



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

CTB ORIENTATION/TRAINING AGENDA

VDOT Central Office Auditorium

1221 East Broad Street
Richmond, Virginia 23219

September 14, 2026

1:00 – 4:00

1:00

BRIEFINGS

Roles and Responsibilities of the CTB as a Policy Board
Organization and Roles of Commissioner/VDOT
Organization and Roles of DRPT
Organization and Roles of OIPI

2:00

TRANSPORTATION FUNDING /FINANCE/DEVELOPMENT

- Local Assistance Programs
- Revenue Sources and Uses Summary
- Budget
- VTRANS
- SYIP
- Smart Scale
- Special/Regional Funding Programs
- PPTA
- Federal funds/bonding

3:30

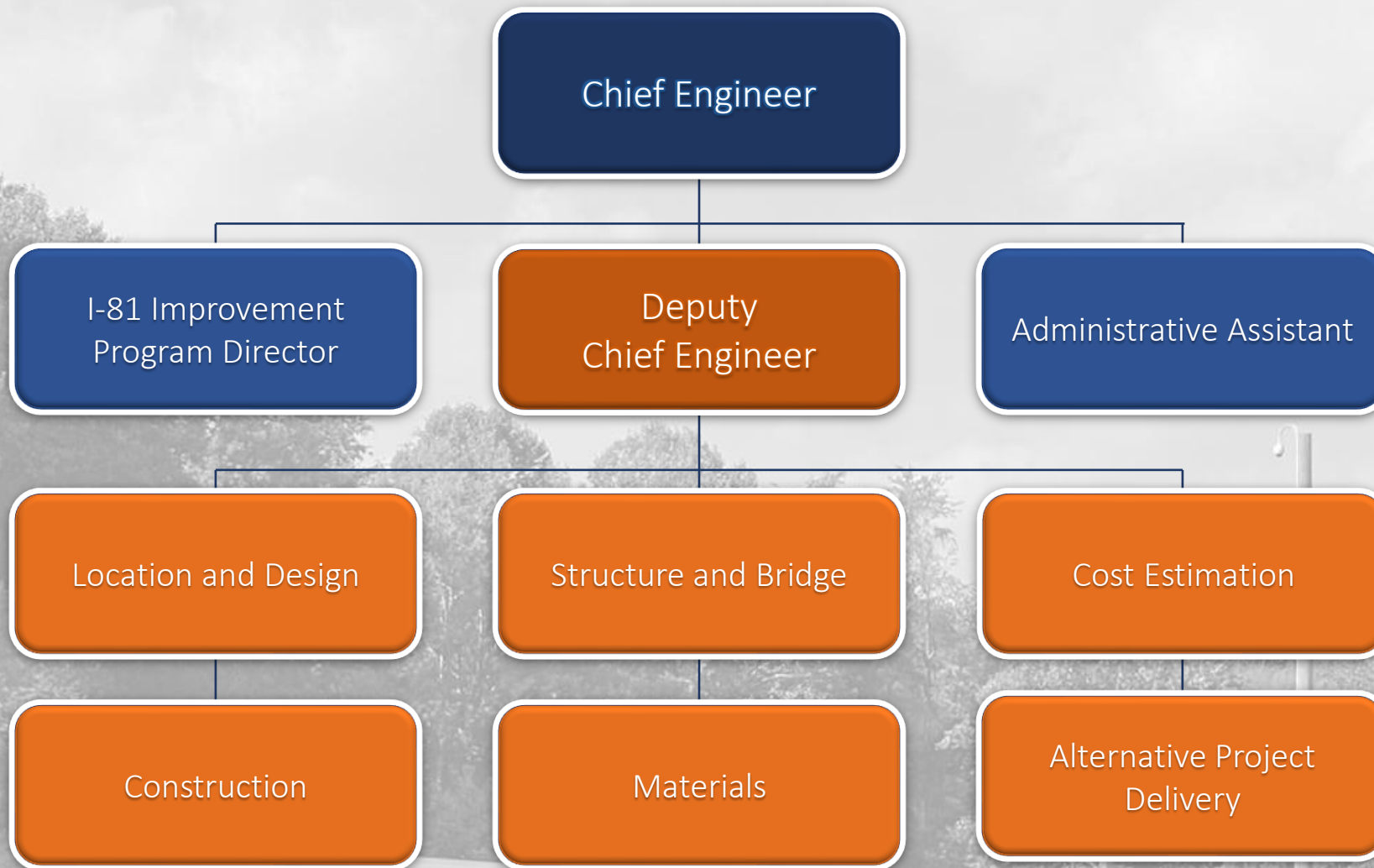
QUESTIONS



Chief Engineer Directorate

Bart Thrasher, P.E.

Chief Engineer, Virginia Department of Transportation



Chief Engineer Directorate Divisions

The **Alternative Project Delivery (APD)** division is responsible for leading VDOT's statewide Design-Build program.

The **Construction** division is responsible for the procurement, execution, and programmatic oversight of VDOT's highway infrastructure construction projects.

The **Cost Estimation Office** is responsible for developing VDOT's cost estimating statewide policies, procedures and training.

The **Location and Design (L&D)** division is responsible for planning, development and delivery of quality engineered highway construction plans found in VDOT's Six-Year Improvement Program (SYIP).

The **Materials** division is responsible for establishing statewide sampling, testing, and acceptance protocol for materials.

The **Structure and Bridge (S&B)** division is responsible for planning, designing, inspecting, maintaining, and rehabilitating VDOT's bridges and structures.

The **I-81 Improvement Program** is a series of innovative, targeted improvements that will have a substantial effect on the safety and reliability of the I-81 corridor.

Chief Engineer Directorate CTB Interaction

The Chief Engineer Directorate mainly interacts with the CTB in two areas:

1. Construction Bids

- Each CTB meeting, the State Construction Engineer will present low bids over \$5,000,000 to the CTB for approval. Bids under \$5,000,000 are approved by the Commissioner.
- For each low bid, you will be provided with basic project information, the number of bids received, the low bid amount, the low bidder's name, if the low bid was within our evaluative estimate range, and a recommendation for award.
- For each project, VDOT develops an evaluative estimate (EE) of what we believe the cost of the work should be. The low bids are compared to this estimate to determine if a recommendation for award will be made. The EE is not shared outside of the Construction division.

2. Limited Access Control Changes (LACCs)

- When required, the State Location and Design Engineer will present proposed changes to established Limited Access Control lines.
- These changes are most often associated with projects that require the lines to be moved to accommodate proposed improvements.
- Each change proposed will be in a packet explaining how the line was originally established and what changes are being proposed.



VDOT'S GOVERNANCE AND LEGISLATIVE AFFAIRS (GALA) DIVISION AND THE CTB

**Joshua Heslinga,
Director, GALA Division**

September 15, 2026

What GALA Does

- Leads VDOT's legislative, regulatory, governance, and Freedom of Information Act (FOIA) functions
- Provides guidance and support to divisions and districts relating to legal and compliance matters, working with VDOT's counsel in the Office of the Attorney General
- Maintains the CTB Policy Index, a compilation of current, approved CTB policies and delegations of authority
- Reviews VDOT resolutions and decision briefs

Typical Types of CTB Items That Involve GALA

- **Regulatory**
 - CTB approvals for changes to regulations (amendments, new regulations, or repeals)
- **Governance**
 - CTB policies and delegations of authority (amendments, new, or rescissions)
- **Legislative**
 - Reporting and other compliance and updates
- **FOIA**
 - Staffing and responding to FOIA requests involving CTB

Questions?



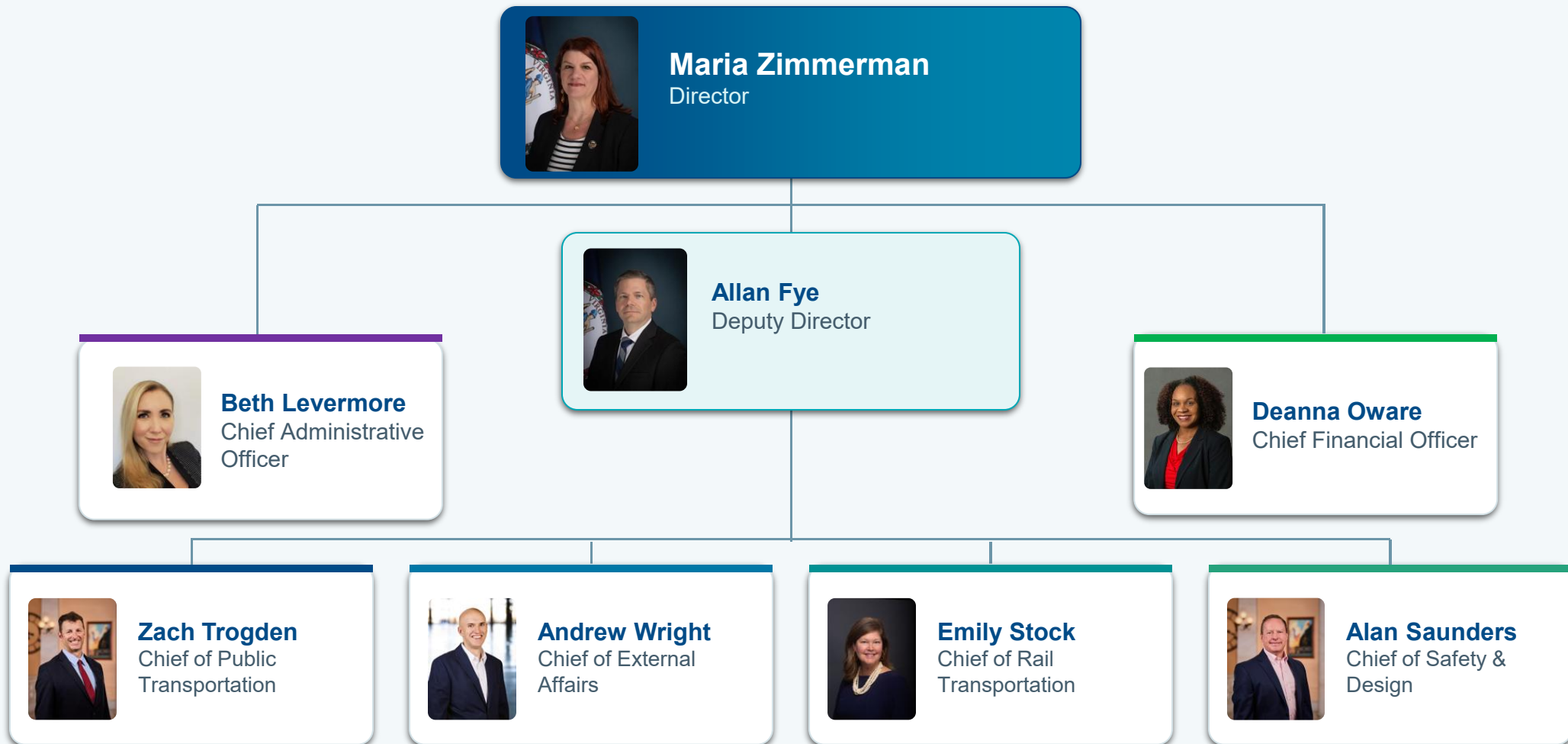
DRPT Overview

Agency Programs, Priorities, and Funding

Mariia Zimmerman, DRPT Director



DRPT Executive Staff



The Department of Rail and Public Transportation

Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



1992 General Assembly established DRPT as an independent agency separate from VDOT

What do we do?



Allocates state and federal funding through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, advocacy, technical assistance, and funding oversight

Rail and Public Transportation in Virginia

41 public transit
systems

82 human
service
providers

17 transportation
demand
management
(TDM) agencies

15 metropolitan
planning
organizations

2 VRE
Commuter Rail
Routes

5 Virginia
Breeze Intercity
Bus Routes

9 shortline
(Class-III)
railroads

2 Class-I
railroads (CSX
and Norfolk
Southern)

4 Amtrak State-
Sponsored
Routes

DRPT Four-Year Priorities

- **Transit agencies across Virginia will make significant progress to strengthen operating efficiencies and build ridership and revenue growth**
 - DRPT will support this goal through revising statewide transit operating formulas to provide more consistent funding allocations that better align to improved performance goals and agency “realities”
 - DRPT will release a visionary and strategic Statewide Transit Plan (start process at end of 2026)
 - DRPT will support NOVA partners in advancing DMV Moves implementation and WMATA Operational Efficiencies opportunities
- **Virginia’s rail and transit systems will provide reliable, safe, accessible and affordable service to all parts of the Commonwealth**
 - DRPT will support this goal through its transit and freight investments, and other activities to provide technical assistance and peer learning
 - DRPT celebrated the launch of a 5th intercity Virginia Breeze line in Spring 2026





DRPT Four-Year Priorities

Virginia's new Statewide Rail Plan will provide a road map to "Transform Rail 2.0"

DRPT will support this through coordinating with VPRA, Ports, OIPI and VDOT to update the statewide plan and create a financial roadmap to continue transforming rail across the state; and by renewing partnerships with TN, NC, DC and MD

DRPT will seek new opportunities through its Rail Industrial Access program to foster economic development near rail access

Virginia will increase transit-supportive housing and economic development opportunities around its rail and transit stations

DRPT will provide transit-oriented development technical assistance and demonstration grants, and study the potential for increasing housing production and economic development around existing and proposed transit and rail stations

DRPT will transform its internal systems and processes to ensure transparent, timely and accurate project and financial management of state resources

When DRPT interacts with CTB

- **February**
 - Virginia Passenger Rail Authority submits its annual capital budget for CTB approval, and presents usually in the Spring
- **April**
 - DRPT presents its draft Six-Year Improvement Program (SYIP)
- **May**
 - DRPT and the Northern Virginia Transportation Commission present selected transit and transportation demand management projects to be funded from I-66 or I-395 Commuter Choice toll revenues
- **June**
 - DRPT presents final Six-Year Improvement Program for Board approval
- **September**
 - DRPT reviews annual WMATA (Metro) reporting requirements for Board approval at its October meeting
- **Throughout the Year:**
 - Rail Industrial Access Awards
 - SYIP Transfers
 - Overview of Programs and Initiatives
- **Every Month**
 - DRPT Director's Report on ongoing initiatives at DRPT and the Virginia Passenger Rail Authority as well as updates on transit, Virginia Breeze intercity bus, and Amtrak Virginia ridership
- **Every Two-Three Years**
 - Review of certain DRPT policies (i.e. WMATA, Virginia Railway Express, Statewide Transit Operating and Capital Assistance (MERIT))

DRPT FY27-32 Six-Year Improvement Program

Allocations: \$7.4B



FY27-32 SYIP: \$5.5 billion to public transit, \$1.8 billion for freight and passenger rail

DRPT's Open Data Portal SYIP page visualizes rail and public transit funding for the upcoming fiscal year

The Open Data Portal also presents performance measures for rail, transit, and the Virginia Breeze, as well as geospatial data

About the FY2027 Six-Year Improvement Program (SYIP)

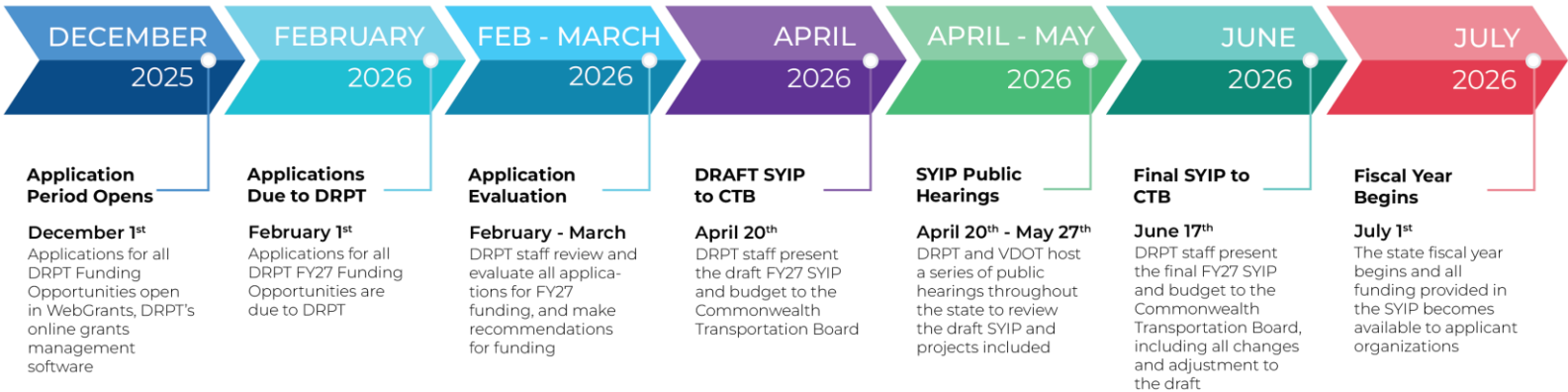
The Six-Year Improvement Program (SYIP) is the Commonwealth's joint annual funding allocation program for the programs and initiatives that DRPT and VDOT administer. The SYIP acts as DRPT's annual budget for funding and supporting rail and public transit programs across the Commonwealth. Funding for the SYIP is driven by formulas established in the Code of Virginia, while individual projects funded in the SYIP are scored and prioritized by DRPT and then approved by the Commonwealth Transportation Board.

DRPT's SYIP provides a variety of support across the Commonwealth for transit providers, freight railroads, regional planning commissions, and commuter services. By providing a centralized SYIP dashboard, DRPT helps inform the public of the Commonwealth's efforts to support, sustain, and expand access to reliable transportation, to increase the movement of people and goods, and be transparent in its funding programs to be a good steward of public resources.

Funding Provided by the FY2027 SYIP:

PUBLIC TRANSPORTATION	\$447m
WMATA WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	\$463m
VRE VIRGINIA RAILWAY EXPRESS	\$20m
RAIL (DRPT)	\$25m
TRANSFORMING RAIL IN VIRGINIA (VPRA)	\$101m

FY2027 Six-Year Improvement Program (SYIP) Development Schedule



Public Transportation in Virginia

The Four Pillars of Public Transit

Why communities and the Commonwealth invest in transit

1

QUALITY OF LIFE



Transit reduces congestion and commute times while providing essential transportation options for seniors, people with disabilities, and those who choose not to drive.

2

ECONOMIC SUPPORT



Transit connects workers to jobs and gives employers access to a broader labor pool. Every \$1 invested in public transit generates approximately \$3 in economic returns to the Commonwealth.

3

ACCESS & EQUITY



Transit ensures that everyone, regardless of income, age, or ability, can reach healthcare, education, grocery stores, and other essential services. Public transit serves as a community lifeline.

4

ENVIRONMENT



A single large transit bus removes up to 40 cars from the road, reducing harmful emissions, improving air quality, and lowering the carbon impact of the transportation sector.



These four pillars reinforce one another. Transit agencies in the Commonwealth work toward all four with every ride provided.

Public Transportation in Virginia by VDOT District

BRISTOL

- 8 Bristol Virginia Transit (BVT)
- 15 Four County Transit
- 17 Graham Transit
- 26 Mountain Empire Transit
- 27 Mountain Lynx

CULPEPER

- 10 Charlottesville Area Transit (CAT)
- 23 Jaunt
- 38 Virginia Regional Transit (VRT)

FREDERICKSBURG

- 16 FXBGO!
- 4 Bay Transit
- 37 Virginia Railway Express (VRE)

HAMPTON ROADS

- 20 Greenville Emporia Transit (GET)
- 21 Hampton Roads Transit (HRT)
- 30 PONY Express
- 34 Star Transit
- 35 Suffolk Transit
- 39 Williamsburg Area Transit Authority (WATA)

LYNCHBURG

- 2 Altavista Community Transit System (ACTS)
- 7 Blackstone Area Bus System (BABS)
- 11 Danville Transit System
- 14 Farmville Area Bus (FAB)
- 18 Greater Lynchburg Transit Company (GLTC)
- 23 Jaunt
- 24 Lake Area Bus / Halifax Area Rural Transportation

NOVA

- 1 Alexandria DASH
- 3 Arlington Transit (ART)
- 12 Fairfax Connector
- 13 Fairfax CUE
- 25 Loudoun County Transit (LC Transit)
- 28 OmniRide
- 37 Virginia Railway Express (VRE)
- 38 Virginia Regional Transit (VRT)
- 41 WMATA

RICHMOND

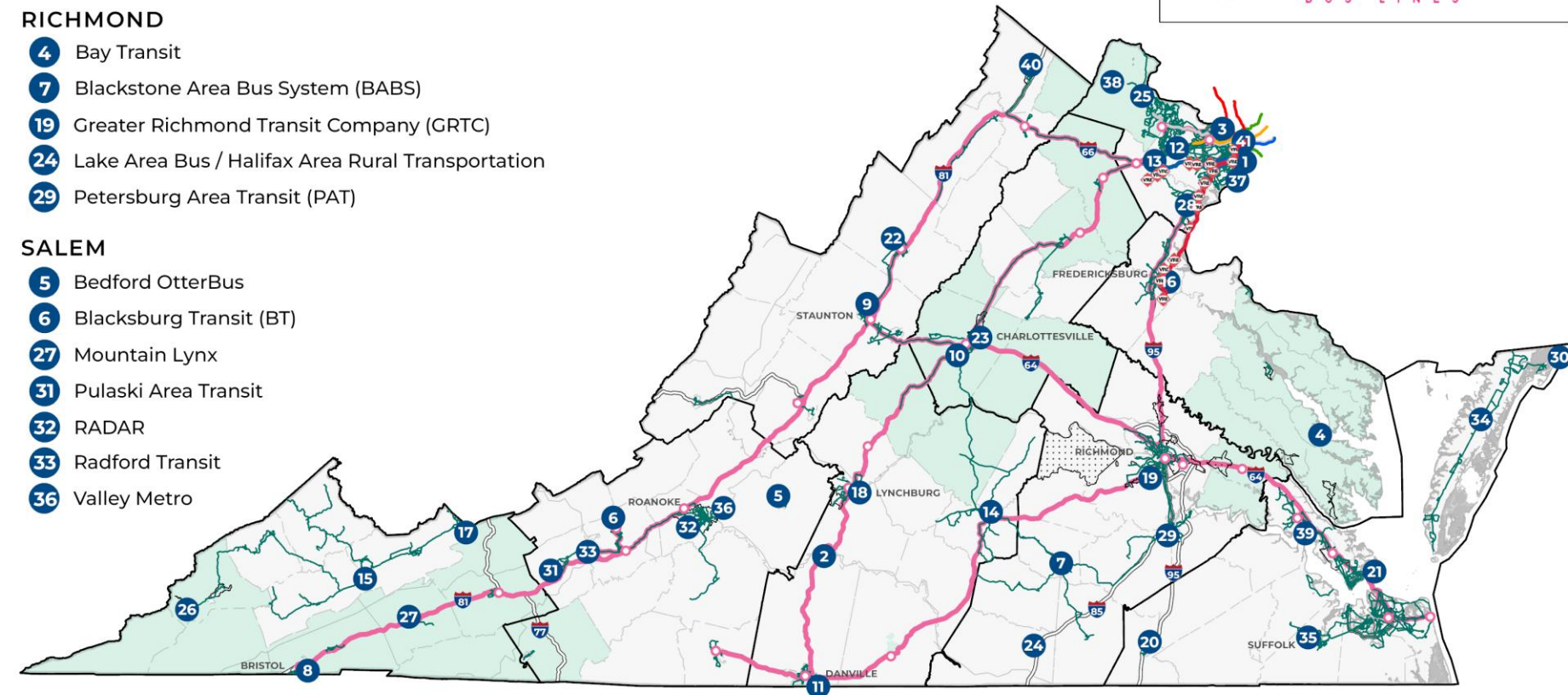
- 4 Bay Transit
- 7 Blackstone Area Bus System (BABS)
- 19 Greater Richmond Transit Company (GRTC)
- 24 Lake Area Bus / Halifax Area Rural Transportation
- 29 Petersburg Area Transit (PAT)

SALEM

- 5 Bedford OtterBus
- 6 Blacksburg Transit (BT)
- 27 Mountain Lynx
- 31 Pulaski Area Transit
- 32 RADAR
- 33 Radford Transit
- 36 Valley Metro

STAUNTON

- 9 BRITE
- 22 Harrisonburg Dept. of Public Transportation (HDPT)
- 32 RADAR
- 38 Virginia Regional Transit (VRT)
- 40 WinTran



How DRPT Influences and Supports Public Transit

Supporting communities from visioning to delivery of service on the street



DRPT Funding Programs Support Agencies From Planning to Implementation:



DRPT helps communities match the right service to local needs, so every transit dollar in Virginia delivers maximum impact for Virginians.

The Virginia Breeze

Virginia's State-supported intercity bus

Launched in 2017 to connect underserved rural communities to the national bus network and other transportation modes

Operates 365 days a year on five routes connecting cities across the Commonwealth

Funded through Federal Transit Administration's Intercity Bus Program, ticket sales, and I-81 improvement funding from VDOT

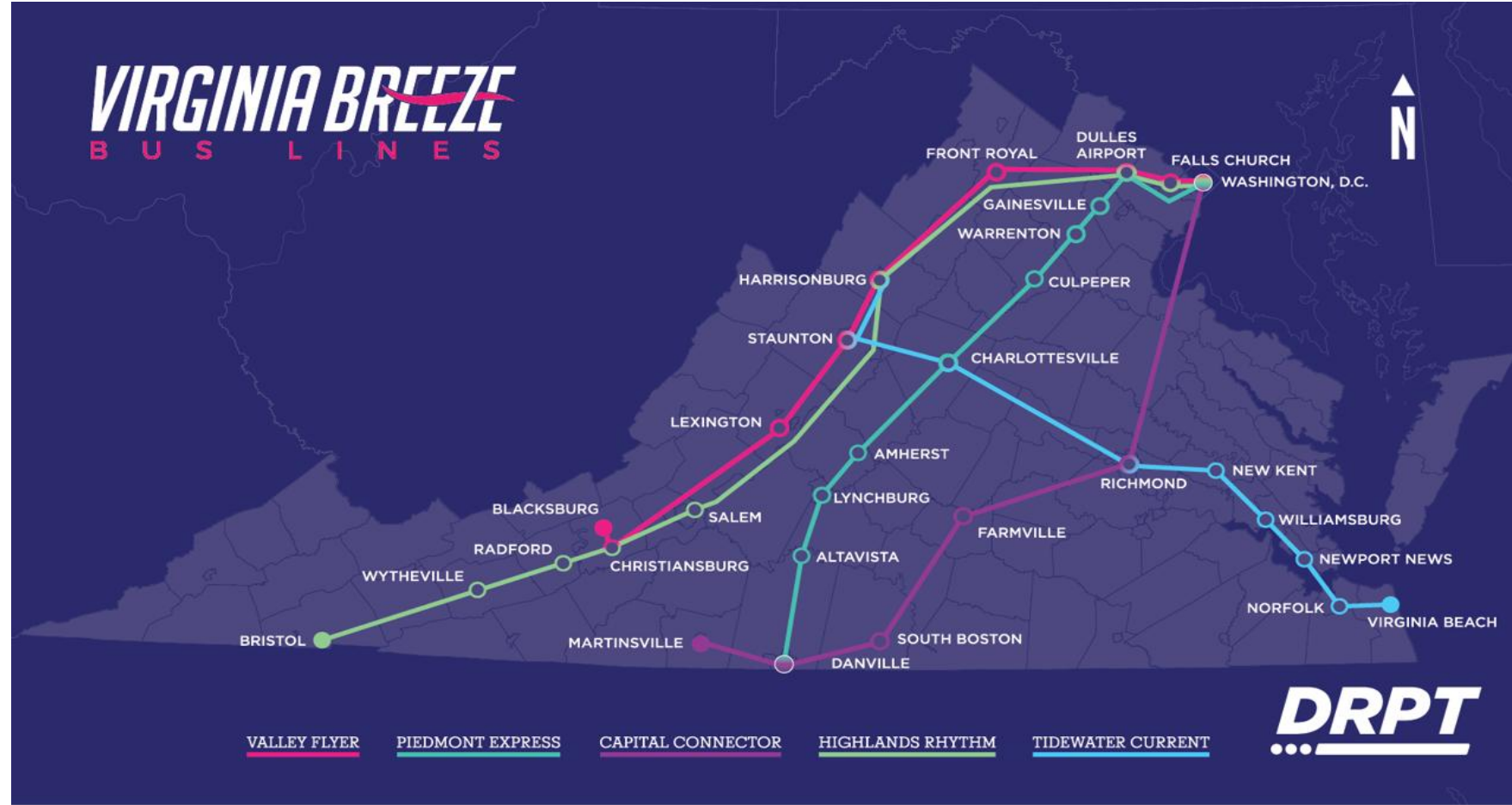
Private operators are contracted by DRPT to operate the service, and provide drivers, vehicles, and maintenance

DRPT plans routes, provides oversight, and markets the bus to potential riders

DRPT launched the fifth route, the Tidewater Current, in April 2026. This is the first east-west Virginia breeze service

Virginia Breeze

- **FY26 Ridership:**
 - Approx. 69,000
- **Rider Demographics:**
 - Age:
 - 18-24: 34%
 - 45-64: 30%
 - 25-44: 27%
 - Employment:
 - Student: 31%
 - Employed Full-Time: 31%
 - Income:
 - Less than \$20K: 24%
 - \$100,000+: 21%
 - Purpose of Trip:
 - Recreational: 71%
 - Work: 9%



Rail in Virginia

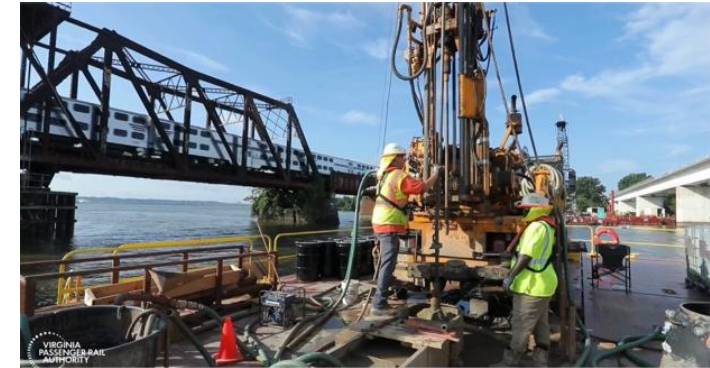
DRPT and the Virginia Passenger Rail Authority

The Virginia Passenger Rail Authority was created in 2020 by the Omnibus Transportation Bill

VPRA is governed by a Board of Directors, and designs, constructs, and provides funding to operate intercity passenger rail in Virginia

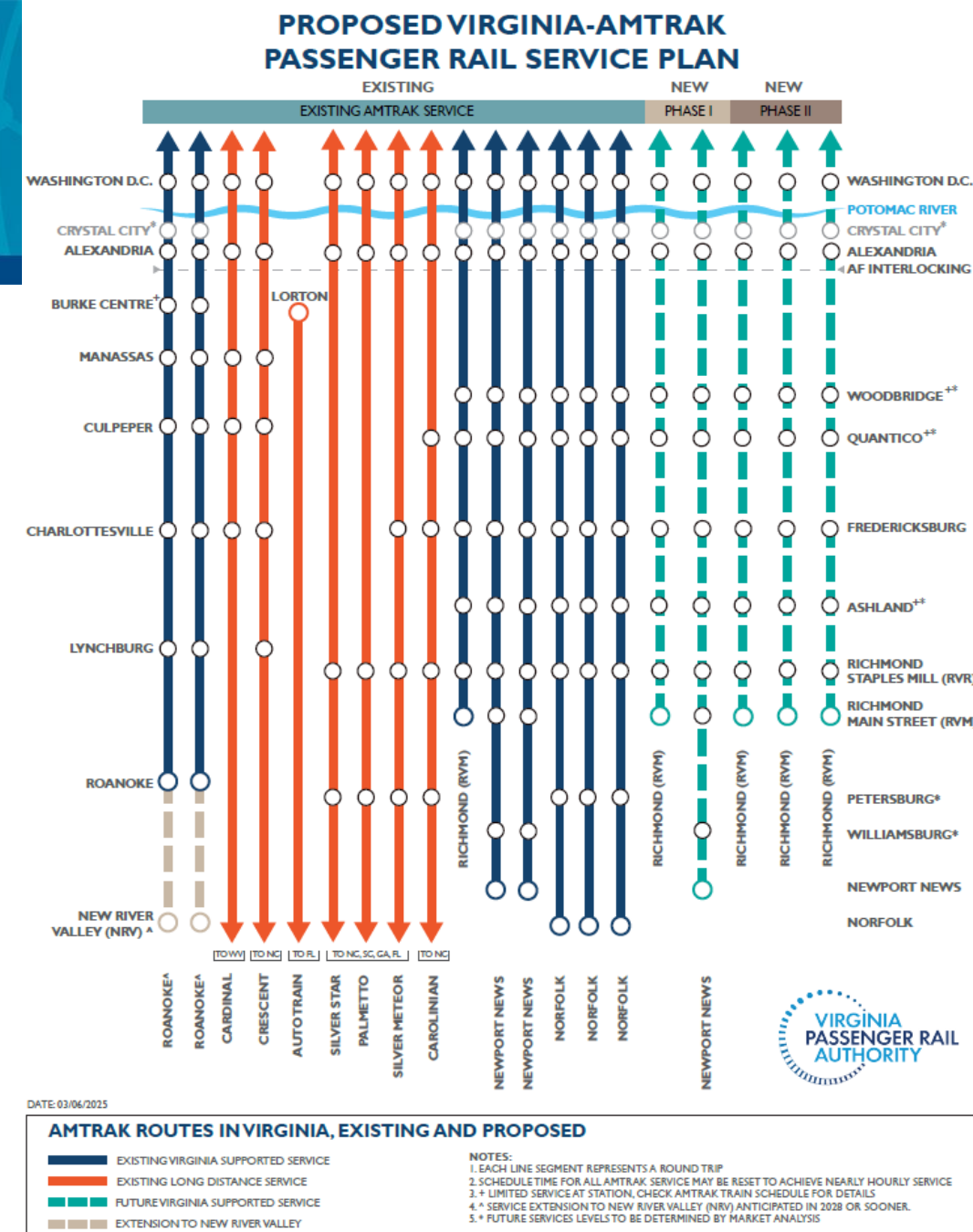
DRPT plans passenger rail expansion and DRPT's Director chairs the VPRA Board, VPRA designs and builds according to those plans

VPRA receives pass-through Commonwealth Rail Funds through DRPT. The CTB approves VPRA capital budget and any disposal of property >\$5M



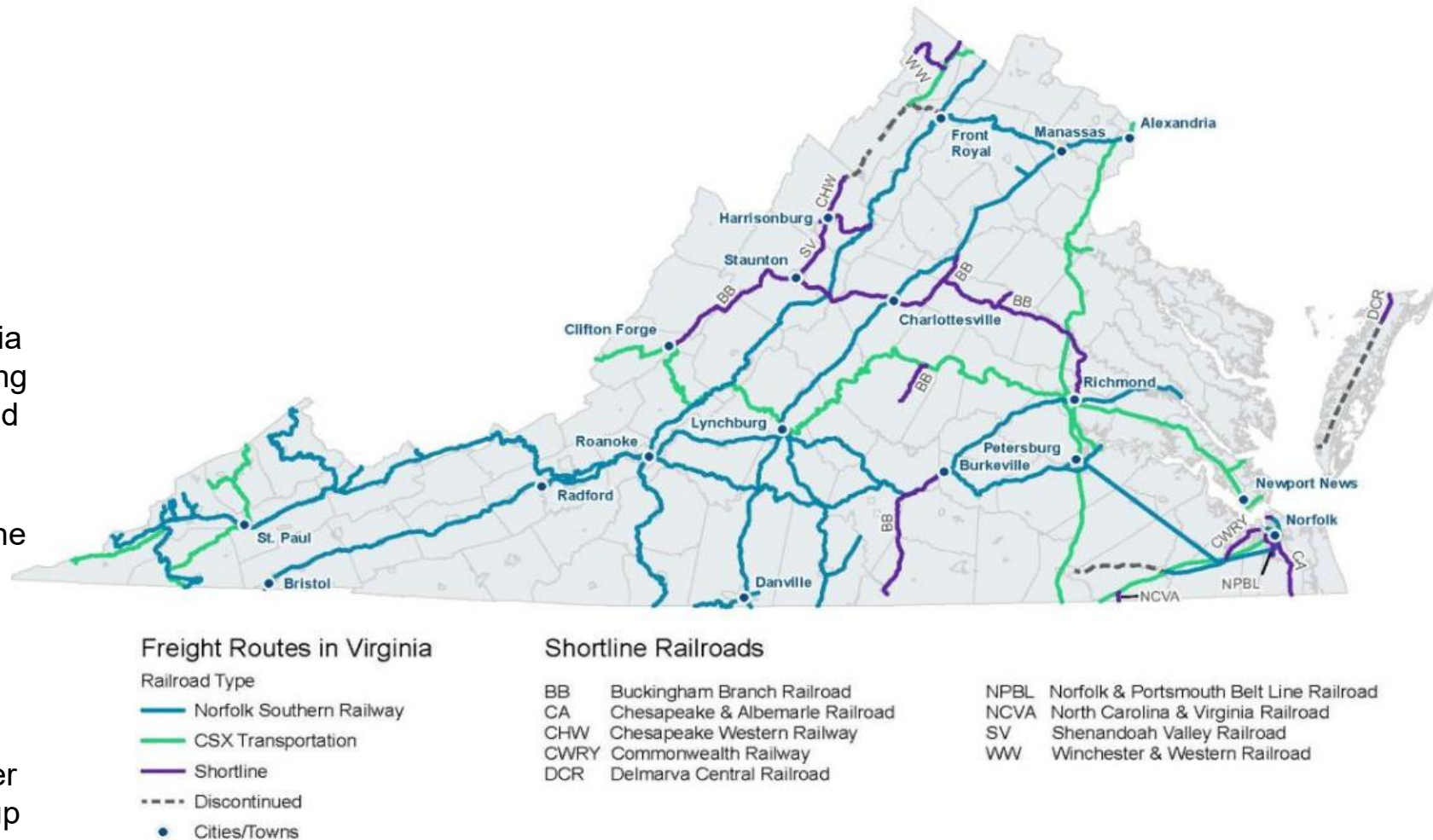
Passenger Rail Service Transforming Rail in Virginia

- **Virginia's interstate congestion is growing**
 - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
- **The cost of widening I-95 is extraordinary**
 - Within 10 years, congestion would be worse than today's conditions
- **Bottleneck between Virginia and DC – The Long Bridge**
 - Existing two-track Long Bridge across the Potomac River is shared by CSX, Amtrak, and VRE
 - Long Bridge operates at 98% capacity during peak hours
- **Highway capacity is limited but rail capacity is available due to win-win agreement with freight railroads**



Freight Rail Network

- **10.6M: Trucks Diverted from Virginia's Highways in CY2025 due to DRPT's freight rail programs**
- **Funding Programs**
 - **FREIGHT:**
 - Supports rail infrastructure investments to expand the Virginia freight rail network, bringing lasting benefits to Virginia's economy and transportation network
 - **Rail Preservation Fund:**
 - Retains and improves the shortline railway network, maintaining a state of good repair, and connecting facilities for freight service
 - **Rail Industrial Access:**
 - Connects businesses to the larger freight rail network by providing up to \$750,000 to construct or improve industrial access rail spurs





Questions?



Follow Us

DRPT.Virginia.gov

Stay Connected on Social Media



Appendix

DRPT 2026 Priorities

Support implementation of DMV Moves and WMATA Operational Assessment opportunities to improve transit access, safety, financial sustainability and regional connectivity in Northern Virginia

Revise state transit funding formulas to reward strong ridership performance, strengthen operating efficiencies, and create more predictability for transit agencies to program

Advance strategies to address growing transit capital and operating financial gaps, including to initiate a Transit Transformation Study and drawdown of carryforward funds through a mid-cycle grant application process

Initiate Statewide Rail Plan and continue to advance on-time/on-budget VPRA state-supported rail investments including Long Bridge

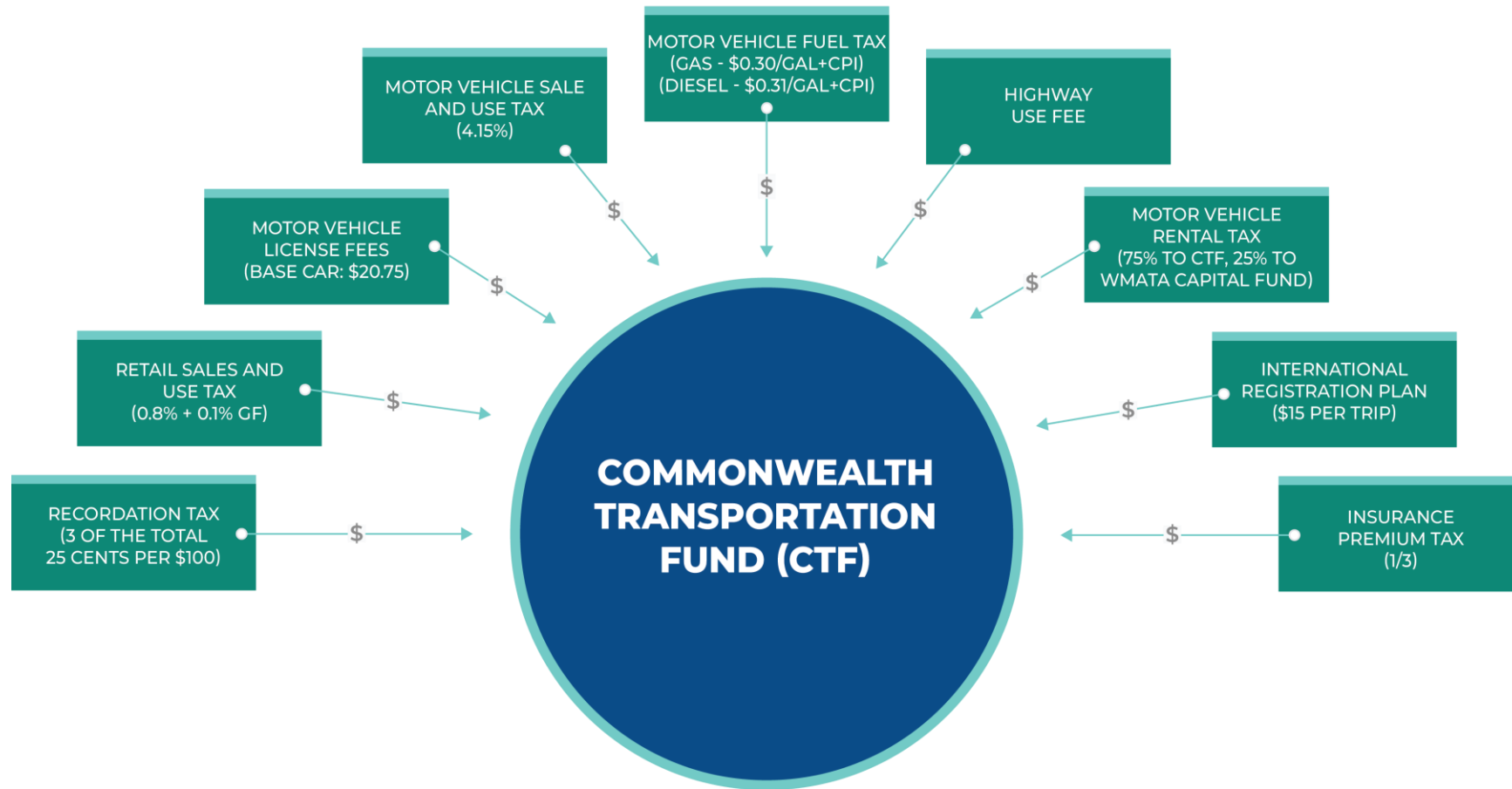
Initiate Transit-Oriented Development technical assistance and data analysis to project potential to support new housing and development near existing and planned transit and rail stations

Increase technical assistance and peer learning to encourage greater innovation and strategic policy setting by DRPT and its stakeholders on issues such as rising transit operating and capital costs; micromobility; paratransit; transit innovation and security

Accelerate DRPT's internal technology modernization and performance management processes

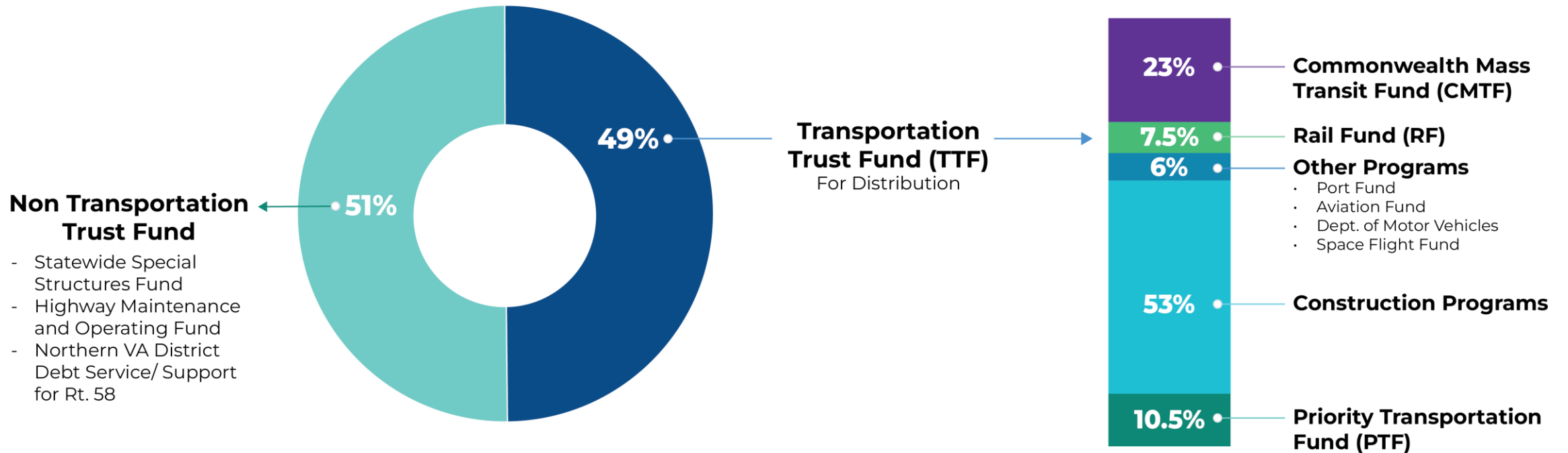
Transportation Revenue Sources

Virginia dedicates revenues as established by Virginia law



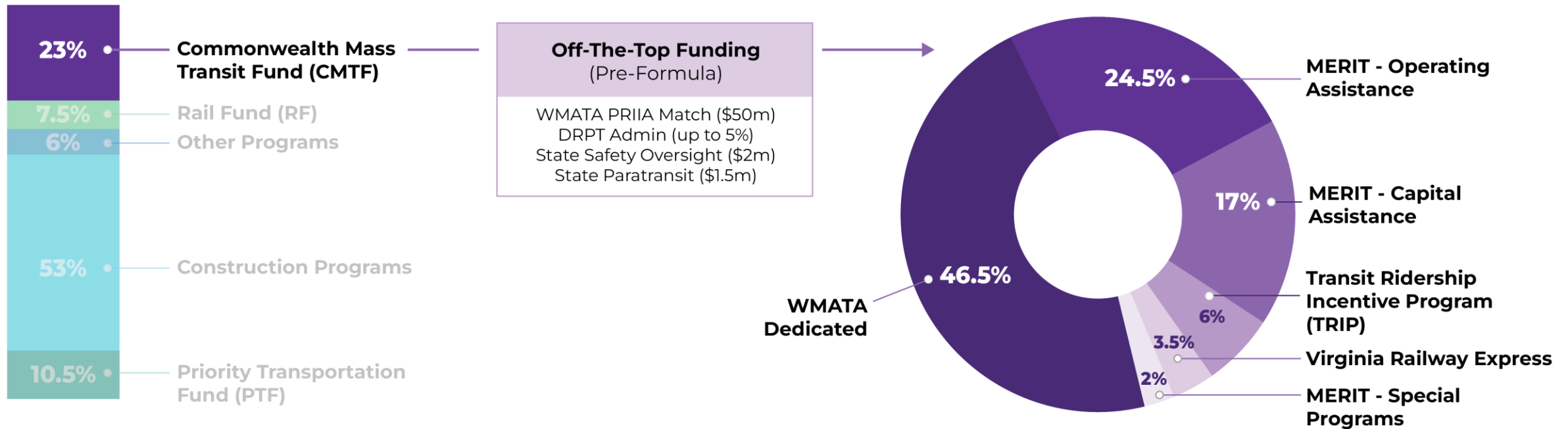
Commonwealth Transportation Fund

Distribution of transportation revenues as outlined in Virginia law



Commonwealth Mass Transit Fund (CMTF)

Transit funding distribution established by §33.2-1526.1



Major Transit Funding Programs

FY27 Formula and Grant Allocations

Statewide Public Transportation Operating Assistance: \$138.8M

- State funds to public transit operators (excluding WMATA and VRE)
- Provides up to 30% of a transit agency's operating budget based on performance metrics set by CTB policy

Statewide Public Transportation Capital Assistance: \$97.9M

- State funds to support transit capital purchases (excluding WMATA and VRE)
- 80% focused on state of good repair, remainder for minor enhancements and major expansions, scored using SMART SCALE type program set by CTB policy

Transit Ridership Incentive Program: \$32.9M

- Provides funding to programs that improve regional connectivity, implement zero and reduced fare initiatives, and enhance passenger amenities and public safety, and encourage innovative approaches to micromobility, paratransit, and specialized transportation

Special, Commuter, and Demonstration Programs: \$20.1M

- Funds for transportation demand management, demonstration programs, studies, workforce development, and technical assistance
- Promote car and vanpooling, and support regional commuter programs

Toll Revenues Fund Transit in the Commonwealth

Four toll revenue-funded transit grant programs in Northern Virginia:

- I-395/95 Commuter Choice
- I-66 Commuter Choice (Inside the Beltway)
- I-66 Outside the Beltway
- I-495 NEXT



Toll Revenues Fund Transit in the Commonwealth

Grant Program	Parties to MOA (administration in bold)	Concessionaire	Funding Amounts (\$ nominal)	MOA End Dates	Application Frequency
I-395/I-95 Commuter Choice	NVTC, PRTC , CTB, VDOT, DRPT	Transurban	\$2.7 billion	2087	Biennial (FY26-27)
I-66 Commuter Choice (Inside the Beltway)	NVTC , CTB, VDOT, DRPT	VDOT	\$896 million	2057	Biennial (FY27-28)
I-66 Outside the Beltway	DRPT , VDOT	Express Mobility Partners (EMP)	\$1.25 billion	2068	Annual (FY27)
I-495 NEXT	DRPT , VDOT	Transurban	\$334 million	2087	Annual (FY27)

- Use of toll revenues is geographically restricted: projects must benefit the tollpaying users
- Governance of DRPT and NVTC grants differ

Virginia Railway Express Funding

FY27: \$19.7M

- The Virginia Railway Express (VRE) is jointly owned by the Northern Virginia Transportation Commissions and the Potomac and Rappahannock Transportation Commission, and provides commuter rail service along the I-66 and I-95 corridors
- VRE receives up to 3.5% of the Commonwealth Mass Transit Fund, depending on compliance and service delivery factors, and can be used for capital or operating expenses
- VRE is ineligible for MERIT funding





WMATA Funding

DRPT provides federal matching funds, CMTF support, and dedicated capital funds to WMATA

- \$50 million from Virginia (and DC and Maryland) to match \$150 million in federal funds
- \$258.6 million from WMATA's 46.5% share of the CMTF (driven by a formula established in the Code of Virginia, goes to NVTC for distribution to WMATA)
- \$154.5 million dedicated to the WMATA capital fund (separate from the CMTF, derived from regional taxes)
- \$153 million in general funds over the FY27-FY28 biennium for operating support

2026 Code and Budget Changes

- **Prior WMATA Requirements:**

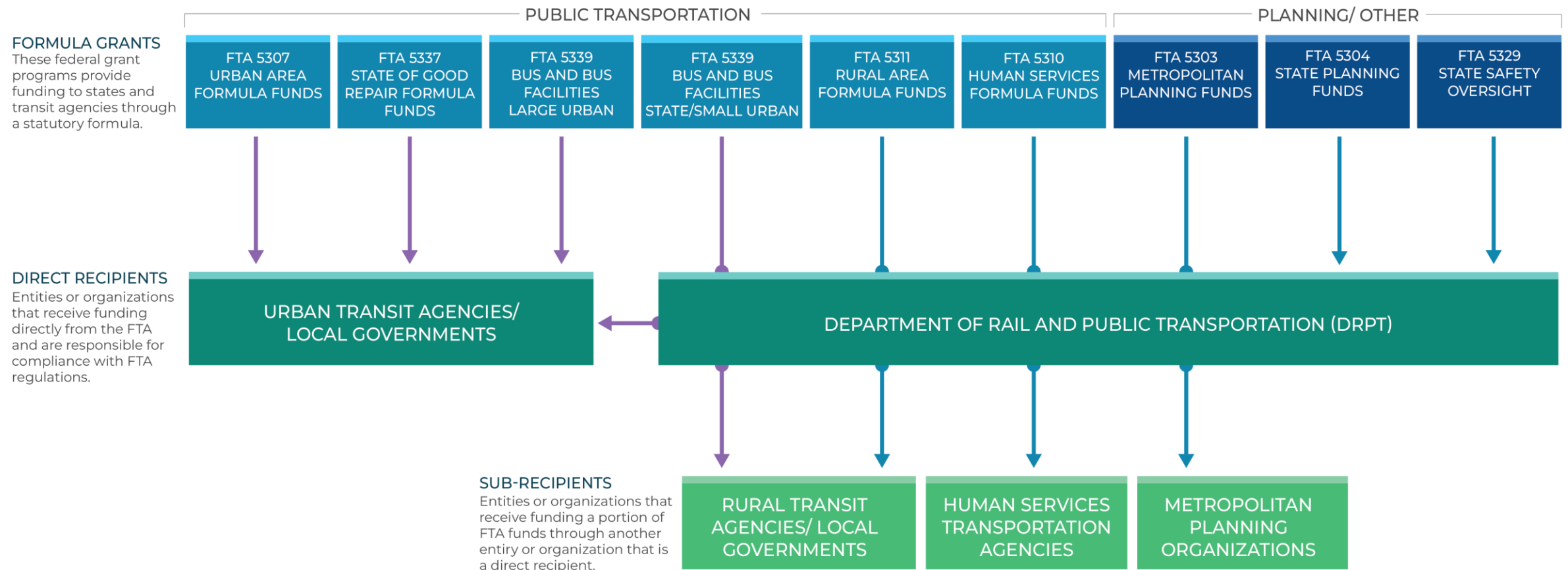
- Supply an annual budget and proposed capital expenditures to CTB.
- Require WMATA General Manager and Commonwealth's WMATA Board members address CTB annually.
- Limit alternates' participation at Board Meetings when the main Board members are present.
- Cap operating cost growth to 3% - to be replaced by new mode-specific unit cost methodology.
- Adopt/Update its Strategic Plan every three years and holding a public hearing in NOVA – to be incorporated into DMVMoves Plan requirement.
- Adopt by July 1 a detailed CIP that covers a six-year period and hold a public hearing in NOVA.

- **Additional requirements beginning FY27:**

- Adopt a 20-year capital plan, financial plan for major projects, performance report and other requirements, to be updated every five years.
- Annually report on system performance and progress towards DMVMoves goals, to NVTC and MWCOG.
- Report a calculation of mode-specific unit cost and growth, and cap unit growth at 3% starting in FY29 with methodology in FY27.
- Publish a rail signaling automation and workforce transition plan by FY29.
- Ensure that no employees are terminated as part of a reduction in force due to automation.

Federal Transit Administration Formula Funding

DRPT distributes some FTA funds



Additional Transit Funding Sources

FY27 Allocations

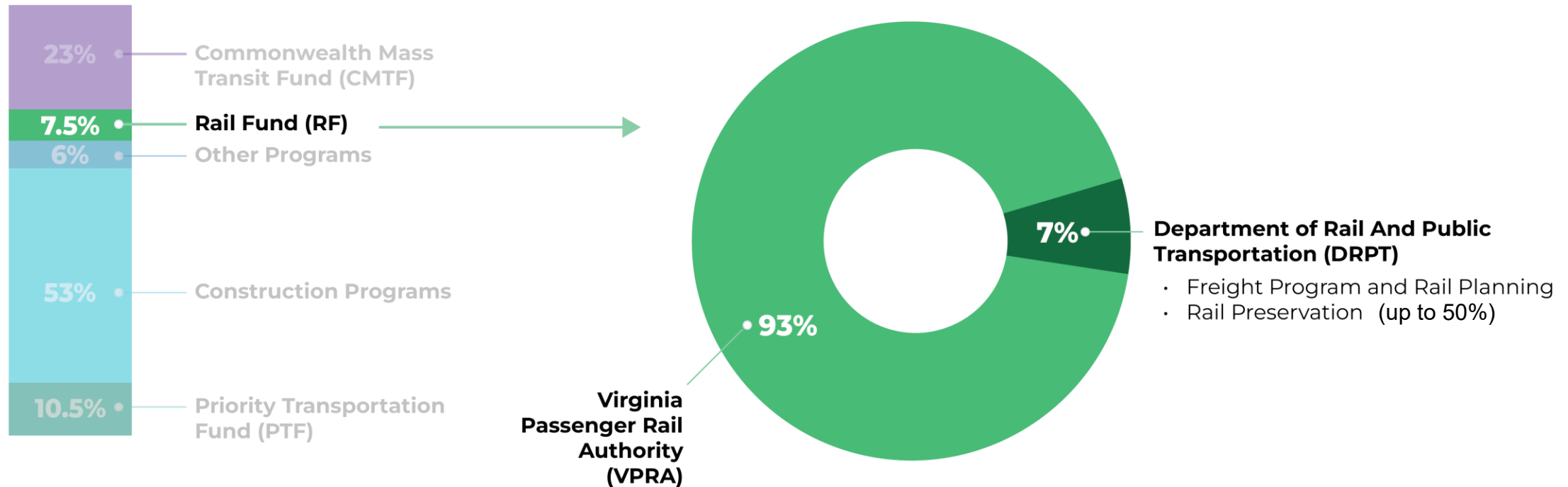
- Congestion Mitigation/Air Quality (CMAQ): \$13.5M
 - Federal Highway Administration (FHWA) grant program to state and local governments to provide flexible funding for transportation projects that help meet Clean Air Act requirements.
- Regional Surface Transportation Program (RSTP): \$6.8M
 - AKA Surface Transportation Block Grant. Formula funding for states to improve the performance and condition of transportation infrastructure. Often allocated to Metropolitan Planning Organizations.
- Carbon Reduction Program (CRP): \$0.3M
 - Federal Highway Administration (FHWA) grant that provides funds for projects designed to reduce transportation emissions.

General Assembly FY27 Studies

- **WMATA Efficiency Reporting**
 - DRPT will study WMATA cost savings and cost efficiency efforts; October 15 report deadline
- **Streamlining Bus Services**
 - DRPT shall evaluate the feasibility of consolidating Alexandria DASH, Fairfax Connector, Arlington Transit, and Fairfax CUE into one regional bus system; November 1 report deadline
- **Private Companies & Public Transportation Services**
 - DRPT will convene a stakeholder workgroup and conduct analysis to inform implementation of legislation requiring equivalent compensation under certain circumstances; December 1 report deadline
- **Funding Opportunities for Transit-Oriented Development**
 - DRPT will conduct a statewide review to plan, promote, and identify opportunities for TOD; December 15 deadline report

Commonwealth Rail Fund

FY27 Total Allocations: \$25.4M



FREIGHT Program (Commonwealth Rail Fund)

FY27 Total Allocation: \$6.8M

- Supports rail infrastructure investments to expand the Virginia freight rail network, bringing lasting benefits to Virginia's economy and transportation network.
- Focus on investment in the freight rail network to meet statewide multimodal network goals
- Use national best practices, lessons learned, and elements from current and prior rail programs
- Each grant application must:
 - Meet at least one statewide goal listed in the adopted State Rail Plan
 - Focus on capacity improvements to the freight rail network (not operational or passenger-related costs)
 - Include at least 30% design for construction projects



Rail Preservation Fund

FY2027: \$11.7M



- The program's purpose is to retain and improve the shortline (class-III) railway network, maintain a state of good repair, and connect facilities for freight service
- Shortline railroads provide vital last-mile and switching services for businesses. Additionally, they divert trucks from the road, saving on maintenance costs
- Funding Sources:
 - Up to 50 percent of DRPT's share of the Commonwealth Rail Fund
 - \$4M from the Commonwealth's Highway Construction Fund

Rail Industrial Access

Rolling grant application, comparable to VDOT's EDA Program



Rail Industrial Access connects businesses to the larger freight rail network by providing up to \$750,000 to construct or improve industrial access rail spurs



Incentivizes businesses to move goods by rail, invest in job growth, and expand its business



Grant applications are scored on number of carloads per year, added employment, total private investment, among other factors. CTB votes to approve each grant



Since 2018, 30 RIA projects have been awarded grants. These projects have **added 3,736 jobs**, **diverted over 193,000 trucks** from Virginia's highways, and connected businesses to the rail network, and incentivized \$1.55 billion in private capital investment in all regions of Virginia.

Virginia Statewide Rail Plan



Records progress and charts path forward for passenger and freight rail investments in Virginia.

Data driven and aligns with goals/objectives of VTrans, the Commonwealth's long-range multimodal transportation plan.

Requires close coordination with the Virginia Passenger Rail Authority (VPRA).

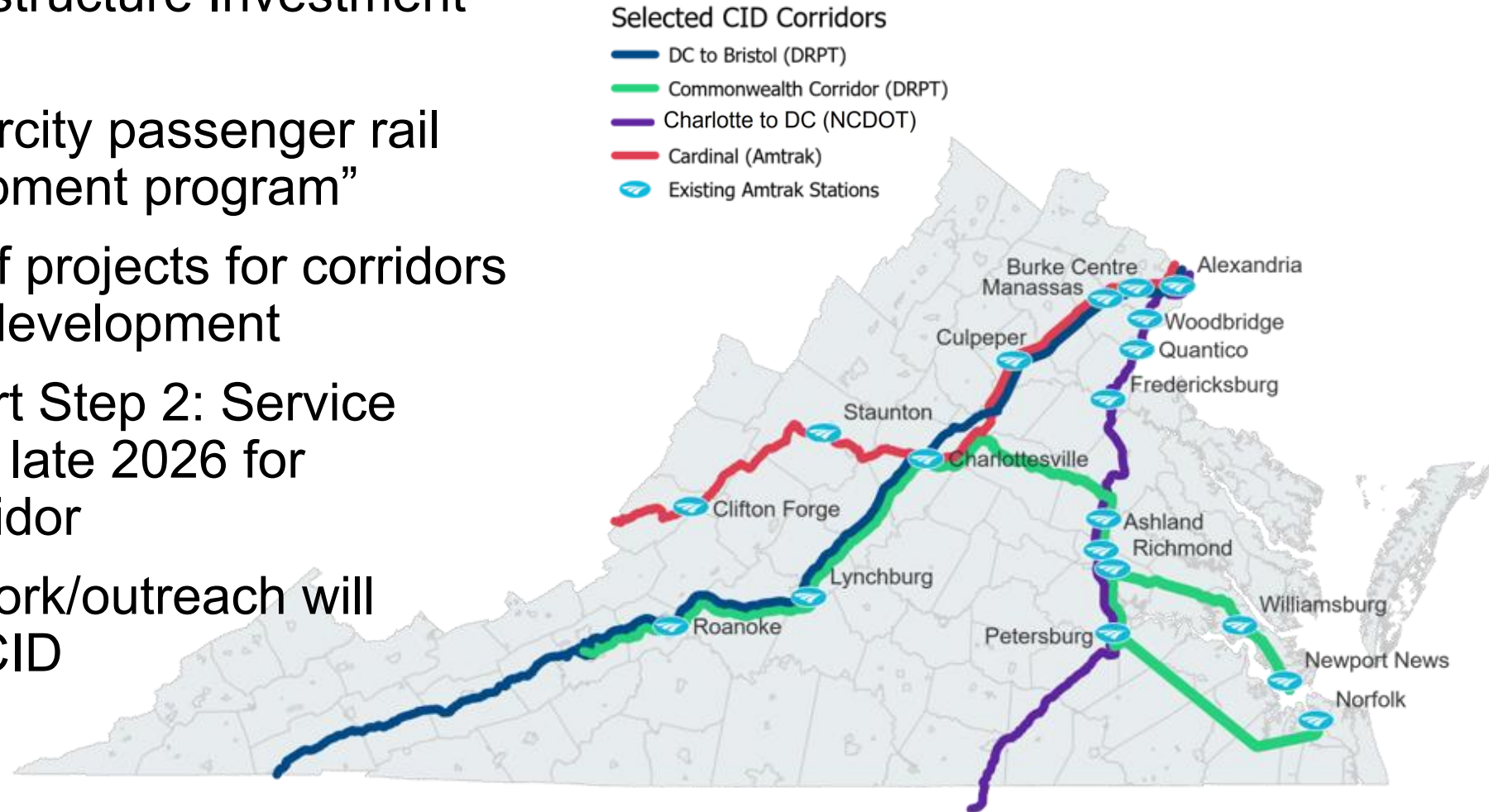
Includes 6-year and 20-year horizons.

Data points/metrics can be compared plan to plan and state to state.

Supports applications for federal rail funding for passenger and freight projects.

Corridor ID Program

- Introduced with Infrastructure Investment and Jobs Act
- “Comprehensive intercity passenger rail planning and development program”
- Will create pipeline of projects for corridors in various stages of development
- DRPT expects to start Step 2: Service Development Plan in late 2026 for Commonwealth Corridor
- Statewide rail plan work/outreach will inform/complement CID





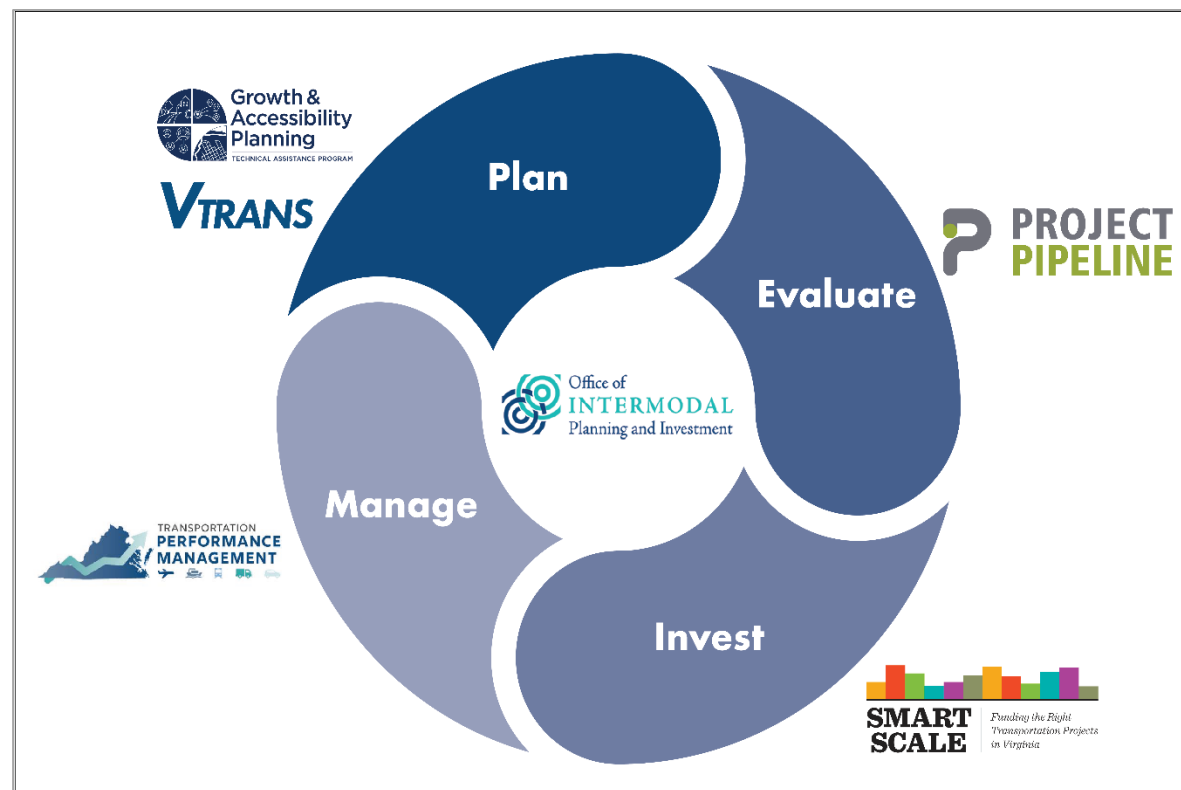
COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Office of Intermodal Planning and Investment (OIPI)



Overview and Role of Intermodal Planning and Investment Office

- OIPI is established as an office of the Secretary, established by Code of Virginia § 2.2-229
- Supports and advises the Secretary as Chairperson of the Board
 - Serves as liaison in a coordinating and facilitating role
 - Focused on using data to inform investment decisions and drive outcomes
 - Assist the Board in the development of comprehensive multimodal policy
- Consists of a Director appointed by the Secretary
 - Laura Schewel, Director (also Deputy Secretary)
 - Ronique Day, Deputy Director
 - Program Managers
 - Technical staff



Overview and Role of Intermodal Planning and Investment Office

- **Four goals of the Office established by Code:**

- Promote transparency and accountability of the programming of transportation funds and the statewide prioritization process
- Ensure Virginia's multimodal network promotes economic development, connectivity, environmental quality, accessibility and safety for people and freight
- Encourage innovation and best practices to improve efficiency of the network and related strategies
- Promote coordination between transportation investments and land use planning

Overview and Role of Intermodal Planning and Investment Office

- **Programs of the Office:**
 - **VTrans**
 - Virginia's Statewide Transportation Plan
 - Supports localities and planning partners with studies that support further study of a need identified in VTrans
 - **Project Pipeline**
 - Performance-based planning program that identifies cost effective solutions to critical needs identified in VTrans
 - **SMART SCALE**
 - Virginia's scoring process that evaluates projects and ranks them based upon the relative benefit and cost, decision making tool
 - **Performance Management**
 - The development of measures, targets and subsequent performance reporting related to Virginia's surface transportation network
- **Additional information on OIPI programs:**
 - www.oipi.Virginia.gov

Overview and Role of Intermodal Planning and Investment Office

- **Responsibilities of the Office:**

- Oversee and implement the statewide prioritization process SMART SCALE, developed by the Board
- Develop for Board approval, the Statewide Transportation Plan (VTrans)
- Develop measures and targets for Board approval, related to the performance of Virginia's surface transportation network, including any federal measures
- Conduct and oversee studies of potential improvements or strategies that address needs identified in VTrans
- Provide technical assistance to local governments and regional entities
- Oversee for Board approval, the Virginia Transportation Infrastructure Bank and the Toll Facilities Revolving Account

When Intermodal Planning and Investment interacts with CTB

- **Even Years**

- **January:** Overview of VTrans Mid-Term Needs (0-10 years) identification*
- **May:** Presentation on Highway Safety targets*
- **July:** Presentation on the VTrans planning process
Presentation on Federal Performance targets*
- **September:** Project Pipeline studies overview and location discussion, individual meetings precede the September briefing*
- **October:** Overview of active SMART SCALE round, screen outs, and potential CTB projects (*potential action if CTB elects to submit projects)

** Denotes action required the following month*

When Intermodal Planning and Investment interacts with CTB

- **Odd Years**

- **January:** Overview of VTrans Policy to prioritize Mid-Term needs**
SMART SCALE Base Funding Scenario
VTrans Performance Measures, year two of the administration*
- **March:** Individual meetings to discuss SMART SCALE Consensus Scenario prior to Spring SYIP meetings
- **May:** Presentation on the revised Funding Scenario*
Presentation on the Highway Safety Targets*
- **June:** Presentation of VTrans Long-Term Risk and Opportunities, year three of the administration
- **September:** Presentation on SMART SCALE methodology and policy*
VTrans Strategic Actions, year three of the administration
- **December:** VTrans submission to the Governor and General Assembly, year four of the administration*

* Denotes action required the following month

** Action needed only when CTB desires to revise existing policy



LOCAL ASSISTANCE DIVISION (LAD)

Equip, Train, Empower Virginia's Local Partners
CTB Board Member Orientation

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

July 2026

Agenda/Reason for this Presentation

- Local Assistance Division Overview
- LAD Managed Funding Programs Review
 - Deep Dive, Links to relevant overview presentation
- Timelines and Board Engagement
 - Board Action/Approval Calendar
- Local Transportation Portfolio Performance

Locally Administered Projects (LAP)

What is a LAP?



A transportation project administered by and managed by a local public agency (LPA)



Responsibilities

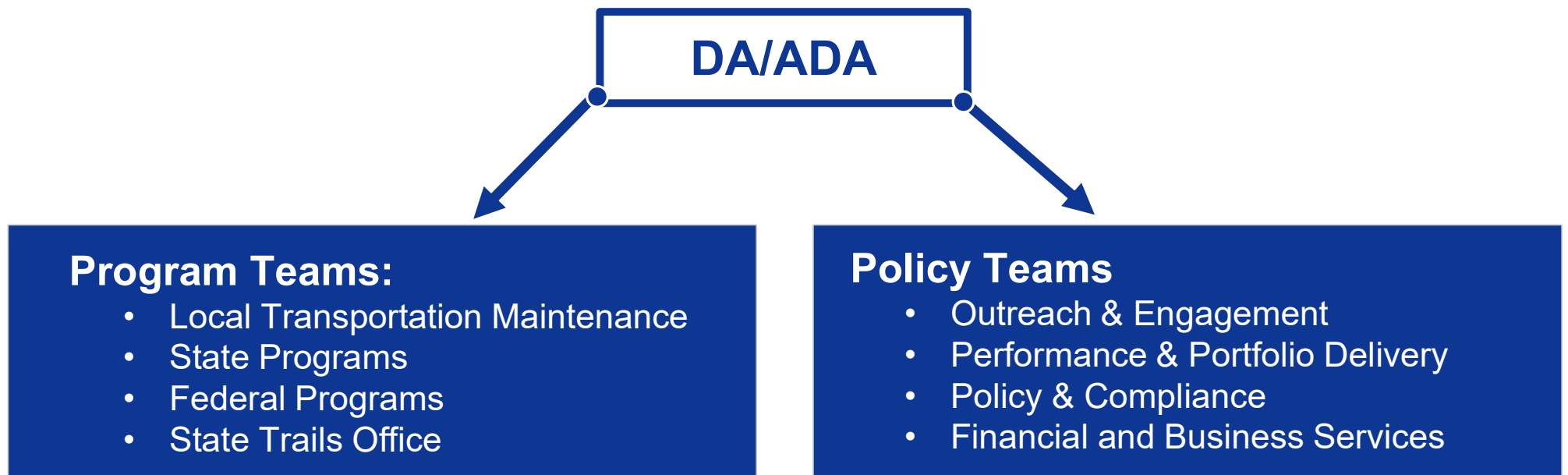
LPA – project development and delivery
VDOT – oversight as indicated in the
Stewardship and Oversight Agreement
between FHWA and VDOT

Partners - FHWA and State DOTs

23 CFR 635.105(a) Supervising agency

- “The State DOT has responsibility for the construction of all Federal-aid projects and is not relieved of such responsibility by authorizing performance of the work by a local public agency or other Federal agency.”
- “The State DOT shall be responsible for ensuring that such projects receive adequate supervision and inspection to ensure that projects are completed in conformance with approved plans and specifications.”

Local Assistance Division Overview



Funding Programs

Myriad funding programs/associated
application/award cycles
Board responsibilities vary

Common LAD Managed Funding Programs

- Revenue Sharing
- Transportation Alternatives
- Local Transportation Maintenance
- State of Good Repair Pavement
- Access Programs: Economic, Airport, Recreational



LAD Managed Programs Review

- Revenue Sharing Program
- Transportation Alternatives Program
- Access Programs (Economic Development, Airport)
- Local Transportation Maintenance Program
- State of Good Repair (SGR) Local Pavement Program
- Federal Lands Access Program
- Appalachian Regional Commission (ARC) Program
- Virginia Byways Program
- Coal Severance Program



State Programs

Revenue Sharing (§ 33.2-357)

- Provides state matching funds (50/50) to counties, cities, and towns to construct, reconstruct, improve, or maintain their highway systems
- \$100M available to allocate per year; \$200M per funding cycle; applications are accepted biennially (odd CYs)
- Applications are funded based on a priority rating system established in Virginia Code

Board Engagement:

- ✓ Application cycle occurs in odd numbered years
- ✓ Project selections in even numbered years
- ✓ LAD provides draft selections based on Board policy in February/March of even years
- ✓ Board considers approval as part of Six-Year Improvement Plan adoption in June

SGR Local Paving Program (§ 33.2-369)

- Provides funds to cities and towns for the reconstruction and rehabilitation of municipality-maintained primary extensions (routes with a number less than 600)
- Funding available to allocate per year varies; localities limited to applying for \$1.5M per year; applications are accepted annually

Board Engagement:

- ✓ Board considers approval as part of Six-Year Improvement Plan adoption in June

State Programs

Access Programs (§ 33.2-1509, § 33.2-1510)

- Economic Development: Provides localities with funding to design and construct roads that serve new or expanding economic development sites
- Recreational: Provides localities with funding to design and construct roads to public recreational facilities or historic sites
- Airport: Provides localities with funding to design and construct roads that serve public use airports
- Applications are accepted on a rolling basis

Board Engagement:

- ✓ Rolling application window, potential for monthly applications
- ✓ Background of application provided one month before Board action is requested
- ✓ Consent Agenda item, unless otherwise requested

Federal Programs

Transportation Alternatives Program

- Provides Federal matching funds (80/20) to counties, cities, and towns to fund community-based projects that expand non-motorized travel choices, maximizing the use of right-of-way for bicyclists and pedestrians as well as increasing safety, accessibility, and/or connectivity
- Selected projects will receive 100% of the funds requested in the application, up to a \$2.5M federal cap per project
- Statewide allocations are divided equally among each CTB member
- CTB At-Large members select projects as a group to ensure population area allocations are met

Board Engagement:

- ✓ Application cycle occurs in odd numbered years
- ✓ Project selections **occur in** even numbered years
- ✓ LAD provides draft selections based on **CTB** policy in February/March of even years
- ✓ Board considers approval as part of Six-Year Improvement Plan adoption in June

Scenic Byways Program

- VDOT partners with the Virginia Department of Conservation and Recreation (VDCR) in evaluating roads for byway designation. Anyone may request a byway be designated but the local government(s) must adopt a resolution of support for the designation.

Board Engagement:

- ✓ Designate byways upon local request and concurrence of the Board and DCR (Infrequent applications)

Local Transportation Maintenance

Funding allotment for Local Transportation Maintenance Programs

- \$612.8M in fiscal year 2026
 - \$522.2 to 85 Cities & Towns & Warren County
 - \$90.5 to Arlington & Henrico Counties

Funds are provided to supplement and assist local governments with local transportation maintenance activities.

Board Engagement:

- ✓ Board receives presentation in April/May timeframe regarding new payment rates and mileage additions to the system
- ✓ Board action is concurrent with approval of Six-Year Improvement Plan in June

Other Local Assistance Division Activities

State Trails Office

- **The State Trails Office (STO) was established in January 2023 through a 2022 General Assembly budget amendment**
- **Key initiatives included:**
 - Develop a Statewide Multiuse Trails Plan (released May 2026)
 - Establish an Information Clearinghouse / Resource Hub (Launched November 2025)
 - Create a Trail Type and Surface Selection Guide (Released April 2026)
- **Administers new technical assistance programs:**
 - Multiuse Trail Cost Estimating (Summer/Fall 2026)
 - Multiuse Trail Planning Program (July 2026)



Performance and Portfolio Delivery

Locality Sustained Performance Program (LSPP)

- Measures the ability of the locality to complete scheduled project development authorization milestones within a reasonable period of time.
- This is a critical metric, particularly for federal projects to ensure VDOT can meet obligation expectations.

Board Engagement:

- ✓ November/December CTB Workshop Meeting Annually
- ✓ Performance Year Report provided to Board as information
- ✓ Board may use findings to inform funding decisions

Performance and Portfolio Delivery

**Locality Sustained
Performance Program**

**Project Development
Improvement Plans**

Portfolio Delivery

Updating LSPP
documentation and
processes

Improved PDIP
monitoring and
support PDIP
delivery.

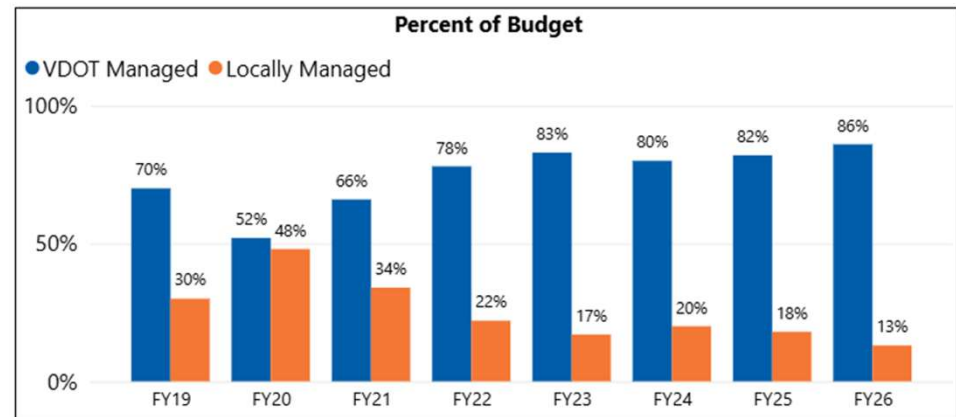
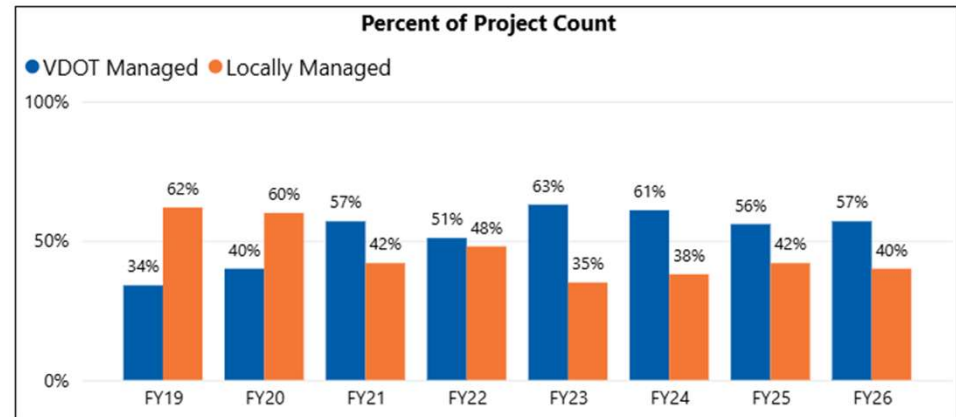
Increased
monitoring and
support for local
portfolios

Performance and Portfolio Delivery

FY26 Project Development

Administered By	Number of Projects	Total Budget
VDOT	268	\$2,156,722,988
Locally	186	\$333,212,365
Rail	13	\$7,322,636
Total	467	\$2,497,257,989

FY19 - 26 Project Development Mix



Policy and Compliance

Locally Administered Projects (LAP) Manual

- Serves as guidance for entities choosing to administer qualifying projects in Virginia.
- Outlines requirements regarding the use of federal aid and state aid
- LAP development and project delivery phases
- Stewardship and oversight tasks for assigned VDOT personnel
- Using a risk-based approach, the manual describes roles, responsibilities, and references pertinent to satisfying LAP federal/state requirements from project initiation through project closeout

Quality Assurance Reviews and Compliance Monitoring

- Catalog departmental wide audit, findings, corrective actions
- Locality Partnership Team (LPT)



Outreach, Training, Engagement

We work with internal and external partners and stakeholders to provide resources and training for local public agencies to successfully deliver locally administered projects.

Outreach:

- Local Assistance Newsletters
- Updated Policies
- Collaboration Teams



Training:

- Technical guidance on project delivery
- Policy guidance for local project and program administration
- Support Districts with technical training delivery
- District Outreach “Locality Days”

Local Program Training and Support Resources

- ▶ **Qualifications Program (QP) Certification**
- ▶ **Annual Local Programs Workshop**
- ▶ **Program Area Manuals and Guidance Documents**
- ▶ **Training Webinars**
- ▶ **Partner with UVA LTAP – TTA Courses**







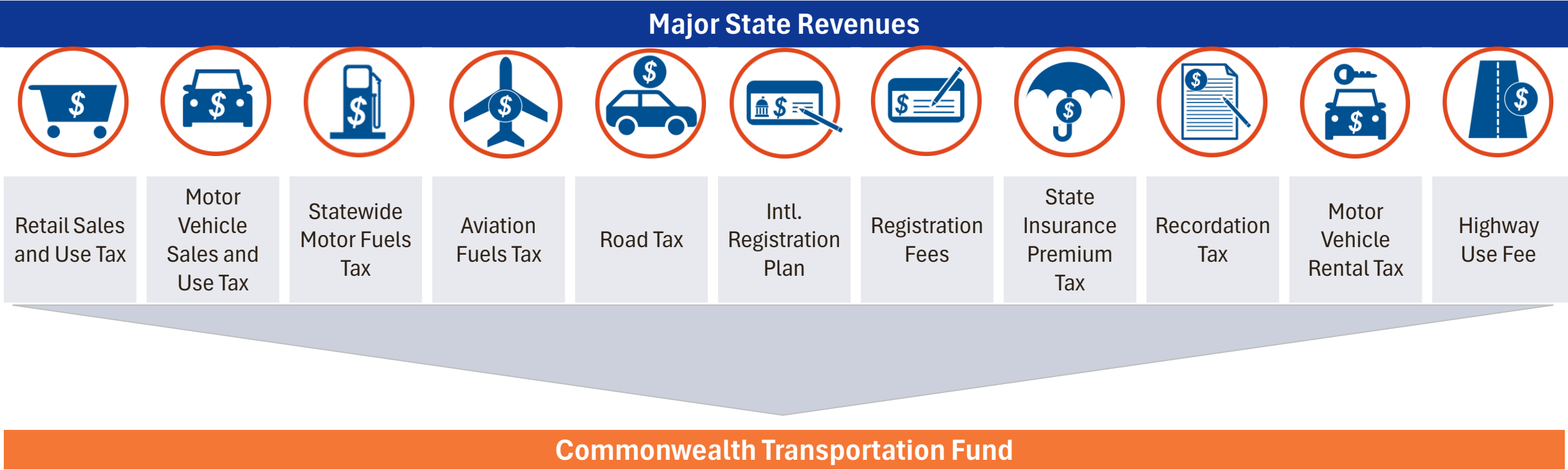
Commonwealth Transportation Fund (CTF) Overview

Revenues and Allocations

| Kimberly Pryor, Chief Financial Officer

DATE

Revenues



State Revenue Forecast (in millions)

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

Revenues

Other Revenues



Regional Revenue



Federal Revenue

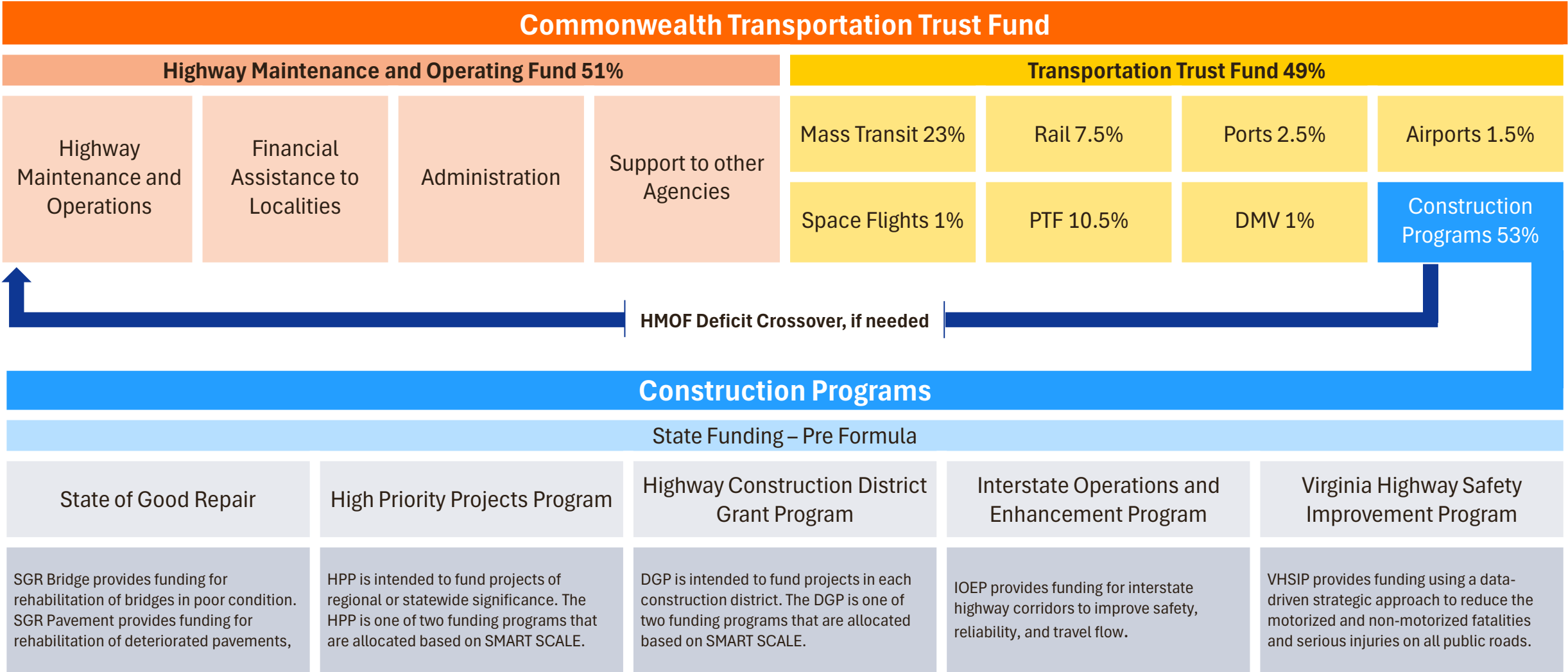


Bonds

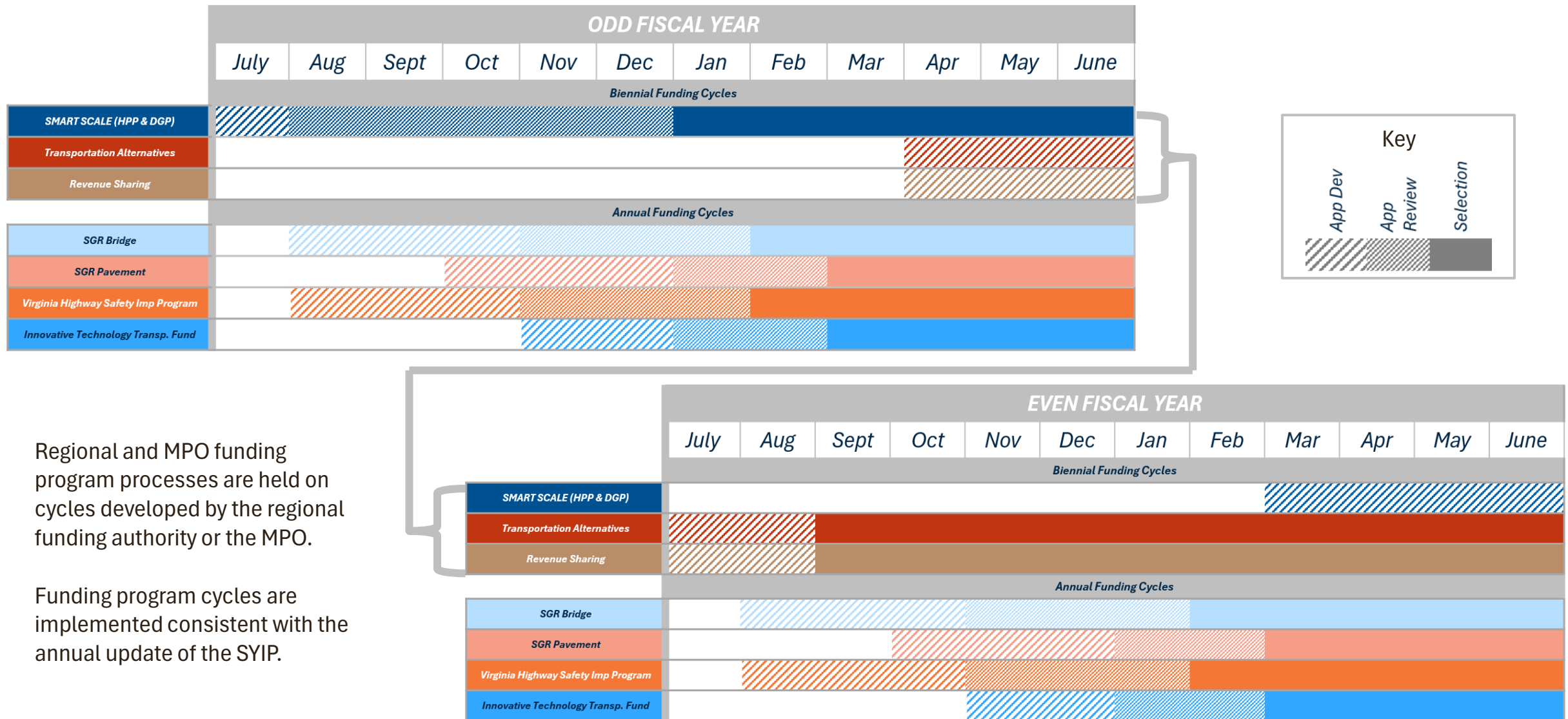


Local Revenue

Allocations



Illustrative Funding Cycle



Regional and MPO funding program processes are held on cycles developed by the regional funding authority or the MPO.

Funding program cycles are implemented consistent with the annual update of the SYIP.

CTB Financial Calendar - VDOT



CTB Action Items

- **Annually**
 - Six-Year Financial Plan
 - Six-Year Improvement Program
 - Legislatively Required Reports
- **Monthly**
 - Six-Year Improvement Program Transfers
 - Six-Year Improvement Program Amendments
- **As Needed**
 - Policy/Guideline Updates
 - SMART SCALE Project Changes
 - Debt Related Items

