase
Activities
Questions we seek to answer



What have we learned that we can use to make our prioritization process better?

Overarching Caveat – Direct, Isolated Causation is Not Perfectly Knowable

Given this, what is our approach?



Analyze as many projects as feasible

High sample size can enable trend analysis which can be a much stronger indication of correlation and help understand variable outcomes.



Look at context / controls

Is the change reasonable to affiliate with the project itself? Does the change at the project differ than the change in the vicinity / at a paired control site?



Work with imperfect knowledge

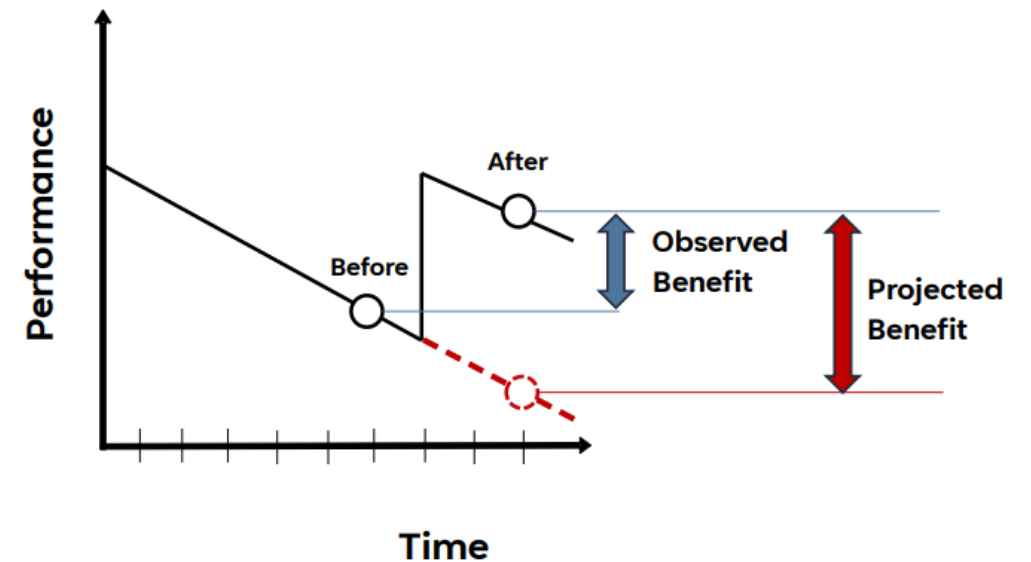
We will never have all the knowledge we want. But incremental knowledge is useful. And reactions should be incremental. We don't wait till we know everything to share and make improvements.

What does a "good" outcome look like?

An ongoing discussion



- **We should not expect 100% of projects to perform exactly as predicted. (Ditto 0%)**
- **Preliminary definition of success**
 - **Per project** - directional alignment with intention. (If goal was to improve congestion, did it improve congestion?)
 - If not, do we believe that factor is better than it would have been? Do we understand other explanatory factors?
 - **For a cohort** – Overall success means:
 - Are more than [XX%] of projects achieving their primary intent (updated over repeat studies)?
 - Are more than [XX%] of projects approximately correct in their forecasts' magnitude?
 - Can we have confidence that [XX%+] of projects did not have a negative impact?



Note – we looked for national benchmarks. None are readily apparent.

Source: Beyond the Build: Evaluating Transportation Project Outcomes, TPM Webinar 27, July 16, 2025

Presentation Overview



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Q & A

SMART SCALE PIE Summary and Analysis



- 175 projects analyzed. 16 had data gaps.
- Projects had to be completed by September 2023 to ensure at least one year of post-implementation data.
- Actual performance period varies by project.
- Reminder – there was a pandemic in this time frame with big impacts.

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	TOTAL
Funded	163	147	134	167	164	53	829
Total Funding Allocated	\$1.7B	\$1.1B	\$0.9B	\$1.4B	\$1.6B	\$1.0B	\$7.6
Implemented Projects (as of July 2025)	129	79	21	4	1	---	\$15.7
Analyzed Projects	116	51	8	---	---	---	175

Glossary



- **Analysis Metric** – a measure used to assess performance over time
- **Anticipated Benefits** – for each proposed project, the SMART SCALE program forecasts benefits using measures associated with six Factors areas
- **Factors** – SMART SCALE factor areas: Safety, Congestion Mitigation, Accessibility, Land Use, Environment and Economic Development
- **Project Intent** – defines the problem that the project intends to solve (i.e., improve safety, improve congestion)

Analysis Metrics: Not all SMART SCALE Factor Areas Can be Assessed in this Time Frame



Identified metrics within SMART SCALE factor areas that can be measured within this time frame. As we improve our process, we hope to add more to this list.

SMART SCALE Intent	Pre- and Post-Implementation Metrics Analyzed to Date**
Improve Safety	Changes in fatality and all injury crashes
Reduce Congestion	Changes in travel delay
Promote Econ Dev., Improve Access.	Change in access to jobs within 45 minutes

***R1 and R2 projects Smart Scale predicts congestion benefit 10 years out from build. These years have not yet elapsed for all projects and so congestion prediction accuracy assessments will be updated.**

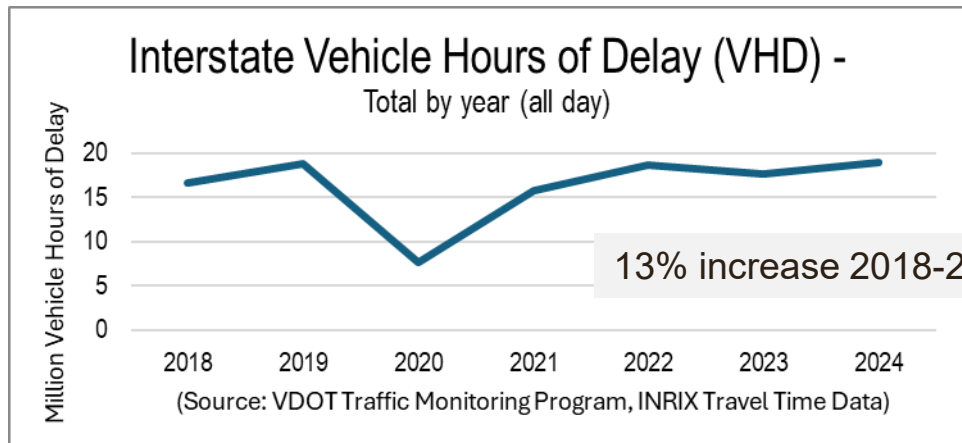
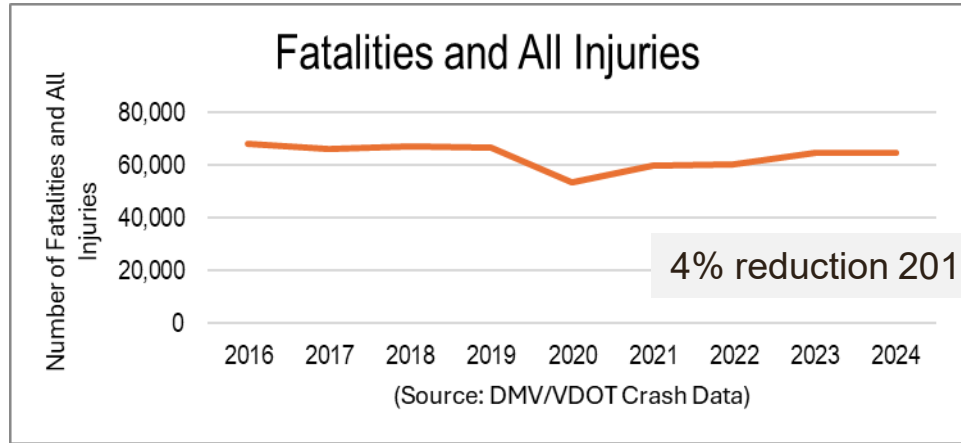
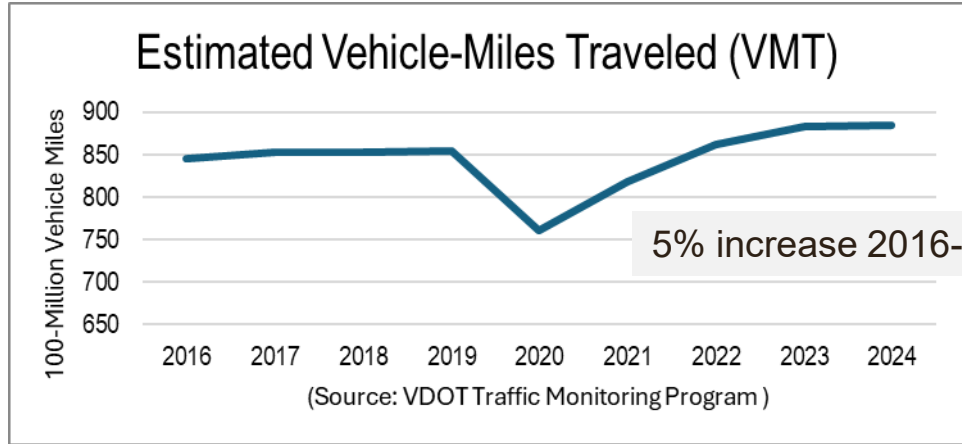
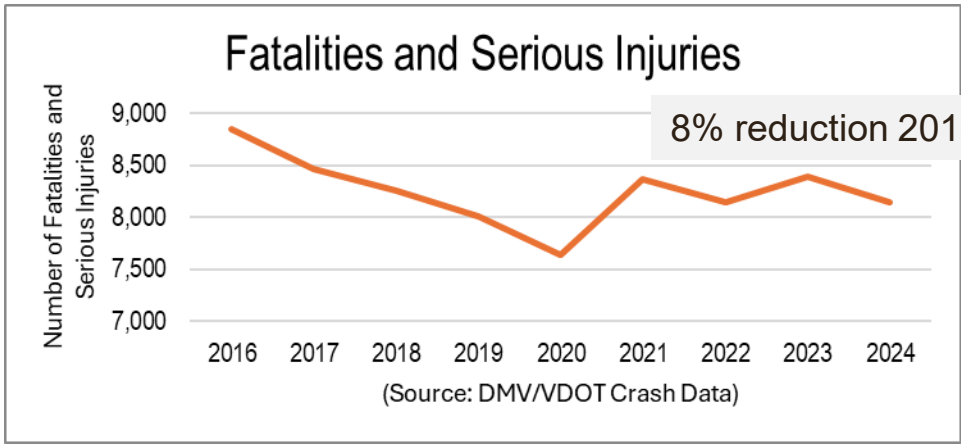
****Sample size – note, not all projects had available data for each metric. Thus, sample size analyzed may differ from metric to metric.**

Analysis Process and Focus



- Analyzed each project for performance pre- and post-implementation using established metrics (trying to use several years pre and post, avoiding the pandemic years).
- Collected additional data to further project understanding (e.g., bicycle and pedestrian counts, park and ride counts and transit surveys)
- **Utilizing results, analyzed to assess if:**
 - General Project Intent was *achieved*
 - Observed performance was *consistent* with the SMART SCALE anticipated benefits
 - Trends were observable in the group

Reminder – VA-wide Contextual Trends



What trends do we observe about projects that didn't achieve their intent?

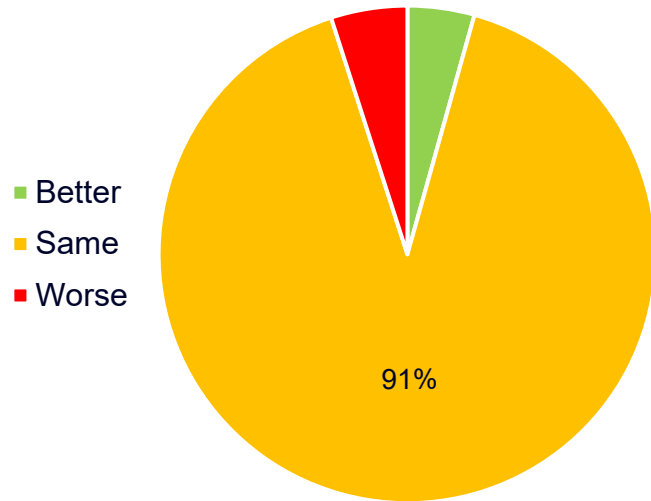


- **Projects where safety worsened:**
 - Some were not intended to improve safety – changes may be due to external factors
 - Recorded crash or crashes were unrelated to the project/improvement made – e.g. behavioral decisions
 - Fatal or severe injury post-construction tended to skew results if there was no fatal or severe injury pre-construction, or the number of crashes was small (inherent challenge on safety)
- **Projects where congestion worsened:**
 - Not intended to improve congestion (tradeoff - most likely a safety project)
 - No congestion in “Before” period – so any mild congestion makes it look “worse”
 - Nearby land use changes or other construction projects may have impacted performance
 - Volume Growth (from induced demand or external factors)
- **Projects where accessibility worsened:**
 - May reflect job loss during the pandemic in certain areas and rising congestion
 - Measure is heavily influenced by COVID impacts

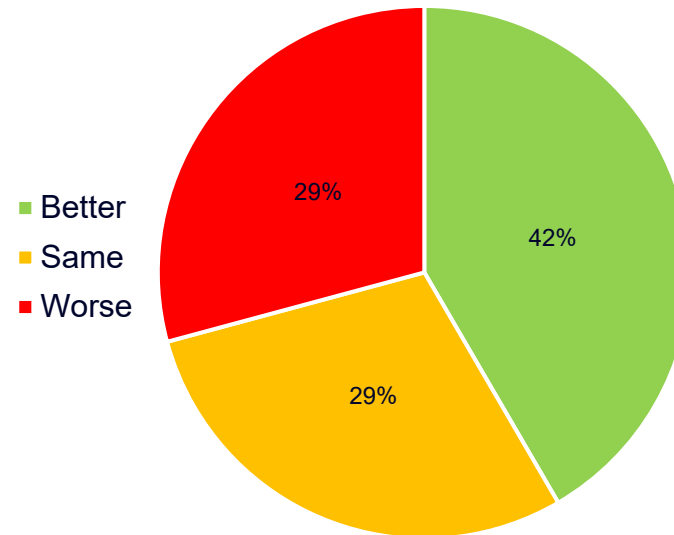
Results – Project Performance – Safety Measure is Weighted Crashes



Safety Outcomes – “Same” is Less than 1 Fatal or Serious Injury Equivalent Change



Safety Outcomes – “Same” is Less than 1 minor injury Crash Equivalent Change



Notes

- There was no large difference between projects with stated intent to improve safety or not → most projects state that their intent is to improve safety. Only two projects predicted that safety would be worse in the cohort.
- No significant difference between R1 and R2. Too few R3 to assess yet.
- For the 5% that got more than 1 Fatal or Serious Injury worse – see later discussion and example. This is impacted by the statistical rareness of serious crashes and should not be over interpreted.

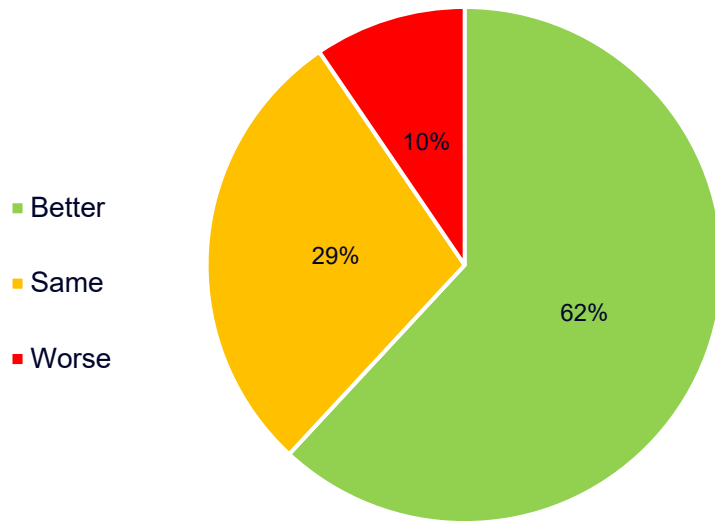
Because serious safety events are rare, looking at 1+ Fatal and Serious Injury change is not very informative.

Measured at a minor injury-level crash – 71% of projects have same or better safety outcomes. This is a positive indicator.

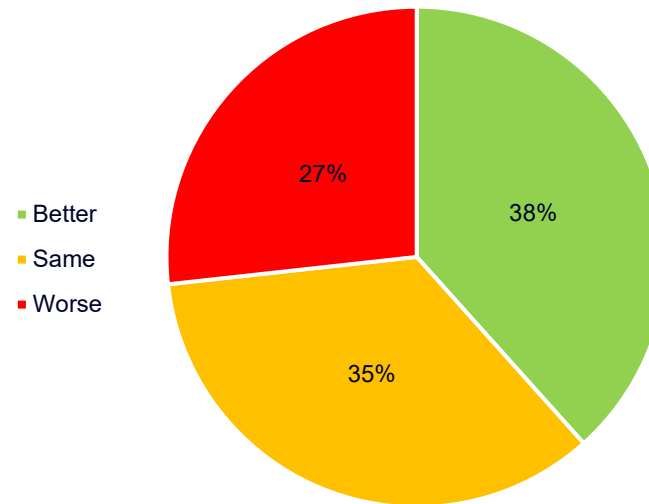
Results – Project Performance – Congestion Measured as Delay in Seconds / Vehicle



Congestion Performance where Congestion was the Intent (n = 42)



Congestion Performance where Congestion was NOT the Intent (n = 86)



Congestion only got worse in 10% of projects where it was intended to get better.

Congestion intent projects out-perform those where it was not the intent, which is good.

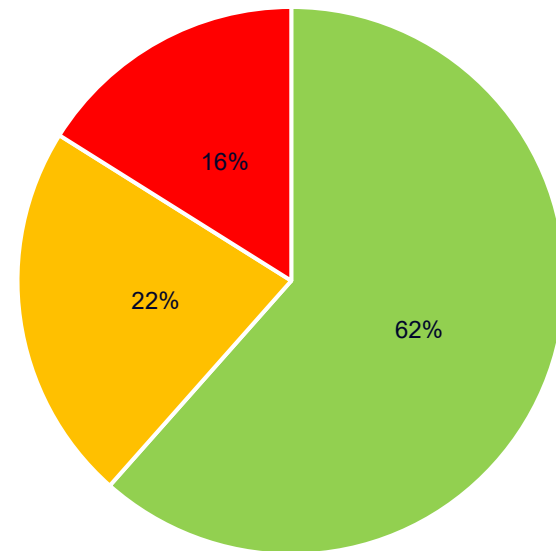
Notes

- “Same” is measured as within 1.5 seconds for the average vehicle for the linear extent of the project.
- No real difference between R1 and R2 (too few for R3 to conclude)
- For the 4 projects that got worse where the intent was to improve congestion, VMT increase was often the cause (see upcoming slide).
- This result is critical to revisit as projects mature since it was predicted 10 years out post construction and for most projects, this time hasn’t elapsed.

Results – Project Performance - Accessibility Measured as Jobs Accessible to a Worker in 45 Min.



Change in Jobs Accessible per Worker in 45
Minutes (n=143).



■ Better ■ Same ■ Worse

Notes:

- Same means +/- 5% change of the number of jobs accessible per worker in 45 minutes.
- For the “worse” performers – the reason is most often changes in the number of jobs (not the ease of getting to them).
 - Official jobs data lags other sources – we are using 2022 figures, thus they are still heavily impacted by the Pandemic.
 - 25% of Area D projects got “worse” on this metric, again affiliated with reduction in number of nearby jobs.
- **This issue illustrates the importance of the control phase – controlling for number of jobs will yield more useful results.**

I-64 Capacity Improvements – Segment III



Project Description: Widen I-64 from 4 lanes to 6 lanes with a 12-foot shoulder in the existing median space from 1.05 miles west of Humelsine Parkway/Marquis Center Parkway (Exit 242) to Route 199 west of Williamsburg (Exit 234).

Primary Intent: Improve congestion, improve reliability

Total Project Expenditures: \$208M (~half from Smart Scale)

Before/After Analysis Results

- Ranked #1 for congestion in SMART SCALE, Ranked #1 in Before/After
- Eliminated delay (100% reduction) and improved reliability (41% improvement) between 2016-2023
- 10% Average Annual Severity-Weighted Crash reduction estimated, 55% reduction observed
- Before 2016, After 2023-2024. Construction complete 2021.



I-81 Southbound Safety Improvements MM167.4 to MM169.5



Project Description: Apply high-friction surface treatment on southbound I-81 between MM 167.4 and MM 169.5. Close the southbound I-81 off-ramp at Exit 167. Widen the inside shoulders and improve superelevation within two curves on I-81 southbound.

Intent: Improve highway safety

Total Project Expenditures: \$4.4M

Before/After Analysis Results

- Big footprint, low cost, high impact
- 100% reduction in fatal and serious injury crashes
- 11% Average Annual Severity-Weighted Crash reduction estimated, 90% reduction observed
- Before 2015-2019, After 2022-2024



Route 419 (Electric Road) & US 221 (Brambleton Avenue) Adaptive Traffic Control



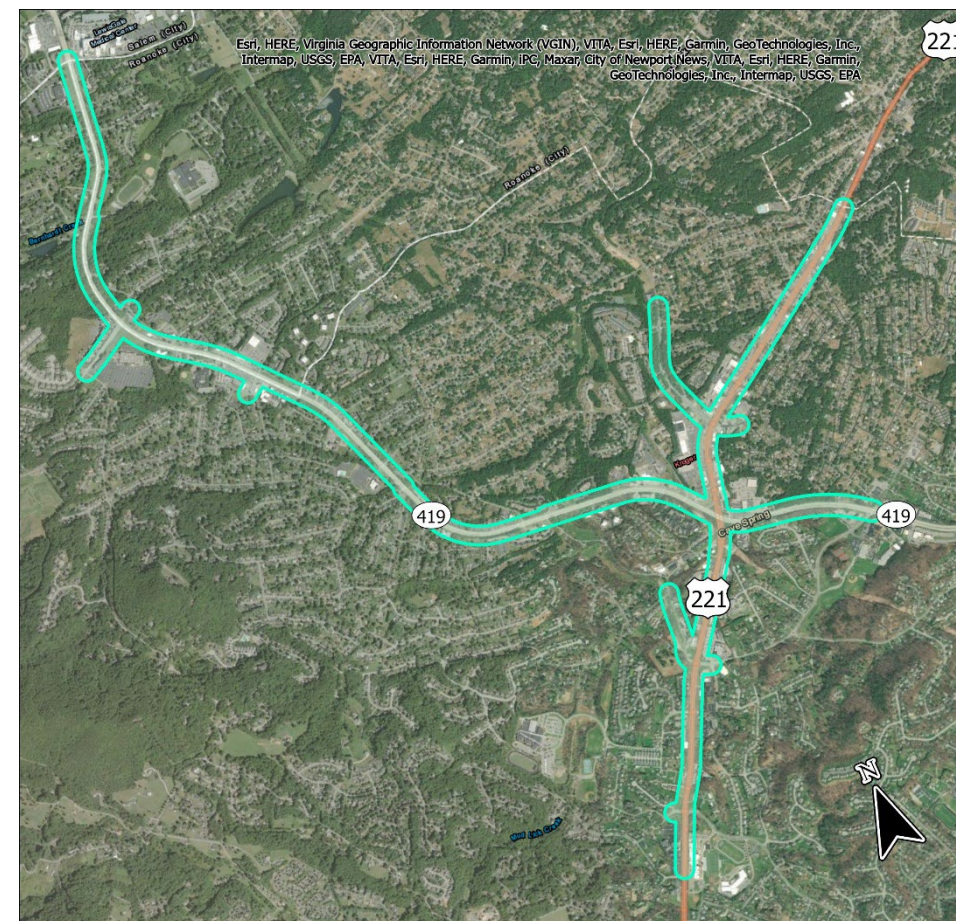
Project Description: Install adaptive traffic control on seven existing traffic signals on Route 419 (Electric Road). Install adaptive traffic control on four existing traffic signals on US 221 (Brambleton Avenue).

Intent: Improve Congestion

Total Project Expenditure: \$640k

Before/After Analysis Results

- Reduced delay (65% reduction) and improved reliability (38% improvement) between 2017-2022
- Reduction in fatal and serious injury crashes by 42%
- 2% Average Annual Severity-Weighted Crash reduction estimated, 29% reduction observed
- Before 2013-2017, After 2021-2024



10th Street Reconstruction



Project Description: Reconstruct 10th Street between US 11 (Williamson Road) and Andrews Road to provide bike lanes, curb and gutter, and sidewalk in both directions. Construct northbound and southbound left-turn lanes at 10th Street and Hunt Avenue. Install crosswalks and pedestrian signals at 10th Street and US 11 and at 10th Street and Hunt Avenue.

Intent: Improve Safety and Multimodal Access

Total Project Expenditures: \$17.1M

Before/After Analysis Results

- 20% Average Annual Severity-Weighted Crash reduction estimated, 146% increase observed – (crashes unrelated to improvement)
- Increased Delay – 231% from 2016-2022 (VMT increased by 80+%! Hypothesis is induced demand)
- Before 2011-2015, After 2021-2024



Presentation Overview



Background

- Purpose / Context
- Background

Results

- SMART SCALE Post-Implementation Evaluation Process
- Project Performance
- Example Projects
- Observations – Potential Process & Policy Improvements to SMART SCALE

Next Steps




- Addressing Challenges and Improving the Post-Implementation Evaluation Process

Q & A

Next Steps for These Results



1. Incorporate feedback from this presentation.
2. Get feedback on our draft format for individual Project Performance Report Cards from community.
3. Share Project Performance Report Cards
4. Continued analysis of data from this round, and sharing of findings
5. Methodology improvements (see last slide)


PROJECT REPORT CARD


Funding the Right Transportation Projects in Virginia

Example Project

Project Description

Project Information	
App ID	9999
SMART SCALE Rnd	X
Area Type	X
Primary Improv Type	XX
UPC	999999
Final Cost	\$99,999,999
Construction District	XXX
Construction Begin	00/00/0000
Construction End	00/00/0000
Jurisdiction	XX County
Road System	XX
Project Category	XX

Change in VMT (Vehicle Miles Traveled) During peak period (4-7 pm)

390

lower *

Change in weighted annual Equivalent Property Damage Only (EPDO) of crashes involving fatalities and/or injuries

16

lower †

Change in Proportion of Jobs Accessible to Workers

395

higher ✓

Change in Average Delay hours per 1000 vehicles During peak period (4-7 pm)

1.6

higher ✗

Change in Crash Rate EPDO per 100M VMT (Vehicle Miles Traveled) of crashes involving fatalities and/or injuries

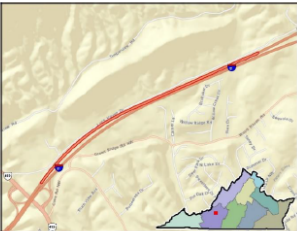
56

lower *† ✓

Average Change in Planning Time Index (PTI) During peak period (4-7 pm)

.43

higher ✗

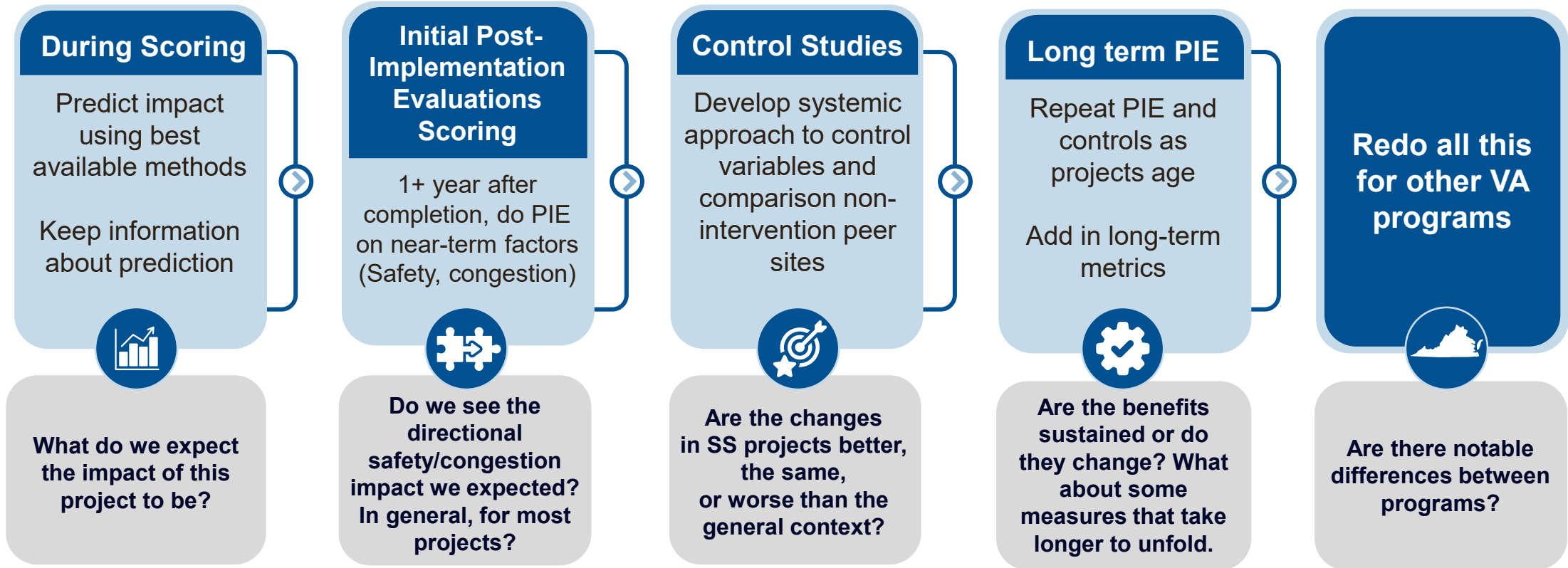


Notes

DRAFT FORMAT

Next Steps – Move into Next Phases

Phase
Activities
Questions we seek to answer



What have we learned that we can use to make our prioritization process better?

What has the first phase of this work taught us?



- **Staff process improvements put in place**
 - Application form should simplify the statement of the project's primary intent → this makes it easier to know if it was achieved.
 - We are updating our default park and ride occupancy rates, and bike/ped factor assumptions in congestion scoring, and revising the crash factors used in turn-lane extension safety scoring based on findings.
- **Discussions that will be elevated next** – approaches to incorporate uncertainty from data sources into statistical approach, adding additional measures, measure effectiveness “per dollar”, how to measure jobs impact with jobs data delays
- **This work is challenging, but possible and important. We need to continue consistent data capture and collaboration with state agencies, researchers, and federal NCHRP to constantly improve methods.**
- **This is a great start.**



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE

Laura Schewel, Deputy Secretary of Transportation

April 2026 – Commonwealth Transportation Board



VIRGINIA DEPARTMENT
of Aviation



Agenda

1. Update – HPP Eligibility for Innovative Intersections
2. Update – HPP funded first vs. DGP funded first
3. Update – FYI Preferred Alternative
4. Update – FYI Fix to VEDP process for Economic Development
5. Update – SMART SCALE educational materials

Q&A – Throughout!



HPP Eligibility for Innovative Intersections – Refresh of Background for Vote Tomorrow

To be HPP eligible a project must be:

- On a Corridor of Statewide Significance / Regional Network AND contain one of the “eligible features”

OR

- The preferred alternative in a STARS, Pipeline, or comparable study
- **Reminder** – in February we presented the concept of adding “Innovative Intersections” to the list of eligible features that can qualify a project for HPP.
- **We will hold that vote during the Action meeting tomorrow.**
- We also will do an informational workshop presentation on Innovative Intersections and Innovative Interchanges generally in a future meeting.

HPP First vs. DGP First – Recommendation to Vote Based on Actual Round 7 Results in January

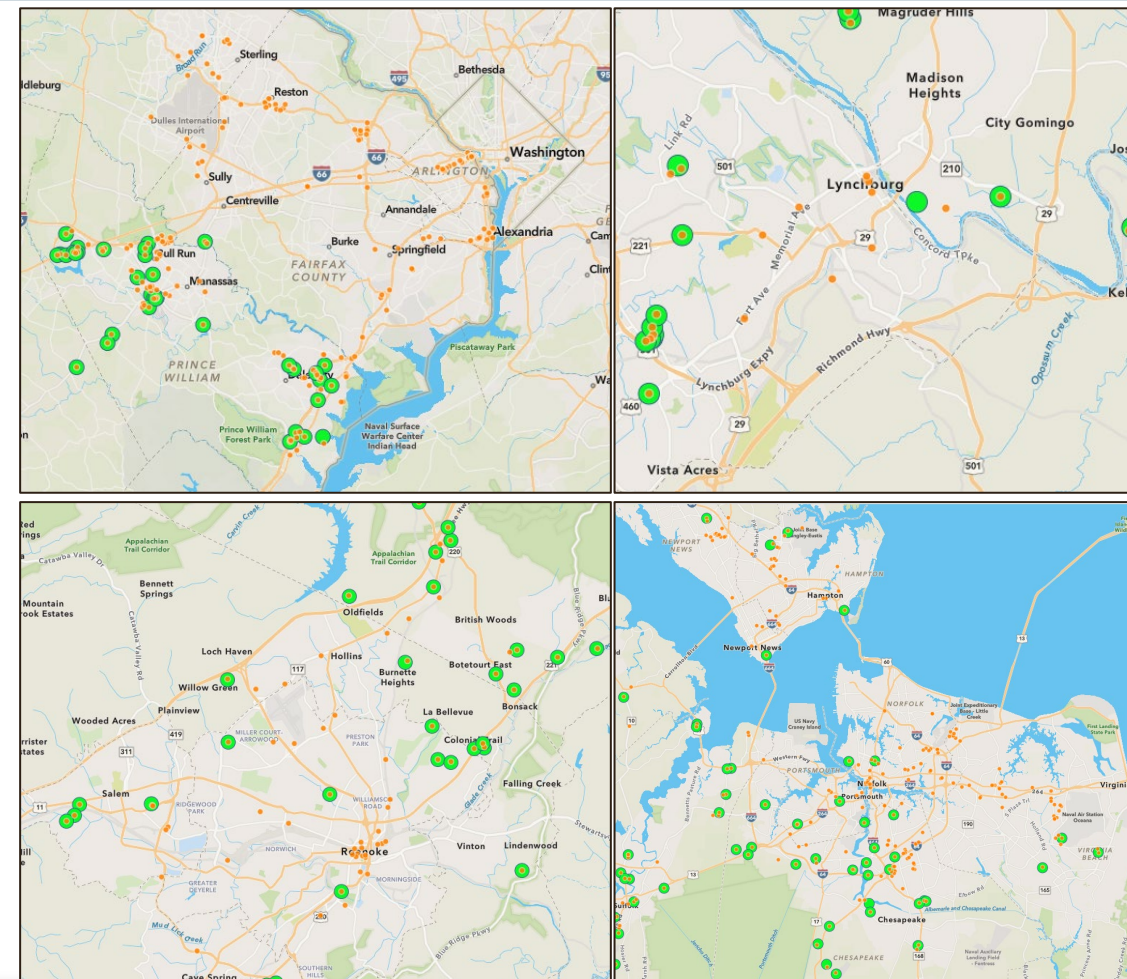
No CTB action needed at this time

- **Reminder** – Many projects are eligible for both HPP and DGP funding (20% of total in R6). Because of this, Base Case if HPP is funded first is different than if DGP is funded first.
- Based on analysis of the past several rounds, there is not a consistent pattern to impact of this choice. It varies heavily based on the cohort of projects.
- We recommend waiting voting on this until January. We will present two Round 7 Base Cases (one with DGP funded first, the other with HPP funded first) and the Board can vote then on which to take forward to public comment, based on actual data.
- **No action needed at this time. Discussion welcome.**

Update to VEDP Economic Development Scoring Approach

No CTB action needed

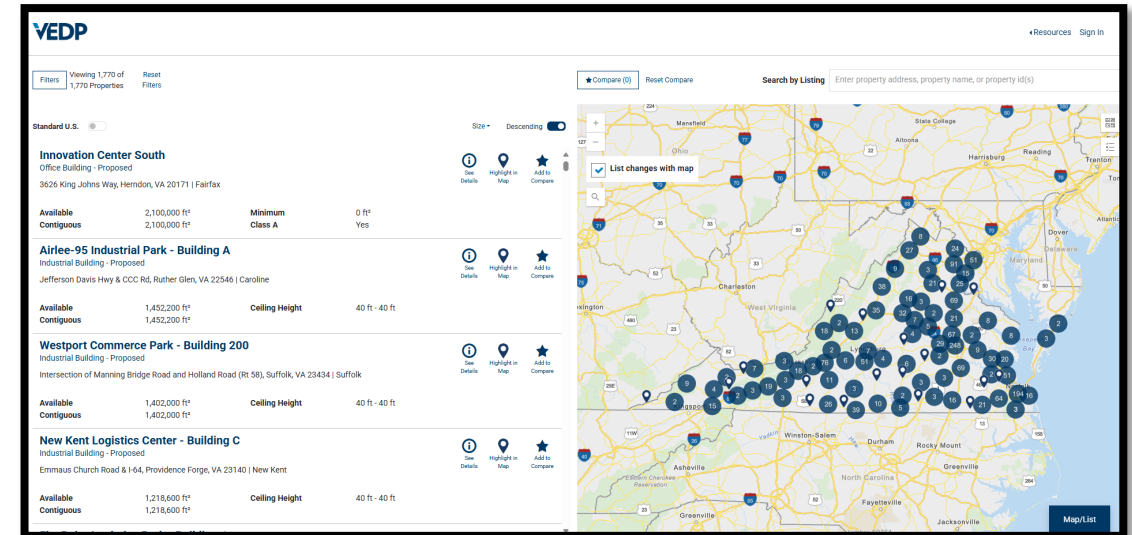
- The Economic Development measure is scored based on proximity to “Properties” in the VEDP Virginia Scan Database.
- In R6, only a subset of “Properties” called “Sites” were used in the scoring. “Sites” tend to be large, greenfield areas in more suburban and rural areas (see figure).
- In R7, per CTB Policy, we are going to use the full list of “Properties.” This will grant points to projects that leverage economic expansion of existing sources of economic activity, and a wider variety of industries and locales and facilities types such as office buildings with vacancies, industrial or warehouse parks with vacancies, etc.



Update to VEDP Economic Development Scoring Approach

No CTB action needed

- Project submitters that believe their project will benefit targets of economic development should check that the locations are in VSCAN database.
- Adding eligible properties is straightforward: just contact VEDP Real Estate Solutions team (before July 20th to insure projects have time to be entered before August 3rd submittal deadline).



The screenshot displays the VEDP (Virginia Economic Development Partnership) web application. The interface includes a search bar at the top right with the text "Search by Listing" and a placeholder "Enter property address, property name, or property id(s)". Below the search bar, there are navigation options: "Compare (0)", "Reset Compare", and "List changes with map". The main content area is divided into two sections. On the left, there is a list of properties with the following details:

Property Name	Address	Available	Contiguous	Minimum Class	Minimum Ceiling Height
Innovation Center South	Office Building - Proposed 3626 King Johns Way, Herndon, VA 20171 Fairfax	2,100,000 ft ²	2,100,000 ft ²	Class A	0 ft
Airlee-95 Industrial Park - Building A	Industrial Building - Proposed Jefferson Davis Hwy & CCC Rd, Ruther Glen, VA 22546 Caroline	1,452,200 ft ²	1,452,200 ft ²		40 ft - 40 ft
Westport Commerce Park - Building 200	Industrial Building - Proposed Intersection of Manning Bridge Road and Holland Road (Rt 58), Suffolk, VA 23434 Suffolk	1,402,000 ft ²	1,402,000 ft ²		40 ft - 40 ft
New Kent Logistics Center - Building C	Industrial Building - Proposed Emmaus Church Road & I 64, Providence Forge, VA 23140 New Kent	1,218,600 ft ²	1,218,600 ft ²		40 ft - 40 ft

On the right side of the interface, there is a map of Virginia with numerous blue circular markers numbered 1 through 30, indicating the locations of various properties. The map includes major highways and city names. At the bottom right of the map, there is a "Map/List" toggle button.

FYI – Clarification of Preferred Alternatives

No action needed by CTB

- **Reminder** – If a project is the Preferred Alternative from a STARS or Pipeline project, it is HPP Eligible.
- **Context:** Sometimes projects are submitted that contain a portion of a Preferred Alternative. We want to balance the reality that it may make sense to start with a portion of the alternative, with the chance that a project might ‘touch’ a preferred alternative but that shouldn’t make it HPP eligible.
- We are adding guidance to the Technical Guideline that if a submitter shares a justification during submission about why they submitted a portion of the project, focusing on how the phasing does not segment or eliminate substantial features, VDOT/OIPI or DRPT/OIPI can review and chose to consider the submission as HPP Eligible or not.
- R7 projects that may fall into this situation should reach out to the State agencies quickly.

Aspect	Before	After
Submission Requirement	All recommended improvements must be submitted together.	Individual improvements allowed with State approval.
Flexibility	None; rigid "all-or-nothing" approach.	Allows targeted improvements with oversight.
Anti-Gaming Mechanism	Prevents fragmentation by requiring completeness.	Prevents fragmentation via State review and approval.
State Role	Passive (reviews compliance).	Active (reviews, approvals, rejects as needed).

FYI – Updates on Smart Scale Communication

No formal action needed by CTB

- **Reminder** – Last meeting we committed that we would be working on developing Smart Scale educational material for different audiences.
- We are starting this by developing four target audiences (Practitioner, CTB Member, Senior leader / elected official at local agencies, and citizen/advocate).
- For each persona, we will develop a set of questions they need to know the answers to / knowledge they need to have about Smart Scale (in consultation with representative individuals).
- Then we will adjust the materials to address those questions, and get more feedback on if it meets individual expectations.

ACTION – We will contact some of you to weigh in as a representative CTB member.